Exhibit B

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22900 Fuji Lane

Janus, LLC

PREPARED FOR:
Housing and Community Development
County of Monterey – Planning Division
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901

CANNABIS PERMITS

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21.67.100
D(1) Onsite Security Measures

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SECURITY PLAN

This is the written Security Plan for the property located at 22900 Fuji Lane, Salinas CA 93908. This plan addresses the application requirements for 21.67.100 D(1) of the Monterey County code.

PHYSICAL SECURITY

The security at our facility will be designed to reduce the likelihood of security breaches and trigger an immediate response in the event of a breach. In addition, it will be designed to control access to the areas where cannabis is present, limiting access to authorized and properly identified personnel.

Location and Structure Specifications

The physical address of the property is 22900 Fuji Lane, Salinas CA 93908 which is located within unincorporated Monterey County. The APN for the property is 137-141-009-000 and it is within the Farmland zoning district (“F”). The property is located approximately 1.92 miles from the city limits of Salinas.

Upon full build-out the property will have 9 greenhouse structures and a metal processing building. For more detailed information on the location and size of structures please refer to the site plan.

Please note the site has a single family dwelling near Fuji Lane. Before cannabis operations begin, fencing will be placed around this residence to prevent unauthorized access to the operation.

Guards

Once the facility is operational we will employ a licensed security service to provide security guards. All security personnel will be thoroughly screened, trained, and strictly supervised by the licensed security service; to ensure they are of the highest capability.

Security personnel will perform and keep records of having performed routine regular inspections of all security systems, barriers, gates, doors, and locks, immediately reporting any malfunctioning or compromised security feature to the management team. Any incidents qualifying as irregular or suspicious will be handled immediately and documented appropriately.

Perimeter Security

Perimeter fencing will be installed to secure the property and prevent unauthorized intrusion. The entire facility will have a chain link privacy fence and barbed wire at the

top. The barbed wire will be connected by posts which are pointed away from the property. The security of the perimeter fencing will be checked by guards daily.

During non-operational hours, all entryways and exits will be locked and closed by our gates to prevent access; in addition we will have on-site security 24 hours per day.

Access Conditions for Staff and Non-Staff Business Associates

After being cleared by security at the entrance, all staff and business associates will park in the common parking spots that are displayed on our parking plan. All staff will need keys to access the butler building, including restricted areas within the facility.

- Staff here refers to the following: a principal officer, board member, employee, or volunteer. Non-staff business associates are all those, such as vendors and contractors who do business with our Company but are not our staff. To access restricted areas of any part of the facility, non-staff business associates will need to be admitted by security and must be accompanied by a staff member at all times.

All persons working for or doing business with us will need a company-issued permanent identification card or temporary identification tag to be able to enter restricted areas. Staff will receive these upon hire.

Once the reason for their visit is confirmed, vendors and contractors will receive temporary identification tags at the entry gate before being allowed to enter the property under staff escort.

We will require that ID cards and tags be visibly worn by all staff and non-staff at all times within the facility.

Electronic Security System

We will install a comprehensive electronic security system with video surveillance/recording capability, third-party monitoring and intrusion detection.

Video Surveillance

We will install and maintain a video surveillance system capable of capturing and maintaining surveillance recordings of activity on the premises. We will maintain surveillance recordings for a period of at least ninety (90) days. The minimum resolution for the system will be 1280 × 720 pixels. All cameras are equipped with motion detection and will have infrared technology for low light conditions; capable of identifying activity at night or in unlit rooms.

Electrical backup will be provided by an Uninterrupted Power Supply Unit sufficient to supply backup power to our cameras and computers. A failure notification system will provide both audible and visible notifications if there is any failure in the electronic monitoring system.

Alarm System

We shall install, maintain, and use a professionally monitored alarm system for the distribution premises as required by State law. This system will be monitored by a third party and the monitoring company will call management as soon as a breach has been detected. If management cannot be reached, the monitoring company will contact local law enforcement.

Alarm Testing

A test signal will be transmitted to the central station every twenty-four (24) hours. This will ensure the signal is constantly in working order. Finally, the system shall be inspected and all devices tested annually.

Maintenance and Testing

All security-related systems will be routinely inspected to ensure that they are functioning properly. This includes:

- Video surveillance equipment
- Alarm systems
- Electrical connections
- Information storage and backup systems
- Electrical backup systems

The Security Agent will be responsible for ensuring that such inspections take place at reasonable intervals. We will promptly implement all necessary repairs to ensure continuous proper functioning of the security system.

Policies and Procedures for Facility Security

Incident Management and Emergency Response

We understand that smooth operations require well-laid contingency plans and a staff well-trained in their execution. Under the leadership of our Security Agent and with input from appropriate local agencies and enforcement authorities, we will develop a comprehensive Emergency Response Plan.

The Emergency Response Plan will include contingencies for non-security related emergencies such as medical emergencies, fires, explosions, chemical release, and

weather-related disasters to ensure an appropriate and orderly response. This will prevent non-security related emergencies from becoming aggravated security emergencies as well. Emergency procedures and emergency contact numbers will be provided in writing to all employees and posted prominently in all areas of the facility.

We will also develop a comprehensive set of guidelines for dealing with security threats. All staff will learn and be drilled in these procedures to ensure they are adequately prepared for emergencies. Preparedness means all staff members:

- Know how to assess emerging situations to determine the type and level of threat they may pose;
- Know how to respond to different kinds of security threats;

If a security breach is found to constitute an actual emergency, authorities will be notified as required. We will then follow the emergency response procedures in cooperation with local law enforcement authorities for smoothly bringing the situation under their control.

Procedures will be revised and updated as necessary. They will be reviewed at least once every twelve months. We will invite local law enforcement to offer their input on up-to-date security threat analysis and contingency planning.

Preventing Theft & Non-Diversion

To prevent diversion of cannabis we will take the following measures:

- Any personnel that commits theft or diversion will result in their immediate termination.
- Video surveillance will be present onsite and positioned in a way to comply with 7.90.100(A)(14)
- Cannabis that has been processed and awaiting sale will be stored in a secured room that has limited access.
- Only authorized individuals, whose information is recorded, will be allowed on the premises thereby reducing the threat of theft or diversion of cannabis.
- At the time of each purchase, we will verify the status of the State license to ensure it is active and valid.
- All cannabis activity will be entered into the METRC tracking system that follows every plant from seedling to sale to prevent shrinkage within the cultivation facility. Each plant has a barcode and if it is missing we will know that a serial number is unaccounted for;

Since regular inventory and supply chain tracking is crucial to preventing diversion, inventory will be maintained daily by a Track & Trace employee to verify the accuracy of our computerized inventory management system using METRC.

We believe that by having strict guidelines aimed at preventing diversion, and creating an inventory tracking system that allows us to follow each plant from seedling to sale,

we will be able to create a closed loop system and effectively mitigate risks of theft and diversion.

Preventing On-Site Consumption

We shall not permit the consumption of cannabis within the premises in any form. Any cannabis or cannabis paraphernalia that shows evidence of the cannabis having been consumed or partially consumed will be reported to the County and/or Sheriff Department. We will routinely monitor surveillance to prevent the use of cannabis on the registered premises.

Incident Log

We will maintain an incident log with reports of incidents that triggered an alarm. Such reports shall be made available to the County during any inspection of the facility. We will notify the Cannabis Program and Sheriff Department by electronic means within twenty-four (24) hours of any incident in which a theft, burglary, robbery, or break in occurred, whether or not items were actually removed from the facility. Our facility manager shall follow up the initial notice with a written report describing in detail the factual circumstances surrounding the incident and include an inventory of all stolen items, if applicable. The incident log will be kept in a safe and secure filing cabinet as well as on Google Drive for a Digital Copy.

Suspicious Activity and Loitering

Staff will be trained to identify and respond appropriately to all levels of suspicious activity. Loitering will not be tolerated. Any person who is not working for the company or listed as a registered visitor for the day will be asked to leave. No one will enter the property without being verified to enter and checked in by security at the entrance.

OPERATIONS SECURITY

Making sure that our routine operations follow secure procedures is as important as physically securing each facility and having emergency response procedures in place. Consistent, proactive operational security policies and procedures greatly reduce the likelihood that emergencies will arise.

Workforce Security

Background Checks

We will perform background checks on all employees, volunteers, principals, directors, and board members. Copies of any public records obtained through the background check process will be provided to the individual concerned. To ensure transparency, the entire background checking process will be conducted by a third-party.

We will not employ anyone who does not pass a background check according to section 7.90.100(A.19) of the County Code.

Training and Drills

Security and emergency response training is only part of the comprehensive training required for all employees. Training will also cover:

- Cannabis laws and regulations,
- Procedures for plant maintenance,
- Procedures for product inventory management, and
- Personal safety, fire safety, and crime prevention.

All staff will also go through periodic refresher seminars, as well as new training on any policy updates or changes in procedure. All emergency procedures will be rehearsed in periodic drills.

In addition to training and periodic drills, all employees will receive official Company reference material, written in plain English (Spanish versions will also be available) and presented in an easy-to-use outline format, explaining all our operational, safety, and security policies and protocols.

We will also work with local police to develop effective ongoing employee training seminars and practices. Especially in developing our policies and training procedures on crime prevention and security threat response, we will seek the involvement of local law enforcement.

Personnel Records

We will maintain personnel records for each employee, agent, or volunteer that includes:

- Application,
- Documentation of all required training,
- A signed statement from the individual indicating the date, time, and place that he or she received training and the topics discussed, including the name and title of the presenters, and
- Records of any disciplinary action taken against employees at any time during employment.

These personnel records will be maintained for a period of at least six months past the end of the individual's affiliation with us.

Inventory and Cash Security

Limited Cash Operation

Cash payments will be directly deposited into a safe, keeping the cash located at one place in the facility. Access to the safe room will be limited to authorized personnel only. The cash will then be transported off site to limit the amount of money physically present. Cannabis banking has become much more prevalent than previous years, this operation will obtain a bank account to prevent large sums of cash from being present at the property.

Sale

The inventory tracking and control system associates every product sold with a single transaction, a single employee, and a single purchasing agent. All records of sales will be placed into our track and trace system, METRC.

Storage

All harvested cannabis will be stored in a limited access area inside of the processing building. This area will remain locked so only authorized personnel can access at any given time.

Inventory will be removed from the storage only for the purpose of immediate transport for sale. Transportation will be completed by a licensed distributor.

Visibility

Cannabis or paraphernalia will not be visible from any public or other property not owned by us.

Disposal of Cannabis

We intend to dispose of unwanted cannabis and its by-products by throwing it away into Waste Management receptacles which will remain secured on-site.

We shall report any stolen or lost cannabis by filing a police report with the Sheriff's Department, either in person or in writing immediately upon becoming aware of the theft or loss.

Record Keeping

We will keep meticulous records related to all activity involving cannabis onsite. Transport agents will carry with them a shipping manifest during transport of cannabis. All inventory control records such as harvest, waste, inventory transfer, transport, and delivery will be kept for seven years and made available to the County and authorities on request.

Information Systems Security

Securing Data

Our data and information are as valuable as our products. We will take special measures to protect our information systems and keep our data secure. These measures are:

- Using virus protection, spam-filtering, and firewalls
- Keeping software and OS updated
- Using passwords and changing them frequently
- Using secure wireless networks
- Restricting web browsing
- Initiating frequent and secure data backups

We will limit access to our network by using unique user passwords and by restricting IP addresses and MAC addresses to specific computers. The use of third party email, web, and data servers will be avoided. We will provide training on user security procedures.

- All data and information from our security system and from our inventory control system will be secured and encrypted and backed up automatically every night, not only to a private server on site, but also to a secure, off-site server location. Should there be an emergency, natural disaster, or criminal

breach at our facility, all data remains safe and remotely accessible on our remote backup server.

- For data backup we will be uploading all data to our cloud server on a daily basis to ensure that we do not ever lose sensitive information pertaining to the operation of the cultivation facility.

Government Accessibility to Property & Records

The operator will allow access to the property and access to records if requested by the County, its officers, or agents, and shall pay for an annual inspection and submit to inspections from the County or its officers to verify compliance with all relevant rules, regulations, and condition

The applicant, owner, and permittees agree to submit to, and pay for, inspections of the operations and relevant records or documents necessary to determine compliance with this Chapter from any enforcement officer of the County or their designee.

The applicant for the cultivation and the owner shall indemnify, defend, and hold the County harmless from any and all claims and proceedings relating to the approval of the permit or relating to any damage to property or persons stemming from the commercial cannabis activity.

The owner shall be responsible for ensuring that all commercial cannabis activities at the site operate in good standing with all permits and licenses required by the Monterey County Code and state law.

The cultivation activities shall be maintained in accordance with the operating plans as approved by the County.

D(2) - STANDARD OPERATING PROCEDURES

Local & State Regulation Compliance
Operators will hire a full time Compliance Director who is responsible for ensuring the business maintains total compliance with local & State regulations. This position will focus on staying up-to-date with any changes to Monterey County ordinances and participating in any public hearings related to cannabis. They will also update the operations team on new or changing regulations to State law that would affect the procedures of the operation.

- **Distribution Compliance**
    - Confirm units and/or weight of goods are accurately reflected in the track-and-trace system and shipping manifest (where applicable)
    - Conduct R&D testing when needed
    - **COA testing procedures**
        - When arranging for testing, licensee and/or employees will ensure cannabis goods batches are stored in compliance with Department Cannabis Control Regulations
        - Licensee will ensure that all cannabis goods batches are stored separately and distinctly from other cannabis goods and batches on the distributor's premises
        - Licensee will physically attach to each container of a batch stored for testing a label with:
          (1) The name, license number, and licensed premises address of the licensed manufacturer or licensed cultivator who provided the batch; (2) The date of entry into Licensee's storage area; (3) the unique identifiers and batch number associated with the batch; (4) A description of the cannabis goods with enough detail to easily identify the batch; (5) the weight of or quantity of units in the batch; and (6) the best-by, sell-by, or expiration date of the batch, if any;
        - Licensee will promptly contact a licensed testing laboratory and arrange for a laboratory employee to come to premises and select a representative of the batch
        - Licensee and/or employee will be physically present to observe testing laboratory employee obtain the sample of cannabis goods and ensure the increments are taken from throughout the batch.
        - Employees will not assist the laboratory employee nor touch the cannabis goods or sampling equipment.
        - Video monitoring will produce a sampling video with the batch number stated verbally or presented to the camera in writing at the

beginning of the video and a visible time and date indication will be on the video recording footage. These recordings will be maintained for 90 calendar days
        - After the sample has been selected, both the licensee and the laboratory employee will sign and date the chain of custody form attesting to the sample selection having occurred and recording required batch information as well as sampling conditions and problems encountered, if any.
        - If batch passes testing, the cannabis goods may be transported to one or more retailers or another licensed distributor.
        - If a batch fails testing and the batch can be remediated, licensee may transport or arrange for the transportation of the batch to a licensed manufacturer for remediation.
        - Batches that fail laboratory testing and cannot be remediated will be destroyed.
    - **Procedures prior to transfer for retail**
    - Licensee will conduct quality assurance review of goods before transferring and/or transporting for retail and verify the following:
    - Goods have not exceeded the sell-by or expiration date
    - The weight and/or count of the batch comports with what is in track-and-trace and on shipping manifest.
    - Packaging meets tamper-evident, child-resistant, and resealable packaging requirements.
    - Labeled with the statement “This package is not child-resistant after opening,” if applicable
    - Primary panel labeling, informational panel labeling, and packaging comply with the labeling requirements of Business and Professions Code and other applicable state regulations, including DCC Regs. See Labeling Requirement checklists (below), incorporated herein.
    - The certificate of analysis corresponds with the batch;
        - date on the certificate of analysis is less than 12 months old
        - labels on the cannabis goods are consistent with the certificate of analysis regarding cannabinoid content and contaminants required to be listed by law.
    - Licensee may package, re-package, label, and re-label cannabis including pre-rolls for retail sale.
    - If the goods are not labeled, or if a label is inaccurate, licensee may label the goods with the accurate amounts of cannabinoids, terpenoids, Total THC and/or Total CBD according to the certificate of analysis.

- Licensee will not package, re-package, label, or re-label manufactured cannabis products, except that licensee may label or re-label packages containing manufactured cannabis goods with the accurate amount of cannabinoids and terpenoids based on regulatory compliance test results.
- Licensee will ensure that a copy of the certificate of analysis accompanies any batch to be transported and is provided to the licensee receiving the goods.
- NOTE: Distributor may only transport untested immature cannabis plants and/or seeds to a licensed retailer or to the retailer portion of a licensed microbusiness.
- NOTE: Distributor may transport untested cannabis goods to one or more licensed distributors, licensed manufacturers, licensed cultivators, and/or licensed microbusinesses authorized to engage in distribution, manufacturing, or cultivation.

- **Processing Compliance**
  - **The Harvesting & Drying Process**
    - Once a flowering plant has completed its Flowering Cycle, it is ready to be harvested or cut and hang dried. Harvesting is done in a temperature-controlled room with controlled humidity and adequate air circulation. It is important that the finished plants are not dried too quickly as this can affect the plant's smell and taste; but also that they do not dry too slowly as this can attract mildew and mold.
    - The finished plants are cut from their main branch and hung upside down on racks to dry out excess water weight. Each plant is placed at least four (4) feet above the ground and separated by a few inches. The plants are not vertically stacked on top of each other because that would impede the drying process and make the plants more susceptible to mold and mildew. After the plant is hung upside down the sun leaves that droop and cover the cannabis flowers are cut off.
  - **The Trimming Process**
    - After a hanging plant is fully dried it is ready to be trimmed. Trimming is done in a large sterile room full of ample lighting, tables and chairs. Trimming entails cutting off any remaining plant matter (leaves, stems, etc.) leaving the medical cannabis buds. Mostly hand instruments will be used for precision trimming. Automated machines are helpful for initial manicuring and can save time, but hand instruments are still necessary for quality detailed finish work.

- **The Curing Process**
  - The final step of the production process is Curing. The trimmed cannabis contained within the sealed curing bins is properly aerated to remove any remaining water. The lids of the curing bins are manually opened and closed, to slowly let out the remaining water weight and increase the flavor and aroma of the trimmed cannabis. The trimmed cannabis is rotated in the curing bin from time to time and turned over, to facilitate the curing process. The bins are opened and closed every 2-4 hours, typically, over the course of a week.

Product Quality and Safety

<u>There will be no food preparation or sales on the site.</u>

The best solution for controlling mold, disease, pests and heavy metals is not having them at all. Strict policy of prevention is the number one way to control the invasion of any harmful organisms. Many of these problems can be avoided by just maintaining appropriate growing conditions, requiring clean environment protocols, and through environmental design. This holistic approach can reduce or eliminate the conditions that these pests and contaminants need for sustainment.

A successful preventative design includes:

1) Isolating Plants & Mitigation
2) Systematic Pruning
3) Introduction of Predator Species
4) Selecting Pest & Disease Resistant Strains

<u>Isolating Plants & Mitigation</u>

Just as pests and contaminants can easily travel through humans and equipment, they can quickly spread across plants. That's why pests and contaminants often affect batches of plants at a time. When a single plant becomes affected, it's very easy for these problems to spread quickly to nearby plants. To combat this, Operators will inspect plants regularly to detect problems early on; and if a problem is found, quickly work to quarantine the plant inside of our mitigation department. The mitigation department is an enclosed area that isolates compromised plants from the rest of the population. If the plant can be remediated or recovered, it is placed back into the production area it came from. If it cannot be corrected the plant will be recycled for compost. In the event that a plant is removed for mitigation, staff will be instructed to closely monitor other plants in the same lot to make sure the same problems do not occur.

Systematic Pruning

Yeast, mold, and bacteria require: water, a suitable temperature, and substrate to thrive. Decaying plant matter is an ideal substrate. Decaying plant matter provides food and shelter for many unwanted pests, as well as an area for them to breed. Systematic pruning of plants and removal of any plant material from trays, reservoirs, and surrounding work areas will prevent onset and spread of pests and microbiological contaminants.

Introduction of Predator Species

Use of predator species to control unwanted pests (known as Biological Pest Control) is an effective means of pest control that does not require the use of harmful chemicals. Ladybugs for example, and in particular their larvae, are voracious predators of aphids, mites, scale insects and small caterpillars. Various other insects and predatory mites feed on spider mites and provide a high level of natural control as well. Operators will implement these biological controls to naturally prevent the onset and spread of unwanted pests in the proposed facility, thereby minimizing the need for chemical pesticides.

Selecting Pest & Disease Resistant Strains

A part of Operators's Strain Development & Breeding Program will be to develop new Medicinal Varieties and modify existing strains for desired traits. Through selective breeding, Operators can increase desired traits into a cultivator and reduce the chances of undesired traits. One of these desirable characteristics in a strain is pest and disease resistance. Operators will utilize such strains to minimize the onset and spread of pests in the proposed facility.

Laboratory Testing

Operators will only work with licensed cannabis testing labs to ensure that all products pass the required testing prior to entering the commercial market.

Cannabinoid Profiling

Cannabinoid profiling informs patients about the concentration of active cannabinoids in their medicine. Researchers have identified over 70 cannabinoid compounds, many of which possess distinct medicinal benefits. This table provides an overview of the most common cannabinoid compounds and their pharmacological effects. You can see that while THC is the most well-known cannabinoid, it is only responsible for a fraction of cannabis' medicinal benefits. For this reason, we also test for CBD, CBDA, CBN, and THCA.

Pesticide Testing

Pesticide testing will be done to detect trace amounts of chemical pesticides in dried flowers and cannabis concentrates. Testing will be performed to ensure there are no pesticides present in the cannabis in amounts not allowed per California regulations.

Microbiological Screening

Microbiological testing will be done to detect any amounts of molds and mildews in cannabis products. Testing will be performed to ensure there are no molds or mildews present in the cannabis in amounts not allowed per California regulations.

Record Keeping

Financial Records: All sales will be recorded through the track & trace system which will also act as point of sale software. Records of company expenses will be recorded via accounting software such as QuickBooks.

Testing: cultivation may occasionally get R&D (research and development) testing performed to see how certain cannabis strains perform. Compliance testing will only be done by an operator's distribution license or an outside distribution company. Operators will keep a record of all test results on the cloud.

Product Recall

Once a batch sample is submitted to the Testing Lab, Operators will store the remaining batch on-site until the test results have been completed. If for any reason, the test results come back positive for pesticides or mold at unsafe levels, a product recall will be necessary.

If the test results indicate there are pesticides present then Operators will take the batch that was tested and dispose of it according to our waste management procedures for all cannabis material. Operators will take a note of the quantity and specific batch number by inputting this record into our track and trace system.

If the test results indicate there is mold present at an unsafe level, Operators will first seek to work with a permitted manufacturer to have a portion of the batch processed into concentrate. During the extraction process it is common for mold spores to remain in the plant material and not be transferred into the concentrated byproduct. Of course once the extraction is complete and before the final product is ever sent to a dispensary the extraction will be tested to ensure no harmful molds are present. Should the extraction process eliminate the mold that was present in the batch, the concentrated product will move on in the supply chain. If, for any reason, the extraction process is unsuccessful in eliminating the safety concerns, a product recall will be implemented. All cannabis from the original batch will be disposed of according to our waste

management procedures. Operators will take note of batch number and quantity being disposed of by inputting a record into our track and trace system.

D(3) - HOURS OF OPERATION

The proposed hours of operation are 8:00am to 5:00pm Monday - Friday. A farming operation has unexpected events related to the care of the plants being grown. There may be times the operation requires immediate attention outside of the business hours listed.

D(4) - WASTE DISPOSAL INFORMATION

Cannabis waste will be disposed of in a designated waste receptacle on the property. Physical access to the receptacle or area is restricted to only the licensee, employees of the licensee, the local agency, a waste hauler franchised or contracted by a local agency, or a private waste hauler permitted by the local agency. Public access to the designated receptacle or area will be strictly prohibited.

Elizabeth Hall of Monterey County Waste Management has been consulted to order the appropriate sized waste receptacles once cannabis operations begin.

The track-and-trace system will be used to document the cannabis waste by identifying, weighing, and tracking when disposed of.

Any other waste that is not deemed cannabis waste will be disposed of in a separate receptacle that will be designated for regular garbage. Recyclables will also have their own designated container, separate from cannabis waste. MCWM will be contracted for these garbage containers as well.

D(5) - WATER MANAGEMENT PLAN

Water Sources

The property has an on-site well which will be used for all of the watering needs of the cannabis operation. The well can produce hundreds of gallons per minute which is more than enough for our facility. This will ensure that our facility is self-sufficient because we will only use the water from our own well and not need any outside resources.

Water Conservation Irrigation

The operation will be using a pulse watering technique which is an improved method of spaghetti tube irrigation. Instead of watering plants once or twice a day with a large amount of water, plants are watered more frequently with small amounts of water. This allows the water to be redistributed within the pots between waterings, resulting in a more uniform water distribution within the pots. That makes it possible to thoroughly wet the growing medium without irrigation run-off.

Our pulse watering systems will be designed more carefully than regular spaghetti tubing. In regular spaghetti tube systems, it is not uncommon that tubes on one end of a bench start dripping 10-15 seconds before tubes at the other end emit water. This may not be significant if the plants are watered for several minutes. However, with pulse irrigation, plants are watered multiple times per day for short periods and the system layout is designed so that all pots receive similar amounts of water.

By using pulse irrigation we will be able to have no water run-off because the plants will never be overwatered.

The cannabis operation will use WaterSense labeled products whenever possible. WaterSense is a U.S. Environmental Protection Agency (EPA) program designed to encourage water efficiency in the United States through the use of a special label on consumer products. It was launched in June 2006. Products with the WaterSense label have been certified to be at least 20% more efficient - without sacrificing performance.

D(6) - YOUTH ACCESS RESTRICTION

All visitors will be verified before being allowed on-site. Our gate will be monitored and our security personnel will ask for government identification of all visitors. Security will ensure that all visitors are at least 21 years of age by verifying their birthdate on the government issued identification.

Anyone that is found to be younger than 21 years old will not be granted access onto the property.

D(7) - PRODUCT SUPPLY CHAIN

Where Cultivation Occurs

Cultivation will take place within the existing & proposed greenhouse structures on the property.

Where the Product is Processed

Processing will take place within the proposed metal building on the property. Drying, trimming and storing of cannabis are the activities that will take place within the building. 3rd party processing will also take place.

Required Testing of Cannabis or Cannabis Products

California regulations provide that compliance testing must be completed by a licensed distribution license. Cultivators are allowed to perform R&D tests however those tests do not qualify the cannabis or cannabis products to go to market. Most of the cannabis or cannabis products will be sold to licensed distributors who will be responsible for getting the testing lab to sample material.

If we decide to transfer the product to our own distribution license, we will follow all testing requirements outlined in the regulations:

- Cannabinoids and terpenes
- Residual solvents and processing chemicals
- Residual pesticides
- Heavy metals
- Microbial impurities
- Mycotoxins
- Moisture content and water activity
- Foreign material

Transportation

Cannabis can only be transported by licensed distributors or transport only companies. If selling a product to a licensed distributor we will ensure the product is transported compliantly. One of two things will happen, either the distributor will come pick up the product from our facility or we will transport it ourselves with our distribution license.

All transportation will be recorded via shipping manifests which will list:

- Name, license number, and premises address for:
    - The licensee who possesses the cannabis goods

    - The licensee transporting the cannabis goods
    - The licensee receiving the cannabis goods
- Name and license number of any licensee involved in the activity or transaction who is not shipping, transporting, or receiving the cannabis goods
- Date and time of activity
- Date and time of departure from first premises, and estimated time of departure for subsequent premises if cannabis goods are being shipped from multiple premises in one transport vehicle
- Estimated date and time of arrival at each receiving premises
- Driver license number for any person driving the transport vehicle
- Make, model, and license plate number of transport vehicles
- Name and type of cannabis goods to be transported

Upon receipt, the receiving licensee shall ensure the cannabis goods received are as described in the shipping manifest and accept the cannabis goods in the track and trace system. If there is a discrepancy between the cannabis goods received and the shipping manifest, the receiving licensee shall document the discrepancy in the track and trace system and any other relevant business records.

If the facility performs transportation via a distribution license, alternative fuel vehicles will be utilized as required by Monterey County Code section 21.67. Initial plans do not include making deliveries from the site. Using the operators distribution license will only be used to move cannabis from greenhouses to processing buildings. This does not require the use of motor vehicles.

Packaging & Labeling Criteria

All packaging & labeling of cannabis and cannabis products will follow all DCC (formally CDPH) regulations. DCC is responsible for establishing statewide standards for packaging and labeling of cannabis and cannabis products. In addition to DCC regulations, The Medicinal and Adult-Use Cannabis Regulation and Safety Act (MAUCRSA) includes basic requirements for how cannabis and cannabis products must be packaged before sale.

The specific criteria we will follow is outlined on the following pages. These are documents provided directly from DCC (formally CDPH) which include packaging checklists, labeling checklists for cannabis (for flower and flower-only pre-rolls) and labeling checklists for cannabis products (for manufactured cannabis products such as edibles, concentrates, and topicals).

Checklist

Packaging Requirements: Final Form Cannabis Goods

The Medicinal and Adult-Use Cannabis Regulation and Safety Act (MAUCRSA) includes basic requirements for how cannabis goods must be packaged before retail sale. These guidelines apply to all nonmanufactured and manufactured cannabis goods that will be sold at a licensed retailer.

Packaging Checklist

- **Tamper Evident** – A consumer can tell if the package has been opened.
  Examples: a plastic seal, a sticker across the lid that is ripped when opened, or a jar with a lid that pops up after opening.
- **Child-resistant** – The package is designed to be difficult for children under five years of age to open. See "Child-resistant Packaging Guidelines" for more information about what qualifies as child-resistant.
- **Resealable (for packages that contain more than one serving)** – The package can be closed after each use.
  Examples: a lid, adhesive closure, or box top closure.
- **Opaque (for edibles only)*** – The package is not transparent; consumers cannot see the product through the packaging.

  **Colored bottles are considered opaque, provided that the bottle obscures the color of the liquid inside.*

  **Opaque bottles used for beverages may use a single, vertical, clear strip less than 0.25" wide to indicate serving sizes.*

DOs

- Protect products from contamination and exposure to any toxic or harmful substances.
- Use any layer of packaging, to meet the packaging requirements listed above.

DON'Ts

- Cannot imitate packaging used for products typically marketed to children.

The Department of Cannabis Control (DCC) licenses and regulates commercial cannabis activity within California. To learn more about the California cannabis market, state licenses or laws, visit cannabis.ca.gov. Email questions to info@cannabis.ca.gov or call 1-844-61-CA-DCC (1-844-612-2322).

Checklist

Child-resistant Packaging (CRP)

State law requires that all cannabis goods are sold in child-resistant packaging (CRP). CRP is packaging that is designed to be hard for children under five years of age to open. It is the responsibility of the licensee that packaged the cannabis good to make sure that the package meets CRP requirements.

There are three types of packaging that qualify as child-resistant:

- Packages that have been certified as child-resistant under the requirements of the Poison Prevention Packaging Act (PPPA, 16 CFR 1700.15(b)(1)). To meet this standard, packaging must be tested and certified as meeting the PPPA standards. You can ask your packaging supplier if the packaging you are considering has PPPA-compliant certification.
- A bottle sealed with a pry-off metal crown cork-style bottle cap (for packages containing only a single serving).
- Plastic packaging that is at least 4 mils thick and heat-sealed without an easy-open tab, dimple, corner, or flap (for packages of cannabis goods that qualify for single-use CRP or that contain only a single serving).

Types of child-resistant packaging:

- **Single Use ("Initial CRP")** – the package is initially child-resistant, but once opened, it is no longer child-resistant. If used, the package's label must say "This package is not child-resistant after opening."
- **Multiple Use ("Lifetime CRP")** – the package maintains its child-resistance throughout the life of the package. It can be opened and closed, but still remains child-resistant.

What type of child-resistant packaging does my product require?

Single-use CRP

- ☐ Cannabis Flower
- ☐ Pre-rolls
- ☐ Topicals
- ☐ Dab, Shatter, Wax
- ☐ Vape Cartridges

Note: *Package must be labeled with the statement "This package is not child-resistant after opening."*

Multiple-use CRP

- ☐ Edibles
- ☐ Orally-consumed concentrates, such as tinctures or capsules
- ☐ Suppositories

Note: *A package that contains more than a single serving is not required to be child-resistant if each individual serving is packaged in child-resistant packaging.*

More information about CRP requirements for cannabis and cannabis products can be found in Department regulations section 17412.

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Checklist

Labeling Requirements: Non-manufactured Products in Final Form

Cannabis must be properly labeled to make sure consumers are informed about what they are buying and to prevent unintended use. These guidelines cover labeling requirements for non-manufactured cannabis goods that are ready to be sold by a licensed retailer.

Labeling placement Where does the required labeling go?

Most of the required labeling must be placed on the outer layer of packaging or be easily visible through the outer layer of packaging (for example, if the outer-most layer is a clear cellophane wrapper). The outer labeling requirements are divided into two categories, based on the part of the package where it belongs.

- ☐ Primary Panel – The part of the label most likely to be displayed to the consumer at retail; usually the front or top of the package
- ☐ Informational Panel – Any other part of the label that is not the primary panel

If the product is packaged in a way that the immediate container holding the cannabis good can be separated from the outer packaging (such as a jar placed inside of a box), the immediate container must be labeled with the universal symbol.

Labeling dos

- ☐ Display information clearly and legibly
- ☐ Use English
- ☐ Use at least 6-point font
- ☐ Make sure all labeling information is shown on the outer layer of packaging
- ☐ Additional product information may be added as long as it is truthful and not misleading

Labeling don’ts

- ☐ Don’t use California city or county names —The name of a California city or county can only be used on the label if 100% of the cannabis is grown there.
- ☐ Don’t make the label attractive to children — This includes using cartoons, images popularly used to advertise to children, imitating candy labeling, and using the words “candy,” “candies” or a variation, such as “kandy” or “kandeez,” anywhere on the label.
- ☐ Don’t include false or misleading information — This includes anything untrue or unproven, or information that leads consumers to have an inaccurate impression.

- ☐ Don't make unproven health claims — Health-related statements, such as claims about a product's ability to treat or cure disease, may not be made unless there is significant scientific agreement and the claims are supported by a totality of publicly-available peer-reviewed evidence. Anecdotal information and preliminary study results do not meet these criteria. *Note: Health-related statements are heavily regulated by the FDA, and cannabis businesses are not exempt from federal prosecution for misleading health statements.*
- ☐ Don't indicate that the cannabis is organic. This includes using the word "organic" or any variations, such as "organix".
- ☐ Don't make any claims that the cannabis is "OCal" unless the cannabis meets the standards set in Business and Professions Code §26062.

Labeling checklist (for outer layer of packaging)

Primary panel — The part of the label displayed to consumers at retail; usually the front or top of the package

- ☐ Product Identity — A generic or common name that describes the item. Examples include flower or pre-roll.
- ☐ Net weight of the cannabis in the package — List weight in both metric and U.S. customary units. (Example: NET WT. 4.0 oz. (113.4 g))
- ☐ Universal Symbol (in black, at least 0.5" X 0.5") — The California symbol that identifies cannabis and cannabis products. *Note: The symbol can be downloaded at www.cannabis.ca.gov*

Informational panel – any part of the label that is not the primary panel

- ☐ UID number — The unique tracking number issued through the track and trace system
- ☐ Licensee name and phone number or website — The licensee name can be either the name of the licensed cultivator or licensee packaging the product and must be a name listed on the license certificate (either the legal business name or the registered DBA)
- ☐ Date of packaging for retail sale — Include month, day and year
- ☐ Government warning statement (in capital and bold letters)

Cannabinoid content labeling – May be on either the primary or informational panel and can be placed on the label before releasing to distribution or by the distributor on the licensed distribution premises after issuance of a regulatory compliance testing Certificate of Analysis for the batch.

Labeled before testing:

- ☐ Total THC expressed as a percentage *(Total THC is the sum of THC and THCA. For information on how to calculate Total THC, see DCC regulations section 15700(rrr))*

Labeled after testing:

- ☐ Total THC expressed as a percentage
- ☐ Any cannabinoid that is 5% or more of the cannabinoid content

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D(8) - RECORD KEEPING POLICY

The cannabis operation will maintain all the following records either electronically or otherwise on the licensed premises, including but not limited to:

1. All permits, licenses, and other authorizations to conduct the licensee's commercial cannabis activity;
2. All supporting documentation for data or information entered into the track-and-trace system;
3. All UIDs assigned to products in inventory and all unassigned UIDs. UIDs associated with product that has been retired from the track-and-trace system must be retained for six (6) months after the date the tags were retired;
4. Financial records related to the licensed commercial cannabis activity, including but not limited to contracts, purchase orders, sales invoices, and sales receipts;
5. Personnel records, including each employee's full name, social security number or individual taxpayer identification number, date of beginning employment, and, if applicable, the date of termination of employment;
6. Records related to employee training for the track-and-trace system or other requirements of this chapter. Records shall include, but are not limited to, the date(s) training occurred, description of the training provided, and the names of the employees that received the training;
7. Contracts with other state licensed cannabis businesses;
8. Records associated with composting or disposal of cannabis waste;
9. Documentation associated with loss of access to the track-and-trace system;

All required records shall be prepared and retained in accordance with the following conditions:

1. Records shall be legible; and
2. Records shall be stored in a secured area where the records are protected from debris, moisture, contamination, hazardous waste, fire, and theft.

D(9) - TRACK & TRACE MEASURES

California has selected METRC as the state's track-and-trace system used to track commercial cannabis activity and movement across the distribution chain ("seed-to-sale"). All licensed cannabis operations on the property will be required to use METRC ("the track-and-trace system") for recording all applicable commercial cannabis activities.

The cannabis operation will identify an owner in the licensee's organization to be the licensee's track-and-trace system account manager. The licensee's designated track-and-trace system account manager will be responsible for all the following:

1. Complete track-and-trace system training provided by METRC.
2. Designate track-and-trace system users, as needed, and require the users to be trained in the proper and lawful use of the track-and-trace system before the users are permitted to access the track-and-trace system;
3. Maintain an accurate and complete list of all track-and-trace system users and update the list immediately when changes occur;
4. Within three (3) calendar days, cancel the access rights of any track-and-trace user from the licensee's track-and-trace system account if that individual is no longer authorized to use the licensee's track-and-trace system account;
5. Correct any data that is entered into the track-and-trace system in error within three (3) calendar days of discovery of the error; and
6. Notify the department immediately for any loss of access that exceeds three (3) calendar days.

If the cannabis operation loses access to the track-and-trace system for any reason, the licensee will prepare and maintain comprehensive records detailing all required inventory tracking activities conducted during the loss of access.

1. Once access to the track-and-trace system is restored, all inventory tracking activities that occurred during the loss of access will be entered into the track-and-trace system within three (3) calendar days.
2. A licensee will document the date and time when access to the track-and-trace system was lost, when it was restored, and the cause for each loss of access.
3. A licensee will not transfer cannabis or non manufactured cannabis products to a distributor until such time as access to the system is restored and all information is recorded into the track-and-trace system.

Unique Identifiers (UID)

The cannabis operation will only use UIDs provisioned and distributed by the CDFA or the department's designee. The licensee will maintain a sufficient supply of UIDs in inventory to support tagging in accordance with this section. All cannabis will be entered into the track-and-trace system by the licensee starting with seed, cannabis which has been propagated onsite or purchased from a licensed nursery, or seedling purchased from a licensed nursery.

The UID will accompany the cannabis products through all phases of the growing cycle, as follows:

1. Licensees with immature plants will assign a UID to each established lot respectively. The lot UID will be placed in a position so it is visible and within clear view of an individual standing next to the immature lot to which the UID was assigned, and all UIDs will be kept free from dirt and debris. Each lot of immature plants will be uniform in strain or cultivar and will not have more than one hundred (100) immature plants at any one time. All immature plants in a lot will be labeled with the corresponding UID number assigned to the lot and will be contiguous to one another to facilitate identification by the department.
2. Each immature plant intended for retail sale will have a UID affixed, or be labeled with the corresponding UID number of the lot, and be recorded in the track-and-trace system prior to transfer from the licensed nursery.
3. The licensee will apply a UID to all individual plants at the time any plant is moved to the designated canopy area or when an individual plant begins flowering.
4. UIDs are required for each mature plant. UIDs will be attached to the main stem, at the base of each plant. The UID will be attached to the plant using a tamper evident strap or zip tie and placed in a position so it is visible and within clear view of an individual standing next to the mature plant to which the UID was assigned and UIDs will be kept free from dirt and debris. Licensees are prohibited from removing the UID from the mature plant to which it was attached and assigned until the plant is harvested, destroyed, or disposed of.

Each harvest batch will be assigned a unique harvest batch name which will be associated with all UIDs for each individual plant, or portion thereof, contained in the harvest batch.

UIDs are required for all cannabis and non manufactured cannabis products and will be associated with the corresponding harvest batch name from which the cannabis and non manufactured cannabis products were derived.

Upon destruction or disposal of any cannabis or non manufactured cannabis products, the applicable UIDs will be retired in the track-and-trace system by the licensee within three (3) calendar days of the destruction or disposal and be performed in accordance with the licensee's approved cannabis waste management plan.

Track & Trace Reporting

The track-and-trace account manager or users will report in the track-and- trace system any and all transfers of cannabis or non manufactured cannabis products to another licensee prior to the movement of the cannabis or non manufactured cannabis products off the licensed premises.

The track-and-trace account manager or users will report in the track-and-trace system any and all cannabis or non manufactured cannabis products physically received or rejected from another licensee within twenty-four (24) hours of receipt or rejection of the products.

The track-and-trace account manager or users will report in the track-and-trace system information related to the disposition of cannabis and non manufactured cannabis products, as applicable, on the licensed premises. All applicable information for each event listed below will be reported in the track-and-trace system within three (3) calendar days of the applicable event.

(1) Creating a planting of an immature plant lot;

(2) Moving immature plants to a designated canopy area, or when an individual plant begins flowering, or when applying a UID to an immature plant, in accordance with section 8403(b)(3) of this chapter;

(3) Destruction or disposal of an immature or mature plant;

(4) Harvest of a mature plant, or portion thereof. The following information must be reported into the track-and-trace system for each harvested plant, or portion thereof, or harvest batch:

(A) The wet weight of each harvested plant, or portion thereof, which must be obtained by the licensee immediately after harvest of the plant, or portion thereof;

(B) The net weight of each harvest batch

(C) The weight of cannabis waste associated with each harvest batch;

(D) The unique name of the harvest batch and the initiating date of the harvest. For the purposes of this section, the initiating date of the harvest is the month, day, and year the first mature cannabis plant(s) in the harvest batch

were cut, picked, or removed from the soil or other growing media. The initiating date of the harvest will be recorded using the MM/DD/YYYY format. For example, January 1, 2018 would be recorded as 01/01/2018.

(5) Packaging.

The account manager or user will report information in the track-and-trace system for each transfer of cannabis or nonmanufactured cannabis products to, or cannabis or nonmanufactured cannabis products received from, another licensee. Required information to be entered includes, but is not limited to:

(6) Name, business address, and department or other licensing authority issued license number of the seller;

(7) Name, business address, and department or other licensing authority issued license number of the purchaser;

(8) Name and department issued license number of the distributor;

(9) Date of sale, transfer, or receipt (month, day, and year) of cannabis or nonmanufactured cannabis products;

(10) Weight or count of individual units of cannabis or nonmanufactured cannabis products sold, transferred, or received;

(A) Weight. For the purposes of this section a licensee must use wet weight or net weight. Wet weight and net weight will be determined following weighing device requirements pursuant to section 8213 of this chapter and measured, recorded, and reported in U.S. customary units (e.g., ounce or pound) or International System of Units (e.g., kilograms, grams, or milligrams).

(B) Count. For the purposes of this section, “count” means the numerical count of the individual plants or units.

(11) Estimated departure and arrival time;

(12) Actual departure time;

(13) Description for each item, including strain or cultivar, and all of the applicable information below:

(A) Plant;

(B) Flower;

(C) Leaf;

(D) Shake;

(E) Kief; and

(F) Pre-rolls.

(14) UID(s).

Track & Trace Inventory Activities

The cannabis operation will use the track-and-trace system for all inventory tracking activities at a licensed premises, including, but not limited to, all of the following:

(a) Reconciling all on-premises and in-transit cannabis or nonmanufactured cannabis products inventories at least once every thirty (30) calendar days; and

(b) Recording the net weight of all harvested cannabis once the majority of drying, trimming, and curing activities have been completed, or within sixty (60) calendar days from the initial harvest date, whichever is sooner;

(c) Licensees shall close out their physical inventory of all cannabis and nonmanufactured cannabis product and UIDs, if applicable, prior to the effective date of any of the following changes to their license:

(1) Voluntary surrender of a temporary license or annual license;

(2) Expiration of an annual license;

(3) Revocation of a license.

(d) Close-out of physical inventory includes, but is not limited to, all of the following items:

(1) Immature plants and their corresponding lot UID(s);

(2) Mature plants and their corresponding plant UID(s);

(3) Harvest batches and their corresponding UID(s);

(4) Nonmanufactured cannabis products and their corresponding UID(s); and

(5) UIDs in the licensee's possession which have not been assigned in the track-and-trace system.

(e) All transfers and sales shall be documented pursuant to sections 8401 and 8405 of this chapter.

D(10) - SUSTAINABILITY MEASURES

1. Water Efficiency Measures: please see water management plan

2. Energy Efficiency Measures: Several measures will be taken to increase the energy efficiency of the greenhouse operation. The following steps will be taken to increase the energy efficiency of the operation:

    a. The greenhouses are extremely "leaky", meaning that they have cracks, holes, and openings in the walls or roof that allow cold air to leak into the house and warm air to escape. This "infiltration" can account for a significant portion of a greenhouse's winter heating bill. We will eliminate all holes, openings and cracks in the greenhouses. This measure can often reduce your heating bill by 5% to 10%. Tightening up the house has the added benefit of improving control over airflow patterns in the house, which can make temperatures and humidity levels more uniform.

    Metal posts and frames that are embedded in a greenhouse's walls or roof are another spot where heat can leak out. Even though there is not a physical opening to allow hot air to escape, the metal, with its high thermal conductivity, provides an easy "pathway" for heat to move from indoors to out. We will cover these structural elements with insulation whenever practical.

    b. Adding thermal screens: greenhouse coverings are clear in order to allow sunlight into the house. Unfortunately, clear panels are also poor insulators. We will minimize nighttime heat loss in the winter by using a movable thermal screen that can be drawn across the roof and walls of the greenhouse. Often these thermal screens can serve double duty - providing shade from excessive sunlight in midsummer, and providing thermal insulation during winter nights. The reduction in heating costs will vary but can be as high as 30% or 40%.

    c. Seal the fans: When ventilation fans are turned off, the fan's louver will automatically close the fan opening. At least that's how it's supposed to work. Unfortunately, bent or malfunctioning louvers are all too common in greenhouses, as well as drilled holes or gaps around the fan housing. This leads to air leakage during the winter, which translates into higher heating bills. Malfunctioning louvers will be identified and repaired or replaced. We will also cover the fan inlet with a sheet of foam insulation board during the

coldest months when the fan is not needed.

d. LED (Light Emitting Diode) grow lights have emerged as a more energy-efficient alternative to traditional HPS (High-Pressure Sodium) lights in cannabis cultivation. LEDs consume significantly less electricity while producing light that's finely tuned to the spectrum plants need for photosynthesis. This energy efficiency not only reduces electricity costs but also minimizes heat production, lowering the need for additional cooling systems and making LED grow lights a sustainable choice for modern cannabis growers.

3. High Efficiency Mechanical Systems: We are constantly looking to improve its greenhouse operation by maintaining and/or adding high efficiency mechanical systems. Below are steps we've taken for our greenhouse operation:

    a. All of the greenhouses had very old and inefficient ventilation fans. We will replace ventilation fans with high efficiency models.

        We regularly maintain all fans in the greenhouse by cleaning them on a quarterly basis. Accumulated dust on a fan's blades and safety screen can increase ventilation energy use by as much as 20%. All that is needed to correct this problem is a rag and some elbow grease. We will deactivate the electrical circuit for the fan before starting, just to be safe.

    b. We will utilize high efficiency mechanical thermostats and regularly check to make sure everything is running properly. A thorough inspection of the control system requires a bit of technical knowledge about the controls equipment which is done twice per year. However, the greenhouse manager can catch simple problems by simple observation. For example, if the ventilation fans are on while the heat is on, there's probably something wrong. If the lights are on in a greenhouse when there are no plants in the house, it's worth it to figure out why and correct the problem.

4. Alternative Fuel Transportation Methods: We will work with several licensed distribution companies to transport products throughout the State. In choosing a provider, distributors who use alternative fuel and hybrid vehicles will be a deciding factor on who gains our business. If the facility ever elects to perform self-distribution alternative fuel vehicles will be used.

D(11) - ODOR PREVENTION DEVICES

Odor prevention devices and techniques, such as a ventilation system with a carbon filter, shall be incorporated to ensure that odors from cannabis offsite.

Other odor prevention devices will be considered, such as misting systems. Greenhouse exhaust fans are fitted with a ring of nozzles that atomize liquids under high-pressure into billions of micro-fine water droplets (or fog). The system injects a highly concentrated (1:1000) mixture of odor-neutralizer into the water fog before dispersing into the air. The droplets' small size (1/10th the diameter of a human hair) creates more surface area which speeds evaporation, instantly releasing the odor-neutralizing product that traps airborne odors and bio-degrades the unpleasant smell.

Prior to the issuance of the commercial cannabis business permit, specific Odor Control devices will be chosen and submitted for review to the Cannabis Program. Odor prevention devices will be maintained in good working order during the life of the operation.

D(12) - PROPOSED SIGNAGE

There will be no signage on site or visible from the public that displays or infers anything related to cannabis.

The site will have 12” x 12” signs that label the greenhouse & building addresses. The signs will have white background with black lettering and will also be reflective.

The only other signage that will be visible from the public would be the address numbers for the property.

D(13) - PARKING PLAN

There will be a total of 70 parking spaces (2 being handicap) on this parcel. 68 parking stalls will be at the entrance of the property with a fence to prevent access to the cannabis areas. Only authorized vehicles will be allowed to drive beyond this parking lot. 2 handicap parking spaces will be placed near the metal building which is located past the security gate.

Currently the site has 6 active employees and 4 people living on the property. Once the project is fully constructed 80 employees are expected to be needed to facilitate the operations.

Please see our site map to visually see location and quantity of parking spaces. For more information on site traffic please see our traffic study completed by RICK Engineering.

EHB Information for 22900 Fuji Lane Salinas CA 93908

Project Description/General Information

- Provide a project description with a number of anticipated employees and daily visitors.
    - Once the cannabis operation is fully functional, with all greenhouses producing, the applicant anticipates a total of 80 employees & approximately 2-4 weekly visitors.
- Total number of existing single family dwellings on site, and how many people currently occupy the dwellings.
    - There is one single family dwelling onsite & currently 4 individuals are living there.
- Clarify that the existing single family dwelling will not be used to house employees for the proposed cannabis operation.
    - Single family dwelling will not be used to house employees of the cannabis operation. The dwellings will be separated from the operation with security fencing and will house individuals not related to the cannabis project.

Wastewater – OWTS

- Detail how wastewater will be disposed of. Will chemical toilets be used?
    - The single family dwelling is currently being served by a 2,000 gallon Nottingham septic tank. A performance evaluation performed by Tom's Septic has revealed that it is currently in unacceptable condition. Repairs will be made to bring the system into acceptable condition.
    - A second septic system exists which was servicing a mobile trailer. This system is a 1,500 gallon Nottingham tank. It is also currently in unacceptable condition. If EHB allows the operator may repair this so it can be used to serve the new restrooms that are proposed in the processing warehouse.
    - If the 1,500 system is not adequate to serve the full, final phase, employee count then a new system will be constructed and the Nottingham system will be demolished.
    - Preliminary design for a new septic system is included with this application. This system would only serve the metal processing warehouse.
    - Chemical toilets will be used nearby the greenhouse structures.

Water – New Water System

- Details of water system

- The property will not go over 25 individuals more than 60 days out of the year until all of the greenhouse development is completed. The operator will begin preliminary water testing of the well to prepare for a new water system. The applicant is requesting that EHB make the system a condition which will be met once more than 25 individuals or two connections are made.

Hazardous Materials

- This facility will likely require hazardous materials permits from EHB. Please provide preliminary information on the anticipated hazardous materials and the storage plan (where on site which materials will be stored / maintained).
  - See attached pesticide & fertilizer management plan
- Each business operator will have to complete the Hazardous Materials Questionnaire prior to occupying the suite.
  - Questionnaire is attached with this submission.

Planning, Evaluation and Policy (PEP)

Does the proposed project include any:	**Yes**	**No**
1. Potential changes to neighborhood design, including street safety (e.g., walkability or bikeability, social gathering options, street lighting, crosswalks, pedestrian and traffic signals, transit options, open space and trail connections, tobacco and alcohol retail outlets, food availability)		No
2. Construction that affects healthy infrastructure (e.g., agriculture, community gardens, mixed use, indoor air quality)		No
3. Development that relates to increase or decrease of affordable, quality housing		No
4. Sustainable building opportunities (e.g., landscaping for storm water collection, community water infrastructure services, green building, reduced footprint)		No
5. Construction that may affect sensitive receptors such as schools, occupied dwellings, residential care facilities (e.g., projects that produce continuous noise, major soil disturbance and dust production, buffer zones for industrial or transportation corridors)		No

Monterey County Health Department
Environmental Health Bureau
1270 Natividad Road
Salinas, CA 93906
(831) 755-4507
Fax (831) 796-8698

Jurisdiction Name _____
Use Permit # _____
Or
Building Permit # _____
Contact Name _____
Phone # _____

HAZARDOUS MATERIAL QUESTIONNAIRE

Business Name JANUS LLC Type of Business CANNABIS CULTIVATION
Site Location 22900 FUJI LANE City SALINAS APN: 137-141-009-000
Mailing Address PO BOX 6729 SALINAS, CA 93912
Business Contact CHRIS BOGGS 805-712-3103
Name *Phone Number*
Property Owner JANUS LLC 805-712-3103
Name *Phone Number*

1. Will your business/proposed project be using any hazardous materials such as oil, fuels, solvents, compressed gases, acids, corrosives, pesticides, fertilizers, paints or other chemicals?
☑ Yes ☐ No

2. Will your business/proposed project be using hazardous materials in quantities of 55 gallons and above for liquids, 500 lbs. and above for solids and/or 200 cubic feet and above for compressed gases?
☑ Yes ☐ No

3. Will your business/proposed project be using any quantities of acutely hazardous materials such as ammonia, chlorine, sulfuric acid, formaldehyde, hydrogen peroxide, methyl bromide or other restricted pesticides?
☐ Yes ☑ No

4. Will your business/proposed project be using underground storage tanks to store hazardous materials?
☐ Yes ☑ No

5. Will your business/proposed project be generating any quantities of hazardous waste such as waste oil, waste solvents, etc?
☐ Yes ☑ No

6. Will your business/proposed project be emitting any hazardous air emissions?
☐ Yes ☑ No

CERTIFICATION:
I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct to the best of my knowledge and belief.

ANY QUESTIONS REGARDING THIS FORM CAN BE DIRECTED TO:
Monterey County Health Department
Environmental Health Bureau
1270 Natividad Road
Salinas, CA 93906
(831) 755-4507
Fax (831) 796-8698

Executed AT:

SALINAS, CA
City, State

Print Name of Owner/Operator: JOEY ESPINOZA

Signature of Owner/Operator: J Espinoza

For Local Jurisdiction Use Only:

1. Is there a known or proposed school, hospital, day care, or long term care facility within 1,000 feet of this site location?
☐ Yes ☐ No

2. Is there a known or proposed school, hospital, day care, or long term care facility ¼ mile of this site location?
☐ Yes ☐ No

Health Department Clearance
Signature: _____ Date: _____
Print Name and Title: _____

Air Pollution District Clearance
Signature: _____ Date: _____
Print Name and Title: _____

PESTICIDE & FERTILIZER MANAGEMENT PLAN

The operator (licensee) will store, handle, use, and dispose of chemicals, pesticides and fertilizers in accordance with the following:

Licensee will comply with all orders, laws, regulations, or other requirements of other regulatory agencies, including, but not limited to, local health agencies, regional water quality control board (including nitrogen management reporting), air quality management districts, or air pollution control districts, local land use authorities, and fire authorities.

PESTICIDE MANAGEMENT

OVERVIEW

- Licensee will do each of the following:
  - Comply with all pesticide label directions
  - Store chemicals in a secure building or shed to prevent access by wildlife
  - Contain any chemical leaks and immediately clean up any spills
  - Apply the minimum amount of product necessary to control the target pest
  - Prevent offsite drift
  - Not apply pesticides when pollinators are present
  - Not allow drift to flowering plants attractive to pollinators;
  - Do not spray directly to surface water or allow pesticide products to drift to surface water.
  - Spray only when wind is blowing away from surface water bodies;
  - Not apply pesticides when they may reach surface water or groundwater; and
  - Only use properly labeled pesticides. If no label is available, consult the Department of Pesticide Regulation.
  - Manage all hazardous waste in compliance with all applicable hazardous waste statutes and regulations

- License will comply with California's worker safety regulations for pesticides.
  - **The Pesticide Safety Information Series (PSIS) A Series** (below) is incorporated herein.
  - Personnel handling pesticides will be trained utilizing the PSIS A Series.
  - Pesticides will be stored, moved, and disposed of in accordance with PSIS A- 2.

- Licensee will fill out and display required PSIS A Series in a central location and make available to personnel
- See also Department of Pesticide Regulation (DPR) **Pesticide Compliance Guide for Employers and Businesses**[2] and the **DPR Compliance Assistance Booklets for Employers Books 1- 7**, incorporated by reference.3

Introduction

Licensee will obtain an operator ID and pesticide applicator permit from the Monterey County Ag Commissioner's office. We will follow any and all directions from the AG Commissioner regarding our cultivation operation.

Licensee understands that poorly stored pesticides and improper mixing/loading practices can present a potential risk to our health and to the integrity of the environment. The quality of surface water, groundwater and soil can be degraded in areas where: pesticides are stored under inappropriate conditions, improperly mixed and loaded into application tanks, or where equipment is washed and rinsed after application. Accidents involving spills or leakages may have serious health and environmental consequences.

Licensee has registered with CERS and maintains its chemical records there. We also have filled out and submitted a hazmat questionnaire to Monterey County EHB. The company's goal is to manage the storage areas and conduct the mixing/loading operations in ways that will help minimize exposure to pesticides and reduce the risks to public health and the environment.

Pesticide Storage

Licensee understands that safety is the key element in pesticide storage. The safest approach to any pesticide problem is to limit the amounts and types of pesticides stored. The storage facility will be locked and limit access to only those individuals who are properly trained in the use of pesticides.

Storage Practices

The storage area will be properly identified with signs such as “Pesticide Storage Area.” In addition, a NFPA Hazardous Rating Placard (National Fire Protection Association) will be posted at entrances to the pesticide storage container. This will enable emergency responders to be able to make an assessment on how to respond to an incident (spill, fire, etc.) based on this placard.

Licensee will obtain an Outside Hazardous Chemical Storage container. NFR warning labels, ratings and instructions are included. Finished in chemical, corrosion and UV resistant paint. Meets NFPA code 30, complies with OSHA and EPA regulations. FM approved, UL approved.

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[2] Available at https://www.cosb.us/wp-content/uploads/Pesticidecomplianceguide1.pdf

[3] Available at https://www.cdpr.ca.gov/docs/enforce/cmpliast/bkltmenu.htm

A list (inventory) of the products being stored will be posted on the outside of the storage container. Licensee will also have Material Safety Data Sheets for stored pesticides available in a location adjacent and/or outside of the storage facility. Initially Licensee anticipates housing a few 15 gallon containers for pesticides.

Pesticides will be stored in accordance with their label requirements in their original container with the label clearly visible. Unless otherwise indicated on pesticide labels, temperatures in the storage area should be kept between 40° F and 100° F.

They will always be kept off the ground to prevent the accumulation of water in or under the containers.

Pesticides will not be stored in the same place as ammonium nitrate fertilizer.

Because shelf life is difficult to predict, pesticides will not be stored longer than two years and therefore the purchase date will be written on the pesticide container.

Pesticide Handling

Guidelines for Mixing Safely

- ☐ Obtain the proper training before mixing pesticides. See section on pesticide licensing.
- ☐ Wear personal protection equipment specified on the label.
- ☐ Mix in a well ventilated area.
- ☐ Measure using appropriate scale or measuring cup.
- ☐ Ideally your waist should be even with the opening of the tank.
- ☐ Pour pesticide down the side of the tank to avoid splashing.
- ☐ Make sure you have a solid footing while pouring.
- ☐ Do your calculations prior to mixing.
- ☐ Mix during daylight hours.
- ☐ Water supply is required to have a backflow prevention device - to prevent backflow into the water supply.
- ☐ Water should be carefully added to the pesticide mix by pouring down the side of the tank.
- ☐ Do not submerge the end of the water supply hose into the pesticide mix as it could back siphon. Pipe or hosing should be suspended over the opening of the tank
- ☐ Wash gloves before removing them.

Pesticide Mixing and Loading Sites

Mixing will not occur on gravel or other surfaces that allow spills to move quickly through the soil. Appropriate personal protective equipment (PPE) will be worn before opening a pesticide container. PPE will include chemical resistant gloves and front protection such as a bib top apron made of butyl, nitrile, or foil laminate material. A face shield, shielded safety glasses or goggles will be worn. When pouring any pesticide from its container, the container and pesticide will be kept below face level. A respirator will ensure protection against dust or vapors. A tank will never be left unattended while it is being filled. If the pesticide user should splash or spill pesticides on his/her person, he/she will stop the operation, wash thoroughly with a mild liquid detergent and water, put on clean PPE and clean up the spill.

All transfers of pesticides between containers, including mixing, loading and equipment cleaning, will be conducted over a spill containment surface designed to intercept, retain and recover spillage, leakage and wash water. Containment needs depend on the quantities of pesticides that are being mixed and loaded.

Washing and Rinsing Operations

Washing and rinsing of pesticide residues from application equipment, mixing equipment or other items used in storing, handling or transporting pesticides will occur on a pad. In order to reduce the need to frequently wash the application equipment and to avoid cross contamination, application equipment will be dedicated for use for certain types of pesticides. For example, if a backpack sprayer is used only for applying herbicides it would not necessarily be washed after each use. On the other hand if the backpack sprayer was used to apply both herbicides and insecticides it would be necessary to always clean the equipment to avoid cross contamination.

Emergency Response Plan

An emergency response plan will be developed and uploaded to CERS. The plan will list actions to take and personnel to contact in the event of a spill or accident. The plan will begin with a current listing of the pesticides used or stored at the facility and will include the following information:

- Names and quantities of pesticides;
- Location of the property including a map with directions;
- Names, addresses and telephone numbers of the owner and key employees;
- Plan of the facility showing pesticide locations, flammable materials, electrical service, water supply, fuel storage tanks, fire hydrants, storm drains, and nearby wetlands, ponds, or streams;

- Location of emergency equipment supplies including breathing equipment and protective equipment; Copies of the emergency response plan should be located near the entrance to the pesticide facility and with business records. Copies should also be given to the local police department and fire department. Contacts should include the following: fire department; police; spill clean up firm; nearest hospital; MDAR Pesticides Program; board of health; owner of the facility. The plan should be available in both English and the language or languages understood by workers if this is not English.

Personal Safety

Personal protection equipment such as respirators, chemical resistant (CR) gloves, CR footwear, coveralls with long sleeves, protective eyewear, CR headgear, CR aprons and a first-aid kit will be available immediately outside the storage area. The first-aid kit includes the following items: adhesive strips, tape, eye pads, gauze bandages and tweezers. The phone number 800-222-1222 for the Poison Control Center will be posted in a prominent location.

It is essential that protective eyewear be worn during mixing/loading. The protective eyewear will consist of safety glasses that provide front, brow and temple protection, goggles or a face shield. Workers will be instructed in the correct procedure for the removal of contaminated clothing. Eye wash stations or portable eye wash bottles will be easily accessed by each person engaged in the operation and will be capable of flushing eyes for a minimum of fifteen minutes. Routine wash up facilities, equipped with soap, hand cleanser and single use paper towels will be available near the storage area.

Pesticide Spills and other Accidents

Licensee will utilize a pesticide storage container to house all pesticides. This will keep it locked and kept safe away from other chemicals. An absorbent material such as re-usable gelling agents, vermiculite, clay, pet litter or activated charcoal will be on hand along with a garbage can and shovel to quickly contain and clean up any spills. All discharges to the environment or spills will be recorded. The records will include the date and time of the incident and the cleanup.

Site Security

The storage cabinets will be kept locked and the door to the storage area will contain a weatherproof sign warning of the existence and danger of pesticides inside. The door will be kept locked. The sign will be visible at a distance of twenty five feet and have a notice such as: **DANGER PESTICIDE STORAGE AREA, ALL UNAUTHORIZED PERSONS KEEP OUT, KEEP DOORS LOCKED WHEN NOT IN USE**

The sign will be posted in both English and Spanish.

Pesticide Disposal

Proper disposal of pesticides and their containers is an important phase of pesticide management. An improperly disposed product can be hazardous to people and the environment. Licensee will rinse liquid pesticide containers three times when emptied: fill the containers about one-third full and swish it around. Allow the containers to drain well between each rinse (30 or more seconds). The rinse material will be poured into a spray tank and applied to our registered site. Triple-rinsed containers are considered non-hazardous and will be disposed of according to state recommendations. Licensee will never reuse an empty pesticide container. If an empty triple-rinsed container cannot be disposed of immediately, we will store it in a safe, locked area. Before throwing out powders or granular pesticide containers, we will be sure to remove all contents from the containers.

Licensee will always plan ahead in preparing spray mixtures. We will only mix the amount of pesticide you need to do the job. When cleaning equipment we will make sure rinse water will not collect or contaminate groundwater or surface water.

A pesticide product that can no longer be used according to the label instructions because it is no longer registered (or for some other reason) is considered hazardous waste. Licensee will use pesticides in the same year of purchase and store pesticides properly in order to avoid the accumulation of unusable pesticide products.

If, for any reason, a pesticide that is more than 5 gallons cannot be used any longer, Licensee will follow instruction from Monterey County EHB on proper disposal.

Pest Management Practices

While the State is working on creating specific regulations for pesticide use with cannabis we will follow the “Legal Pest Management Practices For Marijuana Growers in California” document as a guideline on what can and cannot be utilized for pest management in cannabis cultivation. This document is provided by the Medical Cannabis Cultivation Program (MCCP) on the Department of Pesticide Regulation (DPR) website.

Recycle Pesticide Containers

In an effort to utilize as many green practices as possible, Licensee will follow the Pesticide Container Collection and Recycling Procedures provided by the Monterey County Agricultural Commissioner's office and located on their website.

FERTILIZER MANAGEMENT

Fertilizer storage areas contain concentrated nutrients that must be stored and managed properly. Licensee plans to minimize potential problems through adequate environmental awareness, employee training, and emergency preparedness.

Storage Location

Fertilizer storage areas contain relatively large quantities of concentrated chemicals. Licensee procedures will minimize the risks in storage areas such as the release through broken, damaged, or leaking containers; loss of security leading to irresponsible use; accumulation of outdated materials leading to excessive quantity of fertilizer thus unnecessarily raising risk level.

Licensee will have the least amount of risk by having an area dedicated to fertilizer storage; separated from offices, surface water, neighboring dwellings and bodies of water; separate from pesticides and protected from extreme heat and flooding. The storage area will have an impermeable floor with secondary containment, away from plant material and high traffic areas. Clean-up equipment will be readily available.

Storage areas will not contain pesticides, or other greenhouse chemicals; storage areas may contain general greenhouse supplies; there will be no food, drink, tobacco products, or livestock feed present.

Storage areas will utilize the following:

- The use of pallets to keep large drums or bags off the floor. Shelves for smaller containers will have a lip to keep the containers from sliding off easily. Licensee will use steel shelves because they are easier to clean, compared to wood, if a spill occurs.
- If we ever need to store large bulk tanks, we will provide a containment area large enough to confine 125 percent of the contents of the largest bulk container.
- Preventing unauthorized use of fertilizers reduces the chance of accidental spills or theft. Licensee will keep the building or storage area locked and clearly labeled as a fertilizer storage area. There will be labels on the windows and doors of the building to give firefighters information about fertilizers and other products present during an emergency response to a fire or a spill. Licensee will keep a separate list of the chemicals and amounts stored.
- Licensee has adequate road access for deliveries and use, making the fertilizer storage accessible.
- Fertilizers will never be stored inside a well house.

If a container is accidentally ripped open or knocked off a shelf, the spill will be confined to the immediate area and promptly cleaned up. For liquid fertilizers we will utilize spill containment devices.

Containers

Fertilizer will be stored in their original containers unless damaged; labels will be visible and readable; food or beverage containers will never be used for storage. Labels will be in plain sight; no containers will come in contact with the floor; all containers will be stored up-right; aisles will be wide enough to comfortably accommodate workers.

Licensee anticipates housing four 55 gallon drums of fertilizer at any given time. The location of the containers and fertilizer storage is located on our site plans.

Damaged Containers

Containers will be checked often for damage; when damaged containers are noticed, contents will be repackaged and labeled or placed in suitable secondary containment which can be sealed and labeled.

Containment

There will be no floor drain; there will be containment systems routinely used for all open containers; damaged or leaking containers will be repaired and/or replaced as soon as possible; all spilled material will be cleaned up upon discovery; and cleanup materials will be discarded promptly and properly.

Fire Suppression

Licensee will have fire extinguishers immediately available.

Inventory and Recordkeeping

Inventory will be actively maintained as chemicals are added or removed from storage; containers will be dated when purchased; outdated materials will be removed on a regular basis; inventory will be controlled to prevent the accumulation of excess material that may become difficult to use. Such inventory logs will be used to keep CERS updated at all times. Licensee intends to have a total of four 55 gallon drums on site at all times and will replace empty drums as needed.

Monitoring

Licensee will do a regular inspections of storage for signs of container corrosion or other damage - leaking or damaged containers will be repackaged as appropriate.

Restricted Access

The storage room will be locked and access restricted to trained personnel only.

Signage

Signs posted will be posted; warning signs will be used as needed; emergency contact information will be posted.

Spill Prevention and Preparedness

Opening fertilizer product containers, measuring amounts, and transferring fertilizer to the delivery system involves some level of risk from spills. Secondary containment will be used for fertilizer stock tanks routinely; spill clean-up materials will be used for liquids (e.g., absorbent materials) and solids (e.g., shovel, dustpan, broom and empty and/or buckets) will be available within the general area. All fertilizer drums will be placed on a Poly Spill Containment Pallet.

Delivery System

The fertigation equipment will be checked monthly for accuracy; containment tanks, backflow preventers and any equipment that holds fertilizer in the dry or liquid form will be inspected; stock tanks will be inspected weekly for deterioration and cracks; the manufacturer recommendations will be followed when calibrating or working on fertilizer injector equipment; stock solution tanks and the areas surrounding fertilizer injectors and concentrated solutions will be kept clean and free of debris.

Pumping Efficiency Testing Services, PETS
Serving you with accuracy and efficiency

498 Water Trough Road
Sebastopol, CA 95472

(866) 774-4812
pumpingefficiency1@pacbell.net

CONFIDENTIAL AND PROPRIETARY INFORMATION PUMPING COST ANALYSIS
FROM: Pumping Efficiency Testing Services

MARTIN ORRADRE
RAMCO ENTERPRISES LP
141 FOSTER ROAD
SALINAS, CA 93908

Test Date: 8/12/2020
Pump: FUJI WELL
Nameplate HP: 30.0
Our Pump Test Number: 116562

This is a Turbine pump used for Irrigation - Agriculture and assumed to be operated 1000 hours/year.

The following Pumping Cost Analysis is presented as an estimate prepared from data acquired from the pump test performed 8/12/2020 and information provided by you. Please pay careful attention to the assumptions. The estimated savings are only valid for the assumptions made and conditions measured during the pump test. Note that many numbers are rounded during calculations.

*NOTE: * denotes a value that was Assumed or Provided by Customer*	**Measured Pump Condition**	**Assumed Condition After Retrofit**	**Notes**
1. Overall pumping efficiency:	**46** %	**62** %	
2. Nameplate Horsepower:	30.0 hp	30.0 hp	
3. Motor Efficiency:	90 %	90 %	
4. Actual Motor Input Horsepower:	25.1 hp	31.6 hp	
5. Motor loaded at:	75 %	95 %	
6. Flow rate (gpm):	311 gpm	503 gpm	
7. Pumping Level (ft):	134 ft	140 ft	
8. Discharge Pressure (psi):	6 psi	6 psi	
9. Total Dynamic Head (feet):	148 ft	154 ft	*Rounded TDH = line 7. + (2.31 x line 8.)*
10. Acre-feet Pumped/yr:	57.26 af/yr*	57.26 af/yr*	*Same af/yr AFTER*
11. Average Cost per kWh:	$0.200 /kWh*	$0.200 /kWh*	*Same $/kWh AFTER*
			Estimated Savings from Retrofit
12. Estimated Total kWh per Year:	18,730 kWh/yr	14,557 kWh/yr	4,173 kWh/yr
13. Hours of Operation/yr:	1,000 hr/yr*	618 hr/yr	382 hr/yr
14. Kilowatt-hours per acre-foot:	327 kWh/af	254 kWh/af	73 kWh/af
15. Average Cost Per acre-foot:	$65.42 /af	$50.84 /af	$14.58/af = 22.28%

- Estimated savings = $14.58/af = 22.28% of energy costs
- If pumping 57.26 af/year this equals about $835 annual savings

Analysis Remarks:

It is sincerely hoped that this information will prove helpful to you, and that your concerns over maintaining optimum pumping efficiency will continue. If you have any questions, please contact Nancy Comstock at 7078293127.

Regards,

Nancy Comstock

Pumping Efficiency Testing Services, PETS

Serving you with accuracy and efficiency

498 Water Trough Road
Sebastopol, CA 95472

(866) 774-4812
pumpingefficiency1@pacbell.net

Pump Test Report

v.6.0 9/2014

Customer and Facility Data

Pump/Location: Fuji Well/ **HP:** 30 **Utility:** PG&E

GPS Coord.: **Long** -121.5648 **Lat** 36.63363

Pump Make: Western

Motor Make: Fairbanks-Morse **Type:** Turbine

Meter Number: 1009547984

Customer Addr: Ramco Enterprises LP
141 Foster Road
Salinas, CA 93908

Serial Number: F423290

Voltage: 220 **Amps:** 75

Contact: Martin Orradre **Our Test #:**

Phone: (831) 758-5272 **Fax:** (831) 758-3725 **Cell:** (831) 595-7909

Test Results

Test Date: **8/12/2020** **Tester:** Bob Fraker

Run Number ('E' = used for cost anal):	E-1
1. Pumping Water Level (ft):	134
2. Standing Water Level (ft):	124
3. Draw Down (ft):	10
4. Recovered Water Level (ft):	124
5. Discharge Pressure at Gauge (psi):	6
6. Total Lift (ft):	148
7. Flow Velocity (ft/sec):	3.5
8. Measured Flow Rate (gpm):	**311**
9. Customer Flow Rate (gpm):	300
10. Specific Capacity (gpm/ft draw):	31.1
11. Acre Feet per 24 Hr:	1.4
Million Gallons per 24 Hr:	0.448
12. Cubic Feet per Second (cfs):	0.7
13. Horsepower Input to Motor:	25
14. Percent of Rated Motor Load (%):	75
15. Kilowatt Input to Motor:	19
16. Kilowatt Hours per acre-foot:	327
17. Cost to Pump an acre-foot:	$65.42
18. Energy Cost ($/hour)	$3.75
19. Base Cost per Kwh:	$0.200
20. Nameplate rpm:	1,770
21. rpm at Gearhead:	0
22. Overall Pumping Efficiency (%):	**46**

If a Flow Velocity (line 7) is less than 1 ft/second, the accuracy of the test is suspect.

Note any major difference between the "Measured" flow rate and the "Customer's" (lines 8,9).

Remarks

All results are based on conditions during the time of the test. If these conditions vary from the normal operation of your pump, the results shown may not describe the pump's normal performance.

Overall efficiency of this plant is considered to be low assuming this run represents plant's normal operating condition.

Estimated savings of 73 kWh/AF and $834.67 annual energy costs from a retrofit

Current OPE of 46% and estimated potential OPE of 62%

GEOTECHNICAL INVESTIGATION
DESIGN PHASE

FOR
PROPOSED COMMERCIAL CONSTRUCTION
22900 FUJI LANE
SALINAS, MONTEREY COUNTY, CALIFORNIA

PREPARED FOR
JANUS LLC
PROJECT NO. 22-178-M

PREPARED BY

BUTANO GEOTECHNICAL ENGINEERING, INC.
SEPTEMBER 2022

BUTANO GEOTECHNICAL ENGINEERING, INC.
231 GREEN VALLEY ROAD, SUITE E, FREEDOM, CALIFORNIA 95019
PHONE: 831.724.2612
WWW.BUTANOGEOTECH.COM

September 13, 2022
Project No. 22-178-M

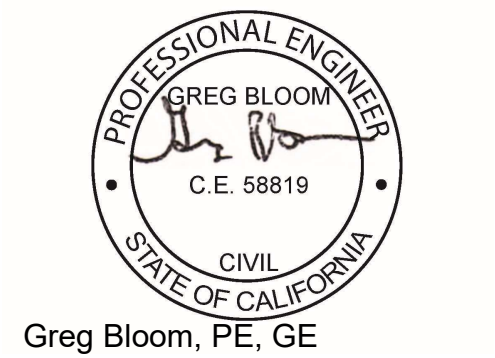
Janus LLC
P.O. Box 6507
Salinas, Ca 93912

SUBJECT: **GEOTECHNICAL INVESTIGATION and PERCOLATION TESTING - DESIGN PHASE**
Proposed Commercial Construction
22900 Fuji Lane (APN 137-141-309)
Salinas, Monterey County, California

In accordance with your authorization, we have completed a geotechnical investigation for the subject project. This report summarizes the findings, conclusions, and recommendations from our field exploration and engineering analysis. It is a pleasure being associated with you on this project. If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office.

Sincerely,

BUTANO GEOTECHNICAL ENGINEERING, INC.



Greg Bloom, PE, GE
Principal Engineer

. C. Scott Clark
Staff Engineer
E.I.T. 162365

Appendices:
1. Appendix A Figures and Standard Details
2. Appendix B Field Exploration Program
3. Appendix C Laboratory Program
4. Appendix D Percolation Testing Program

Distribution: (4) Addressee

1.0 INTRODUCTION

This report presents the results of our geotechnical investigation for the proposed commercial construction at 22900 Fuji Lane in unincorporated Salinas, Monterey County, California.

The purpose of our investigation is to provide preliminary geotechnical design parameters and recommendations for the proposed commercial construction. Conclusions and recommendations related to site grading, drainage, pavements and foundations are presented herein. The results of our percolation testing can be viewed in Appendix D.

This work includes site reconnaissance, subsurface exploration, soil sampling, laboratory testing, engineering analysis, percolation testing and preparation of this report. The scope of services for this investigation is outlined in our agreement dated May 23, 2022.

The recommendations contained in this report are subject to the limitations presented in Section 8.0 of this report. The Association of Engineering Firms Practicing the Geosciences has produced a pamphlet for your information titled *Important Information About Your Geotechnical Report*. This pamphlet has been included with the copies of your report.

2.0 PROJECT DESCRIPTION

The parcel is currently developed with an existing agricultural facility that includes a number of cultivation and nursery greenhouses, an existing residence and a number of accessory buildings.

Construction will include additional greenhouses, a processing building, a new parking lot and an on-site wastewater treatment system.

We were provided with a digital copy of the following documents:

> *1st Electric Submittal for: 22900 Fuji Lane, Salinas, CA 93908, By: Wald, Ruhnke and Dost Archetects LLP, dated 5/12/22, Job: 21034*

3.0 FIELD EXPLORATION AND LABORATORY TESTING PROGRAMS

Our field exploration program included drilling, logging, and interval sampling of fifteen borings on August 16, 2022. The borings were advanced to depths between 2 and 26 ½ feet using 6-inch diameter solid stem augers on a truck mounted drill rig and a hand auger. Ten of the borings were converted into percolation test holes. Details of the field

exploration program, including the Boring Logs and the Key to the Logs, are presented in Appendix B, Figures B-3 through B-9.

Representative samples obtained during the field investigation were taken to the laboratory for testing. Laboratory tests were used to determine physical and engineering properties of the in-situ soils. Details of the laboratory testing program are presented in Appendix C. Test results are presented on the Boring Logs and in Appendix B.

4.0 SITE DESCRIPTION

4.1 Location

The site is located east of Highway 101 and southeast of Salinas at 22900 Fuji Lane in unincorporated Monterey County, California. The site location is shown on the Site Location Plan, Appendix B, Figure B-1.

4.2 Surface Conditions

The parcel is approximately 25.1-acres in size and is square in shape. The site is flat and located in an agricultural area. The parcel is currently developed as an agricultural facility that includes cultivation and nursery greenhouses, an existing residence and other accessory structures. The existing developments cover approximately 1/3 of the parcel with access via unpaved drives. The remainder of the site is comprised of agricultural fields.

4.3 Subsurface Conditions

The parcel is geologically mapped as being underlain by older alluvium. Our geotechnical exploration generally agrees with the geologic mapping of the area.

The borings were drilled in the area of the proposed improvements.

Our borings encountered clayey sand, fat clay and poorly graded sand. The southern half of the site encountered fat clay from the surface to approximately 8 feet. Poorly graded sand was encountered below the fat clay within the depths explored. The clay layer became thinner towards the northwest side of the site.

Groundwater was not encountered in our borings.

Complete soil profiles are presented in the Boring Logs, Appendix B, Figures B-4 through B-9. The boring locations are shown on the Boring Site Plan, Figure B-2.

5.0 GEOTECHNICAL HAZARDS

5.1 General

In our opinion the geotechnical hazards that could potentially affect the proposed project are:

- Intense seismic shaking
- Collateral seismic hazards

5.1.1 Intense Seismic Shaking

The hazard of intense seismic shaking is present throughout central California. Intense seismic shaking may occur at the site during the design lifetime of the proposed structure from an earthquake along one of the regions many faults. Generally, the intensity of shaking will increase the closer the site is to the epicenter of an earthquake, however, seismic shaking is a complex phenomenon and may be modified by local topography and soil conditions. The transmission of earthquake vibrations from the ground into the structure may cause structural damage.

The County of Monterey has adopted the seismic provisions set forth in the 2019 California Building Code to address seismic shaking. The seismic provisions in the 2019 CBC are minimum load requirements for the seismic design for the proposed structure. The provisions set forth in the 2019 CBC will not prevent structural and nonstructural damage from direct fault ground surface rupture, coseismic ground cracking, liquefaction and lateral spreading, seismically induced differential compaction, seismically induced landsliding, or seismically induced inundation.

Table 1 has been constructed based on the 2019 CBC requirements for the seismic design of the proposed structure. The Site Class has been determined based on our field investigation and laboratory testing.

Table 1. Seismic Design Parameters

S_S	S_1	Site Class	F_a	F_v	S_{DS}	S_{D1}	F_{PGA}	PGA_M	Risk Category	Seismic Design Category
1.819	0.631	D	1.0	Null*	1.213	Null*	1.1	0.790	II	Null*

Design Coordinates - (Lat: 36.6342366, Lng: -121.5659437)

*Site specific analysis required for site class D and building structures having a period within the velocity domain of the design response spectrum (T_s <T<=T_L).

5.1.2 Collateral Seismic Hazards

In addition to intense seismic shaking, other seismic hazards that may have an adverse effect to the site and/or the structure are: fault ground surface rupture, coseismic ground cracking, seismically induced liquefaction and lateral spreading, seismically induced differential compaction, seismically induced landsliding, and seismically induced inundation (tsunami and seiche). It is our opinion that the potential for collateral seismic hazards to affect the site and to damage the proposed structure is low.

6.0 DISCUSSIONS AND CONCLUSIONS

Two expansion index tests were conducted at the site which yielded an EI = 0 and 26. Although the EI indicates low potential of expansion, one swell test was run on the fat clay (swell pressure of 450 psf) in the foundation zone, which indicates the material is moderately susceptible to swell.

The results of the percolation study can be reviewed in Appendix D. Our results indicate that the upper 3 feet of soil had percolation rates that are within the range for a standard on-site wastewater treatment system.

7.0 RECOMMENDATIONS

7.1 General

Based on the results of our field investigation and engineering analysis it is our opinion that from the geotechnical standpoint, the subject site will be suitable for the proposed commercial construction.

7.2 Site Grading

7.2.1 Site Clearing

The site should be cleared of non-engineered fill, loose soil, organics, and debris within the project limits. This should include the removal of existing foundation elements, concrete and abandoned utilities.

7.2.2 Preparation of On-Site Soils

The proposed building pads should be over-excavated to 18 inches below the base of foundations. Engineered fill may then be placed to design grade. The over-excavation should extend outside the building footprint five feet laterally.

Areas to receive fill (subgrade) should be scarified, cleared of organics, moisture conditioned, and compacted to a minimum of 90 percent relative compaction to provide a firm base for placing engineered fill. The compacted subgrade should extend 5 feet laterally of any proposed improvements.

All fill (except the clayey soil) should be compacted to a minimum of 90 percent relative compaction based on the optimum moisture and density in accordance with ASTM D1557. See Paved Areas for additional requirements. **The clayey soil is moderately expansive and should be moisture conditioned to 2 to 4 percent over optimum moisture content and compacted to 88 to 90 percent relative compaction.**

Engineered fill should be well mixed and homogenous, moisture conditioned to within 2 percent of optimum moisture, placed in relatively thin lifts, and compacted using heavy vibratory equipment.

Site Grading-General

The on-site soil may be re-used as engineered fill.

Imported fill material should be approved by a representative of Butano Geotechnical Engineering, Inc. prior to importing.

Imported fill should be primarily granular with **no material greater than 2½ inches in diameter** and no more than 20 percent of the material passing the #200 sieve. The fines fraction of fill should not consist of expansive material. The Geotechnical Engineer should be notified not less than 5 working days in advance of placing any fill or base course material proposed for import. Each proposed source of import material should be sampled, tested, and approved by the Geotechnical Engineer prior to delivery of any soils imported for use on the site.

Any surface or subsurface obstruction, or questionable material encountered during grading, should be brought immediately to the attention of the Geotechnical Engineer for proper processing as required.

Paved Areas

The paved areas should be prepared as above and the upper 8 inches of subgrade and all aggregate baserock in paved areas should be compacted to a minimum of **95 percent** relative compaction. The subgrade compaction should extend a minimum of 2 feet laterally of all paved areas.

7.2.3 Cut and Fill Slopes

No significant cuts or fills are anticipated for this project.

7.2.4 Excavating Conditions

The on-site soil may be excavated with standard earthwork equipment.

7.2.5 Surface Drainage

Positive drainage should be maintained away from the structures at a minimum gradient of 2 percent for 10 feet. If this is not feasible swales may be constructed to control drainage. Collected drainage should be released at approved locations as indicated by the project civil engineer or designer.

7.2.6 Utility Trenches

Utility trenches should be backfilled based on the County of Monterey standard details. At a minimum this should consist of 4 inches of bedding sand below the utility and 8 inches of bedding sand above the utility.

Backfill of all exterior and interior trenches should be placed in thin lifts not to exceed 8 inches and mechanically compacted to achieve a relative compaction of not less than 95 percent in paved areas and 90 percent in other areas per ASTM D1557. Care should be taken not to damage utility lines.

The on-site native soils may be utilized for trench backfill above the bedding sand. If sand or granular material is used for trench backfill, a 3 feet concrete plug should be placed in each trench where it passes under the exterior footings.

Utility trenches that are parallel to the sides of a building should be placed so that they do not extend below a line sloping down and away at an inclination of 2:1 (V:H) from the bottom outside edge of all footings.

Trenches should be capped with 1 1/2 feet of relatively impermeable material. Import material must be approved by the Geotechnical Engineer prior to its use.

Trenches must be shored as required by the local regulatory agency, the State of California Division of Industrial Safety Construction Safety Orders, and Federal OSHA requirements.

7.3 Foundations

7.3.1 Conventional Shallow Foundations

General

The proposed improvements may be supported on conventional shallow foundations bearing on engineered fill per section 7.2.2.

Footing excavations must be checked by the Geotechnical Engineer before steel is placed and concrete is poured. The footings must be kept moist before concrete is poured.

Footing Dimensions

Footing widths should be based on the allowable bearing value but not less than 15 inches. The minimum recommended depth of embedment is 12 inches into engineered fill per Section 7.2.2. The engineered fill should extend a minimum of five feet laterally of the footing. Embedment depths should not be allowed to be affected adversely, such as through erosion, softening, digging, etc. Should local building codes require deeper embedment of the footings or wider footings, the local codes must apply.

Bearing Capacity

The allowable bearing capacity used should not exceed 2,000 psf for footings bearing on engineered fill. The allowable bearing capacity may be increased by one-third in the case of short duration loads, such as those induced by wind or seismic forces. In the event that footings are founded in structural fill consisting of imported materials, the allowable bearing capacities will depend on the type of these materials and should be re-evaluated.

Lateral Resistance

Friction coefficient - 0.30, between the engineered fill and rough concrete. A passive resistance of 350 pcf may be assumed below a depth of 12 inches for engineered fill. Where both friction and the passive resistance are utilized for sliding resistance, either of the values indicated should be reduced by one-third.

7.3.2 Concrete Slabs-on-Grade

General

We recommend that concrete slabs-on-grade be founded on engineered fill per section 7.2.2.

The subgrade for slab-on-grades should be kept moist prior to pouring concrete.

The subgrade should be proof-rolled just prior to construction to provide a firm, relatively unyielding surface, especially if the surface has been loosened by the passage of construction traffic.

Capillary Break and Vapor Barrier

The following paragraph outlines the minimum capillary break and vapor barrier that shall be utilized for interior slab-on-grades, or slab-on-grades where moisture sensitive floor coverings are anticipated.

The vapor barrier shall consist of a waterproof membrane (Stegowrap 15-Mil or equivalent) placed directly below the floor slab and in direct contact with the concrete. Sheet overlap for the vapor barrier shall be a minimum of 6 inches. A 4-inch minimum layer of ¾ inch drainrock shall be placed below the waterproof membrane to act as a capillary break. Care must be taken to not rip the vapor barrier. A 6-inch layer of compacted Class II Baserock may be employed to prevent rips or tears in the vapor barrier if desired, and to keep the subgrade from becoming saturated prior to pouring concrete.

If the manufacturer's recommendations or the project requirements for the capillary break and vapor barrier are more stringent than the minimums outlined above, the designer should follow those recommendations and requirements. Recommendations by the manufacturer may include but is not limited to specifications for; concrete mix design, puncture resistance of vapor barrier, permeance of vapor barrier, soil flatness, capillary break section, structural section, and testing recommendations.

7.3.3 Settlements

Total and differential settlements beneath the new foundation elements are expected to be within tolerable limits. Vertical movements are not expected

to exceed 1 inch. Differential`movements are expected to be within the normal range (½ inch) for the anticipated loads.

7.5 Plan Review

The recommendations presented in this report are based on preliminary design information for the proposed project and on the findings of our geotechnical investigation. When completed, the Grading Plans, Foundation Plans and design loads should be reviewed by Butano Geotechnical Engineering, Inc. prior to submitting the plans and contract bidding. Additional field exploration and laboratory testing may be required upon review of the final project design plans.

7.6 Observation and Testing

Field observation and testing should be provided by a representative of Butano Geotechnical Engineering, Inc. to enable them to form an opinion regarding the adequacy of the site preparation, the adequacy of fill materials, and the extent to which the earthwork is performed in accordance with the geotechnical conditions present, the requirements of the regulating agencies, the project specifications, and the recommendations presented in this report.

Butano Geotechnical Engineering, Inc. should be notified **at least 5 working days** prior to any site clearing or other earthwork operations on the subject project in order to observe the stripping and disposal of unsuitable materials and to ensure coordination with the grading contractor. During this period, a preconstruction meeting should be held on the site to discuss project specifications, observation and testing requirements and responsibilities, and scheduling.

8.0 LIMITATIONS

The recommendations contained in this report are based on our field explorations, laboratory testing, and our understanding of the proposed construction. The subsurface data used in the preparation of this report was obtained from the borings drilled during our field investigation. Variation in soil, geologic, and groundwater conditions can vary significantly between sample locations. As in most projects, conditions revealed during construction excavation may be at variance with preliminary findings. If this occurs, the changed conditions must be evaluated by the Project Geotechnical Engineer, and revised recommendations be provided as required. In addition, if the scope of the proposed construction changes from the described in this report, our firm should also be notified.

Our investigation was performed in accordance with the usual and current standards of the profession, as they relate to this and similar localities. No other warranty, expressed or implied, is provided as to the conclusions and professional advice presented in this report.

This report is issued with the understanding that it is the responsibility of the Owner, or of his Representative, to ensure that the information and recommendations contained herein are brought to the attention of the Engineer for the project and incorporated into the plans, and that it is ensured that the Contractor and Subcontractors implement such recommendations in the field. The use of information contained in this report for bidding purposes should be done at the Contractor's option and risk.

This firm does not practice or consult in the field of safety engineering. We do not direct the Contractor's operations, and we are not responsible for other than our own personnel on the site; therefore, the safety of others is the responsibility of the Contractor. The Contractor should notify the Owner if he considers any of the recommended actions presented herein to be unsafe.

The findings of this report are considered valid as of the present date. However, changes in the conditions of a site can occur with the passage of time, whether they are due to natural events or to human activities on this or adjacent sites. In addition, changes in applicable or appropriate codes and standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, this report may become invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and revision as changed conditions are identified.

The scope of our services mutually agreed upon did not include any environmental assessment or study for the presence of hazardous to toxic materials in the soil, surface water, or air, on or below or around the site. Butano Geotechnical Engineering, Inc. is not a mold prevention consultant; none of our services performed in connection with the proposed project are for the purpose of mold prevention. Proper implementation of the recommendations conveyed in our reports will not itself be sufficient to prevent mold from growing in or on the structures involved.

REFERENCES

ASTM International (2015). *Annual Book of ASTM Standards, Section Four, Construction*. Volume 4.08, Soil and Rock (I): D 430 - D 5611.

ASTM International (2016). *Annual Book of ASTM Standards, Section Four, Construction*. Volume 4.09, Soil and Rock (II): D 5714 - Latest.

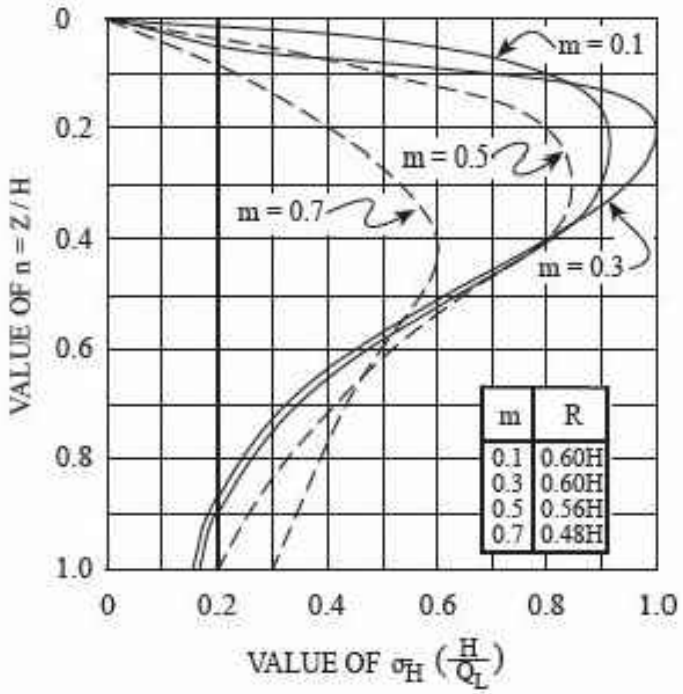
California Building Code (2019).

Dibblee, T.W. and Minch, J.A., 2007, Geologic map of the Natividad quadrangle, Monterey County, California, Dibblee Geological Foundation, Dibblee Foundation Map DF-354, 1:24,000.

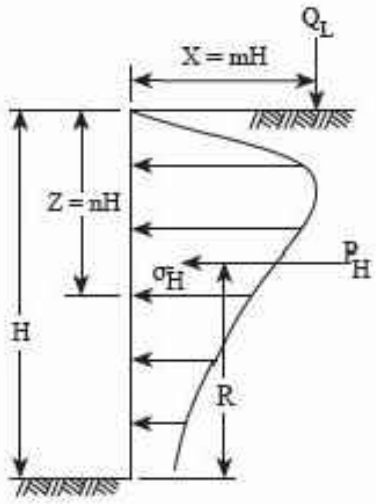
APPENDIX A

FIGURES AND STANDARD DETAILS

LINE LOAD



m	R
0.1	0.60H
0.3	0.60H
0.5	0.56H
0.7	0.48H



FOR m ≦ 0.4:

$$\sigma_H \left(\frac{H}{Q_L}\right) = \frac{0.20\,n}{(0.16+n^2)^2}$$

$$P_H = 0.55\,Q_L$$

FOR m > 0.4:

$$\sigma_H \left(\frac{H}{Q_L}\right) = \frac{1.28\,m^2 n}{(m^2+n^2)^2}$$

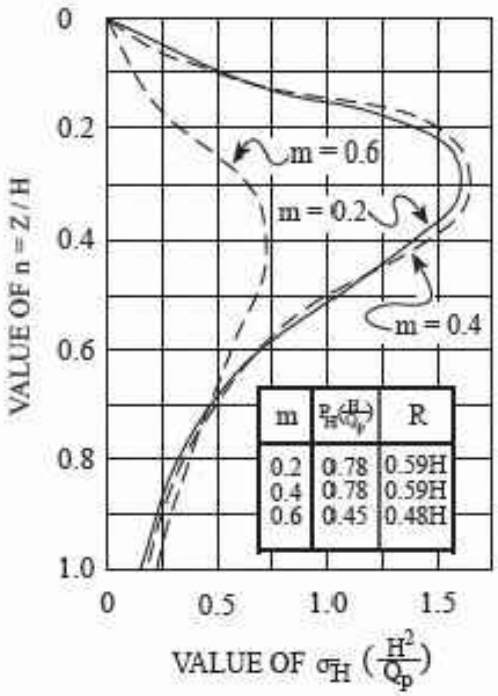
RESULTANT $P_H = \frac{0.64\,Q_L}{(m^2+1)}$

PRESSURES FROM LINE LOAD Q_L

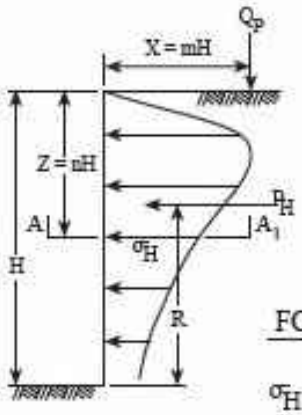
(BOISSINESQ EQUATION MODIFIED BY EXPERMENT)

REFERENCE: Design Manual
NAVFAC DM-7.02
Figure 11
Page 7.2-74

POINT LOAD



m	$\frac{P_H}{\sigma_H}\left(\frac{H}{Q_p}\right)$	R
0.2	0.78	0.59H
0.4	0.78	0.59H
0.6	0.45	0.48H



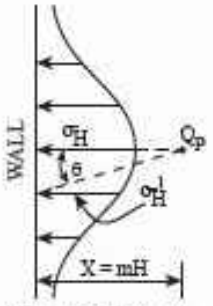
FOR m ≦ 0.4:

$$\sigma_H \left(\frac{H^2}{Q_p}\right) = \frac{0.28\,n^2}{(0.16+n^2)^3}$$

FOR m > 0.4:

$$\sigma_H \left(\frac{H^2}{Q_p}\right) = \frac{1.77\,m^2 n^2}{(m^2+n^2)^3}$$

$$\sigma_H^1 = \sigma_H \cos^2(1.1\,\theta)$$

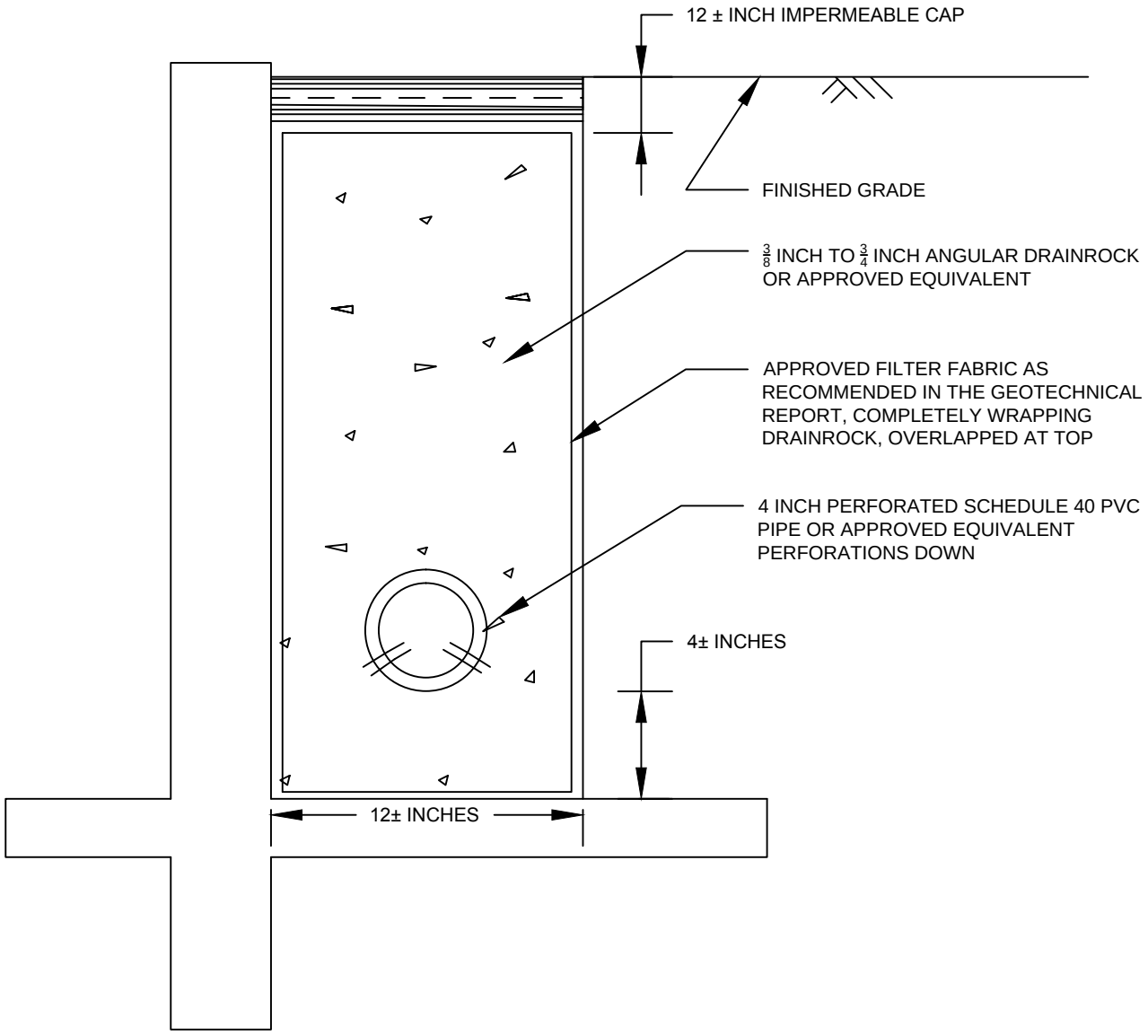


SECTION A-A_1

PRESSURES FROM POINT LOAD Q_P

(BOISSINESQ EQUATION MODIFIED BY EXPERMENT)

BUTANO GEOTECHNICAL ENGINEERING, INC.	**SURCHARGE PRESSURE DIAGRAM**	FIGURE A-1



NOTES:

1. DRAWING IS NOT TO SCALE.
2. 2±% GRADIENT TO PIPE AND TRENCH BOTTOM CONNECTED TO A CLOSED CONDUIT THAT DISCHARGES TO AN APPROVED LOCATION.

N.T.S.

BUTANO GEOTECHNICAL ENGINEERING, INC.	**TYPICAL RETAINING WALL BACKDRAIN DETAIL**	FIGURE A-2

APPENDIX B

FIELD EXPLORATION PROGRAM

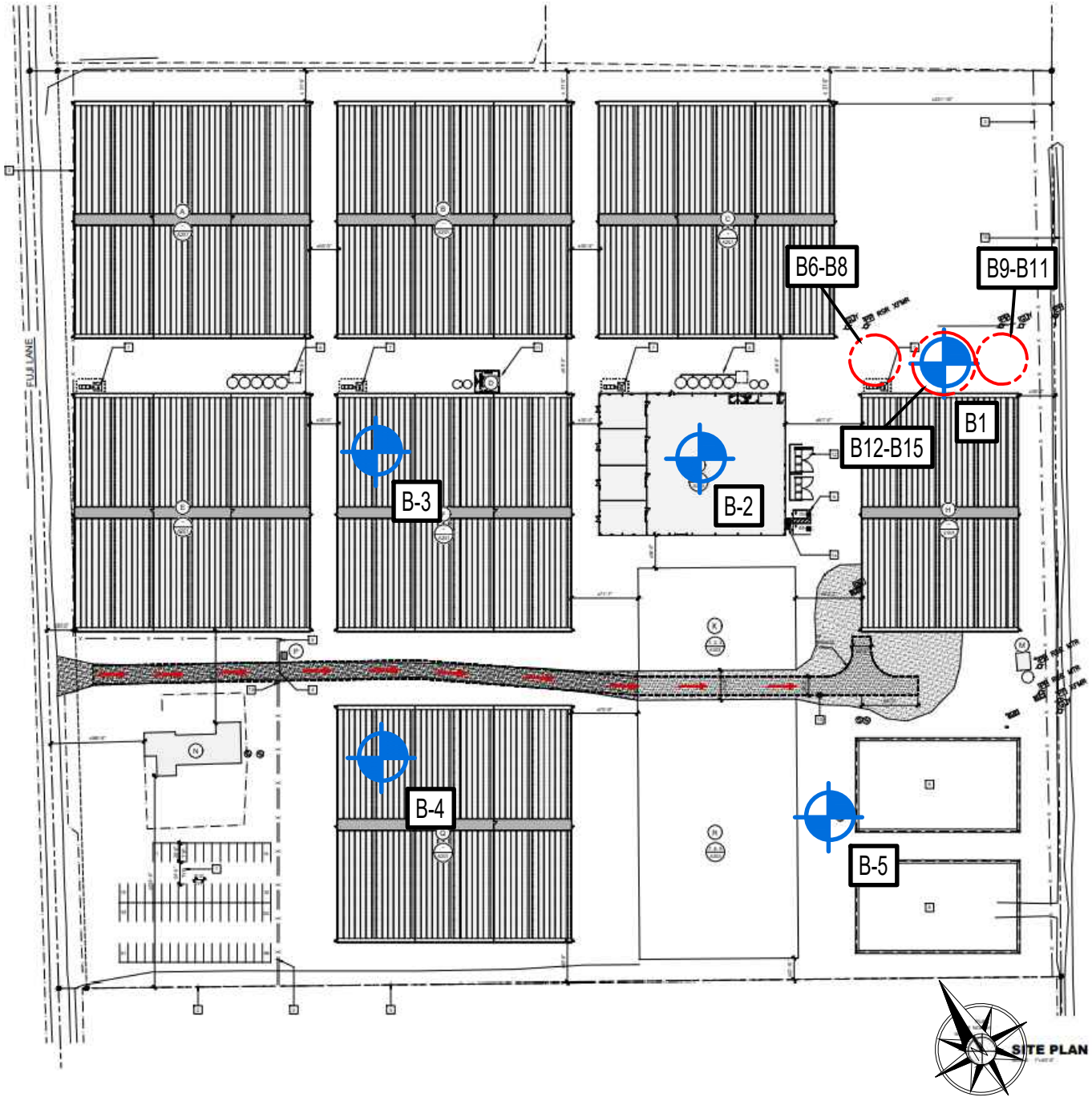
FIELD EXPLORATION PROCEDURES

Subsurface conditions were explored by advancing 5 geotechnical borings and 10 percolation borings below the existing grade. The borings were advanced using six-inch solid stem augers mounted on a tractor drill rig and a hand auger. The Key to The Logs and the Logs of the Borings are included in Appendix B, Figures B-3 through B-9. The approximate locations of the borings are shown on the Boring Site Plan, Figure B-2. The borings were located in the field using GPS coordinates. Their locations as shown are therefore within the accuracy of such measurement.

The soils encountered in the borings were continuously logged in the field by a representative of Butano Geotechnical Engineering, Inc. Bulk and relatively undisturbed soil samples for identification and laboratory testing were obtained in the field. These soils were classified based on field observations and laboratory tests. The classifications are in accordance with the Unified Soil Classification System (USCS: Figure B-3).

N.T.S

BUTANO	**SITE LOCATION PLAN**	FIGURE
GEOTECHNICAL ENGINEERING, INC.	22900 Fuji Lane	B-1



B-X Exploratory boring
Scale: 1" = 150'

Site Plan by Wald, Ruhnke and Dost Architects, LLC.

BUTANO	**BORING SITE PLAN**	FIGURE
GEOTECHNICAL ENGINEERING, INC.	22900 Fuji Lane	B-2

KEY TO LOGS

UNIFIED SOIL CLASSIFICATION SYSTEM

PRIMARY DIVISIONS			GROUP SYMBOL	SECONDARY DIVISIONS
COARSE GRAINED SOILS More than half of the material is larger than the No. 200 sieve	GRAVELS More than half of the coarse fraction is larger than the No. 4 sieve	CLEAN GRAVELS (Less than 5% fines)	GW	Well graded gravels, gravel-sand mixtures, little or no fines
			GP	Poorly graded gravels, gravel-sand mixtures, little or no fines
		GRAVEL WITH FINES	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines
	SANDS More than half of the coarse fraction is smaller than the No. 4 sieve	CLEAN SANDS (Less than 5% fines)	SW	Well graded sands, gravelly sands, little or no fines
			SP	Poorly graded sands, gravelly sands, little or no fines
		SAND WITH FINES	SM	Silty sands, sand-silt mixtures, non-plastic fines
			SC	Clayey sands, sand-clay mixtures, plastic fines
FINE GRAINED SOILS More than half of the material is smaller than the No. 200 sieve	SILTS AND CLAYS Liquid limit less than 50		ML	Inorganic silts and very fine sands, silty or clayey fine sands or clayey silts with slight plasticity
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
			OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS Liquid limit greater than 50		MH	Inorganic silts, micaceous or diatomacaceous fine sandy or silty soils, elastic silts
			CH	Inorganic clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils

GRAIN SIZE LIMITS

SILT AND CLAY	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		

No. 200 No. 40 No. 10 No. 4 3/4 in. 3 in. 12 in.

US STANDARD SIEVE SIZE

RELATIVE DENSITY	
SAND AND GRAVEL	BLOWS/FT*
VERY LOOSE	0 - 4
LOOSE	4 - 10
MEDIUM DENSE	10 - 30
DENSE	30 - 50
VERY DENSE	OVER 50

CONSISTENCY	
SILT AND CLAY	BLOWS/FT*
VERY SOFT	0 - 2
SOFT	2 - 4
FIRM	4 - 8
STIFF	8 - 16
VERY STIFF	16 - 32
HARD	OVER 32

MOISTURE CONDITION	
CLAY	DRY
	MOIST
	SATURATED
SAND	DRY
	DAMP
	WET
	SATURATED

* Number of blows of 140 pound hammer falling 30 inches to drive a 2 inch O.D. (1 3/8 inch I.D.) split spoon (ASTM D-1586).

BUTANO GEOTECHNICAL ENGINEERING, INC.

FIGURE B-3

LOG OF EXPLORATORY BORING

Project No.:	22-178-M	Boring:	B1
Project:	22900 Fuji Lane	Location:	Perc hole profile boring
		Elevation:	
Date:	August 16, 2022	Method of Drilling:	6-inch diameter solid stem auger,
Logged By:	SC		truck-mounted drill rig

2" Ring Sample | 2.5" Ring Sample | Terzaghi Split Spoon Sample | Bulk Sample

Perched Water Table | Static Water Table | Water Encountered During Drilling

Change in Soil Classification | Gradation or Minor Change in Classification

Depth (ft.)	Soil Type	Undisturbed	Bulk	Description	Blows / Foot	N_{60}	Dry Density (pcf)	Moisture Content (%)	Swell Pressure (Psf)	Particle Size (% fines)	Unconfined - q_u (psf)	Atterberg Limits L.L.	Atterberg Limits P.I.
	SM			Brown silty SAND w/gravel, dense, dry									
	SC			Dark yellowish brown Clayey SAND/Sandy FAT CLAY, Very Stiff, dry	31	28		8.5					
5	CH			Dark yellowish brown Sandy FAT CLAY, Very Stiff, damp, some gravel	18	14		16.2					
	SC												
10				Dark grayish brown & Brown Clayey SAND, medium dense, moist some sand layers	19	15		14.3					
15	SP			White & light brownish gray poorly graded SAND, medium dense damp	28	24		2.6					
20				Consistent w/gravel & lens of grayish brown Sandy CLAY Stopped at 1' sand caving while sampling	50	45							
25				Consistent w/gravel & lens of grayish brown Sandy CLAY	28	24							
30				Boring terminated at a depth of 26 1/2 feet. No groundwater encountered during drilling.									
35													

BUTANO GEOTECHNICAL ENGINEERING, INC.

FIGURE B-4

LOG OF EXPLORATORY BORING

Project No.: 22-178-M
Project: 22900 Fuji Lane
Date: August 16, 2022
Logged By: SC

Boring: B2
Location:
Elevation:
Method of Drilling: 6-inch diameter solid stem auger, truck-mounted drill rig

2" Ring Sample | 2.5" Ring Sample | Terzaghi Split Spoon Sample | Bulk Sample
Perched Water Table | Static Water Table | Water Encountered During Drilling
Change in Soil Classification | Gradation or Minor Change in Classification

Depth (ft.)	Soil Type	Undisturbed	Bulk	Description	Blows / Foot	N_{60}	Dry Density (pcf)	Moisture Content (%)	Swell Pressure (Psf)	Particle Size (% fines)	Unconfined - q_u (psf)	Atterberg Limits L.L.	Atterberg Limits P.I.
	SC	☒		Very dark brown Clayey SAND, loose, moist	9	3		11.0					
5		☒		Very dark grayish brown Clayey SAND, very moist, medium dense	20	7	115.1	13.7					
	CH	☐		Dark brown sandy FAT CLAY, stiff, moist	22	18							
10	SP	☐		Dark yellowish brown poorly graded SAND, medium, dense, moist	13	10							
15	SP	☐		Brown poorly graded SAND, dense, moist	30	26							
				Boring terminated at a depth of 16 1/2 feet. No groundwater encountered during drilling.									
20													
25													
30													
35													

BUTANO GEOTECHNICAL ENGINEERING, INC.

FIGURE B-5

LOG OF EXPLORATORY BORING

Project No.: 22-178-M
Project: 22900 Fuji Lane
Date: August 16, 2022
Logged By: SC

Boring: B3
Location:
Elevation:
Method of Drilling: 6-inch diameter solid stem auger, truck-mounted drill rig

2" Ring Sample | 2.5" Ring Sample | Terzaghi Split Spoon Sample | Bulk Sample
Perched Water Table | Static Water Table | Water Encountered During Drilling
Change in Soil Classification | Gradation or Minor Change in Classification

Depth (ft.)	Soil Type	Undisturbed	Bulk	Description	Blows / Foot	N_{60}	Dry Density (pcf)	Moisture Content (%)	Swell Pressure (Psf)	Particle Size (% fines)	Expansion Index	Atterberg Limits L.L.	Atterberg Limits P.I.
	SC	☒		Very dark brown Clayey SAND, loose, moist	8	5	105.6	12.8					
	CH			Dark brown FAT CLAY, stiff, moist							26		
5	SC	☐		Dark yellowish brown clayey SAND grades to poorly graded SAND, moist	7	5		10.5					
10	SP	☐		Dark yellowish brown poorly graded SAND, moist, some gravel	14	11							
15				Boring terminated at a depth of 11 1/2 feet. No groundwater encountered during drilling.									
20													
25													
30													
35													

BUTANO GEOTECHNICAL ENGINEERING, INC.

FIGURE B-6

LOG OF EXPLORATORY BORING

Project No.: 22-178-M
Project: 22900 Fuji Lane
Date: August 16, 2022
Logged By: SC

Boring: B4
Location:
Elevation:
Method of Drilling: 6-inch diameter solid stem auger, truck-mounted drill rig

2" Ring Sample | 2.5" Ring Sample | Terzaghi Split Spoon Sample | Bulk Sample
Perched Water Table | Static Water Table | Water Encountered During Drilling
Change in Soil Classification | Gradation or Minor Change in Classification

Depth (ft.)	Soil Type	Undisturbed	Bulk	Description	Blows / Foot	N_{60}	Dry Density (pcf)	Moisture Content (%)	Swell Pressure (Psf)	Particle Size (% fines)	Unconfined - q_u (psf)	Atterberg Limits L.L.	Atterberg Limits P.I.
	CH	☒		Brown Sandy FAT CLAY, very stiff, moist	25	13			450				
5	SP	☐		Yellowish brown poorly graded SAND, medium dense, moist	11	8		10.5					
10	SP	☐		Light brownish gray poorly graded SAND, medium dense, moist	17	13							
				Boring terminated at a depth of 11 1/2 feet. No groundwater encountered during drilling.									
15													
20													
25													
30													
35													

BUTANO GEOTECHNICAL ENGINEERING, INC.

FIGURE B-7

LOG OF EXPLORATORY BORING

Project No.: 22-178-M
Project: 22900 Fuji Lane
Date: August 16, 2022
Logged By: SC

Boring: B5
Location:
Elevation:
Method of Drilling: 6-inch diameter solid stem auger, truck-mounted drill rig

2" Ring Sample | 2.5" Ring Sample | Terzaghi Split Spoon Sample | Bulk Sample
Perched Water Table | Static Water Table | Water Encountered During Drilling
Change in Soil Classification | Gradation or Minor Change in Classification

Depth (ft.)	Soil Type	Undisturbed	Bulk	Description	Blows / Foot	N_{60}	Dry Density (pcf)	Moisture Content (%)	Swell Pressure (Psf)	Particle Size (% fines)	Unconfined - q_u (psf)	Atterberg Limits L.L.	Atterberg Limits P.I.
	SC			Brown Clayey SAND, dense, moist	75	27	109.5	10.7					
				Less dense at about 4 feet									
5				Consistent, medium dense	12	9		12.6					
	SP												
10				Light brownish gray poorly graded SAND, medium dense, moist	15	12							
				Boring terminated at a depth of 11 1/2 feet. No groundwater encountered during drilling.									
15													
20													
25													
30													
35													

BUTANO GEOTECHNICAL ENGINEERING, INC.

FIGURE B-8

LOG OF EXPLORATORY BORING

Project No.:	22-178-M	Boring:	B6-15
Project:	22900 Fuji Lane	Location:	Perc holes, near power poles
		Elevation:	
Date:	August 16, 2022	Method of Drilling:	6-inch diameter solid stem auger,
Logged By:	SC		truck-mounted drill rig

2" Ring Sample | 2.5" Ring Sample | Terzaghi Split Spoon Sample | Bulk Sample

Perched Water Table | Static Water Table | Water Encountered During Drilling

Change in Soil Classification | Gradation or Minor Change in Classification

Depth (ft.)	Soil Type	Undisturbed	Bulk	Description	Blows / Foot	N_{60}	Dry Density (pcf)	Moisture Content (%)	Swell Pressure (Psf)	Particle Size (% fines)	Expansion Index	Atterberg Limits L.L.	Atterberg Limits P.I.
	SC			Clayey SAND, dark yellowish brown, moist							0		
5													
10													
				Borings Terminated at the depths indicated below No Groundwater Encountered									
15				B6 - 8' B7 - 10' B8 - 13' B9 - 8'									
20				B10 - 10' B11 - 12' B12 - 2' 3-inch Diameter Hand Auger B13 - 2' 3-inch Diameter Hand Auger B14 - 2' 3-inch Diameter Hand Auger									
25				B15 - 3' 3-inch Diameter Hand Auger									
30													
35													

APPENDIX C

LABORATORY TESTING PROGRAM

LABORATORY TESTING PROCEDURES

Soil Classification

Soils were classified according to the Unified Soil Classification System in accordance with ASTM D 2487 and D 2488. Moisture content and density determinations were made for representative samples in accordance with ASTM D 2216. Results of moisture density determinations, together with classifications, are shown on the Boring Logs, Figures B-4 through B-8.

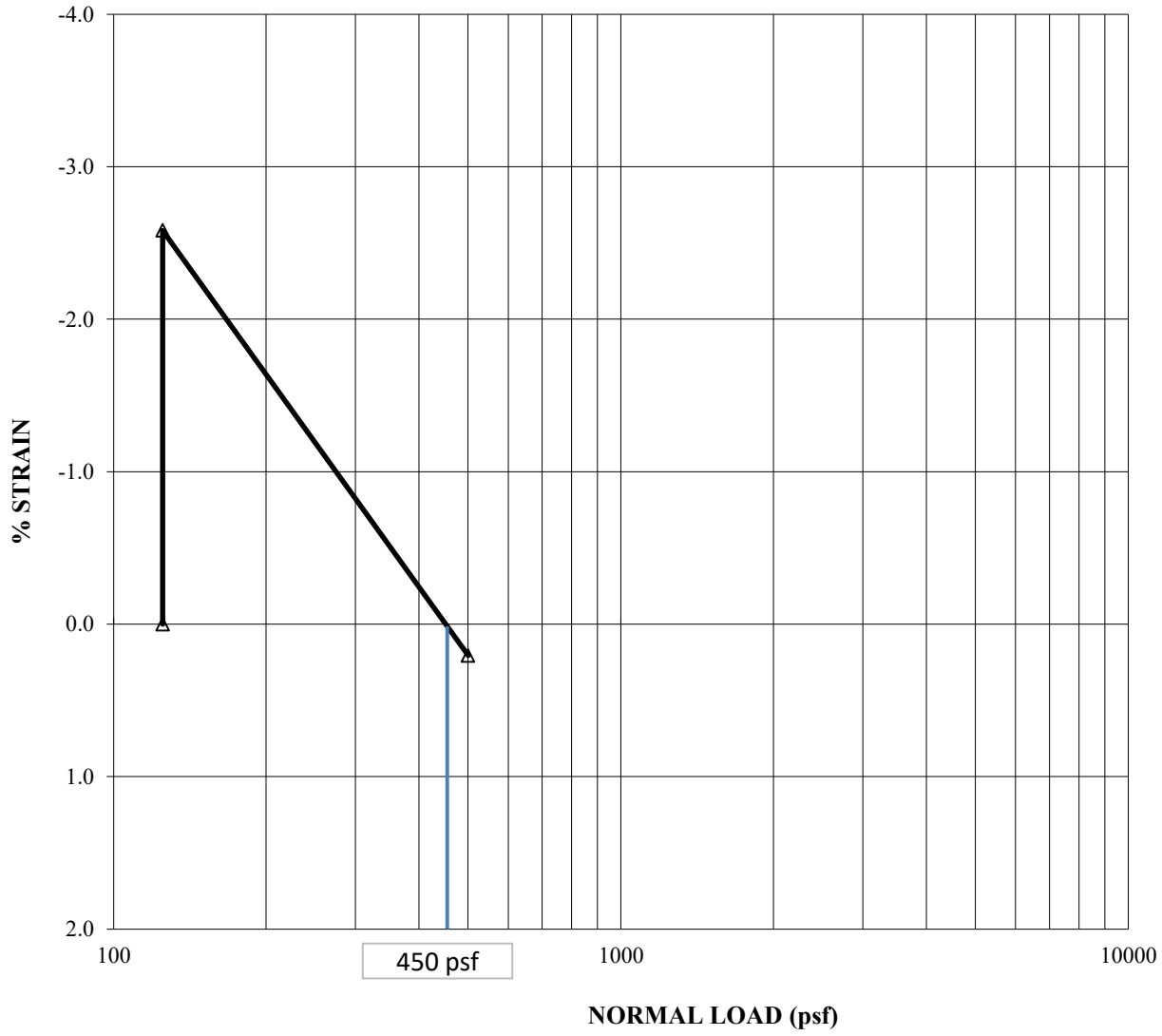
Expansion Index

Two expansion index tests were performed on representative bulk samples of the foundation zone soil in accordance with ASTM D 4829. The result is shown on the Boring Logs, Figures B-6 and B-9.

One-Dimensional Swell Test

One one-dimensional swell test was performed on a representative relatively undisturbed sample in accordance with ASTM D-4546. The result is shown on the Boring Log, Figure B-7 and in Appendix C, Figure C-1.

BORING:	B4-1	ASTM D 4546-03	
DEPTH (ft):	2.0		
SOIL TYPE (USCS):	CH	FIELD MOISTURE:	18.8%
		FINAL MOISTURE:	28.5%



BUTANO GEOTECHNICAL ENGINEERING, INC.	**SWELL TEST RESULTS** 22900 Fuji Lane	FIGURE C-1

APPENDIX D

PERCOLATION TESTING PROCEDURES

Constant head percolation tests were performed on August 17, 2022. The locations of the test holes are shown on the boring site plan in Appendix B, Figure B-2.

The soil in the borings of the percolation test holes were continuously logged in the field by a representative of Butano Geotechnical Engineering Inc. during the drilling process.

Six percolation test holes were drilled with a 6-inch diameter solid stem auger on a truck mounted drill rig. Four-inch diameter perforated pipe was inserted to prevent potential collapse of the test holes and approximately 2 to 3 inches of clean, crushed ⅜ inch gravel was placed at the bottom of the holes as well as around the annulus of the pipe. Four percolation test holes were drilled with a 3-inch diameter hand auger. The test holes were pre-soaked 24 hours prior to percolation testing.

The percolation rates were measured and recorded. The following table is a report of our percolation tests. The rate recorded is an average over a minimum of four consecutive tests. A rate of NA indicates that there was no percolation observed.

Percolation Test Hole (6-inch diameter)	Depth (ft)	Soil Description	Percolation Rate (Minutes/Inch)
B6	8	Dark grayish brown Clayey SAND	NA
B7	10	Dark grayish brown Clayey SAND	NA
B8	12	Dark grayish brown Clayey SAND	NA
B9	8	Dark grayish brown Clayey SAND	NA
B10	10	Dark grayish brown Clayey SAND	5.8
B11	12	Dark grayish brown Clayey SAND	NA
B12	2	Dark yellowish brown Clayey SAND	4.6
B13	2	Dark yellowish brown Clayey SAND	7.9
B14	2	Dark yellowish brown Clayey SAND	6.7
B15	3	Dark yellowish brown Clayey SAND	5

Important Information about Your

Geotechnical Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical engineering study conducted for a civil engineer may not fulfill the needs of a construction contractor or even another civil engineer. Because each geotechnical engineering study is unique, each geotechnical engineering report is unique, prepared *solely* for the client. No one except you should rely on your geotechnical engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you* — should apply the report for any purpose or project except the one originally contemplated.

Read the Full Report

Serious problems have occurred because those relying on a geotechnical engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

A Geotechnical Engineering Report Is Based on A Unique Set of Project-Specific Factors

Geotechnical engineers consider a number of unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical engineering report that was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light industrial plant to a refrigerated warehouse,
- elevation, configuration, location, orientation, or weight of the proposed structure,
- composition of the design team, or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

Subsurface Conditions Can Change

A geotechnical engineering report is based on conditions that existed at the time the study was performed. *Do not rely on a geotechnical engineering report* whose adequacy may have been affected by: the passage of time; by man-made events, such as construction on or adjacent to the site; or by natural events, such as floods, earthquakes, or groundwater fluctuations. *Always* contact the geotechnical engineer before applying the report to determine if it is still reliable. A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ—sometimes significantly—from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are *Not* Final

Do not overrely on the construction recommendations included in your report. *Those recommendations are not final,* because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations only by observing actual

subsurface conditions revealed during construction. *The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's recommendations if that engineer does not perform construction observation.*

A Geotechnical Engineering Report Is Subject to Misinterpretation

Other design team members' misinterpretation of geotechnical engineering reports has resulted in costly problems. Lower that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Contractors can also misinterpret a geotechnical engineering report. Reduce that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

Give Contractors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make contractors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give contractors the complete geotechnical engineering report, *but* preface it with a clearly written letter of transmittal. In that letter, advise contractors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. *Be sure contractors have sufficient time* to perform additional study. Only then might you be in a position to give contractors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

Read Responsibility Provisions Closely

Some clients, design professionals, and contractors do not recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations" many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform a *geoenvironmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnical engineering report does not usually relate any geoenvironmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures.* If you have not yet obtained your own geoenvironmental information, ask your geotechnical consultant for risk management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, a number of mold prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; ***none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.***

Rely, on Your ASFE-Member Geotechncial Engineer for Additional Assistance

Membership in ASFE/The Best People on Earth exposes geotechnical engineers to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a construction project. Confer with your ASFE-member geotechnical engineer for more information.

ASFE
THE BEST PEOPLE ON EARTH

8811 Colesville Road/Suite G106, Silver Spring, MD 20910
Telephone: 301/565-2733 Facsimile: 301/589-2017
e-mail: info@asfe.org www.asfe.org

IIGER06085.0MRP

Tom's SEPTIC CONSTRUCTION
Post Office Box 4610, Salinas, California 93912
Phone: 831.633.2321 • Fax: 831.633.6451

Invoice 33388

Bill to:	Job: 359019
RAMCO ENTERPRISES, LP 710 LA GUARDIA STREET SALINAS, CA 93905	HOUSE AND MOBILE UNIT 22900 FUJI LANE SALINAS CA 939085

Invoice #: 33388 Date: 01/10/19	Customer P.O. #: SERV INV# 42559, 42558
Payment Terms: DUE UPON RECEIPT	Salesperson:
Customer Code: 20850	

Remarks: PUMP INSPECTION SERVICE PERFORMANCE EVALUATION

Quantity	Description	U/M	Unit Price	Extension
1.000	LABOR CHARGES	EA	100.00	100.00
1.000	PUMP TANK 3601-4200 GALLONS	EA	888.00	888.00
2.000	INSPECTION FEE	EA	125.00	250.00
2.000	VIDEO LOCATE WORK	EA	465.00	930.00
2.000	MONTEREY CO PERFORMANCE EVALUATION	EA	200.00	400.00
2.000	ADMINISTRATION FEE	EA	15.00	30.00

AUTHORIZED BY JULIO SANCHEZ

Subtotal:	**2,598.00**
Total:	**2,598.00**

Please return one copy with payment.
Past due invoices are subject to a late payment charge computed at 2.0% per month (24% annual percentage rate) on the past due amount.

Mob. 1 unit

Low water
1 1/2 buckets

Tom's SEPTIC CONSTRUCTION

SERVICE INVOICE

No. 42559

Post Office Box 4610 • Salinas, California 93912 • (831) 633-2321 • Fax (831) 633-6451

Septic Tanks • Drain Lines • New Installations • Repairs • Pumping & Inspection • Drilling

Customer Name: Ramco Enterprises LP Date: 1/10/19

Address: 710 La Guardia St. Salinas 93905

Telephone: (Home) 758-5272 (Work or Cell) Julio - 970-7836

Job Location: 22900 Fuji Lane Salinas

Tom's Septic Construction is not responsible for damage to curbs, concrete flatwork, driveways, underground utilities, landscaping, or other improvements of any kind. Access to the project site for work of any kind is hereby granted by owner or owner's representative with the understanding that the use of trucks and equipment upon the site for such work carries the risk of damage. Owner hereby accepts such risk and agrees to indemnify and hold Tom's Septic Construction harmless from such damage whether caused directly or indirectly by the work. Damage caused by gross negligence is not included in this indemnity. Signature below confirms agreement to the terms of entry and access for the work contemplated.

X _____ X _____

Owner or Owner's Representative *Tom's Septic Construction*

SEPTIC TANK

THREE LID

Brand: NOTT Size: 1500 Length: _____ Width: _____ Flowline Hght: _____ x 7.5 = _____ +/- gal.

Type of Septic Tank ☐ Fiberglass ☐ Plastic ☐ Redwood ☒ Concrete ☐ Other _____

Both ends pumped? ☒ Yes ☐ No Approximate gals. pumped 1500

Risers on tank? ☒ Yes ☐ No Type of riser CONCRETE

Depth to top tank 2' Depth to top riser 1' Remarks _____

CONDITION OF SEPTIC TANK

	Condition		
Septic ells	☒ Good	☐ Poor	Repairs Recommended _____
Tanktop and/or lids	☒ Good	☐ Poor	Repairs Recommended _____
Sides/bottom of tank	☒ Good	☐ Poor	Repairs Recommended _____
Baffle Corrosion	☐ Good	☑ Poor	Repairs Recommended Patch Tank

DRAINAGE SYSTEM

Liquid flowback while pumping? ☐ Yes ☒ No ☐ Unk Condition of ground around system? ☐ Dry ☐ Wet

House occupied? ☒ Yes ☐ No ☐ Unk

D.V. installed? ☐ Yes ☑ No ☒ Unk Switch D.V? ☐ Yes ☐ No

COMMENTS, RECOMMENDED REPAIRS, AND/OR ADDITIONAL WORK PERFORMED

WATER IN TANK BELOW FLOW LINE, DID A 30 MIN WATER TEST WATER DID NOT FLOW BACK, SYSTEM APPEARS TO BE WORKING AT THIS TIME. THERE IS SIGN THAT THE WATER HAS BEEN HIGH, AND TANK BEEN AT FOOT BELOW FLOW LINE IT MAY BE A CRACK BECAUSE THERE IS WATER RUNNING AT ALL TIMES. Recommend Patch Tank due to corrosion –

☐ Cash ☐ Check: Check # _____ ☐ Charge to Acct. ☐ Other (explain): _____

☐ Charge: ☐ MasterCard ☐ Visa ☐ AmEx Card # _____ Exp. Date _____

Authorized by: _____

Tom's Septic Construction has no control over surface or sub surface ground and soil conditions. We further can not control use of water that affects Septic Disposal Systems. We therefore, can only comment on the system as of the date and time such system was inspected, serviced or repaired, and cannot guarantee the life span of any component of the system including the tank and drainage system.

Signature below acknowledges agreement with the above limited warranty and acceptance of the work performed as satisfactory.

If paying with a credit card a 2.5% fee will be added.

Pumping Charges	$	= $	See main house invoice
Labor Fees 1 hrs	@ $	= $	100.00
Inspection 1	@ $	= $	125.00
~~Video Camera~~ ~~Extra Hose~~	@ $	= $	765.00
Other Fee Admin Fee	@ $	= $	15.00
Performance Evaluation	@ $	= $	200.00
		Total $	905.00

Signed by Customer: X _____ Date: 1/10/19

SEE REVERSE FOR FURTHER TERMS AND CONDITIONS

Monterey County Environmental Health Bureau

Environmental Health Review Services
1270 Natividad Road, Salinas, CA 93906
(831) 755-4507

M.

Conventional Onsite Wastewater Treatment System
Performance Evaluation

Street Address: 22900 Fuji Ln - Trailer APN: 137-141-009

City: Salinas Date: 1/10/19 Time: am/pm

Owner: RANCO

Phone: 831 758 · 5277 Fax: 831 758-3725

Email: julio@rancopersonnel.com

Reason for Inspection: Employee Housing - County inspection

Homeowner Questionnaire:

Age of wastewater treatment system (years):

How many years have you owned the home?

The following are connected to the onsite wastewater treatment system:

☐ Water softener ☐ Garbage disposal ☐ Spa Tub ☐ Leaking Fixtures in home

In-home business: ☐ Yes ☑ No Type:

Number of people occupying dwelling: Currently: 0 Anticipated: 2

If currently unoccupied, for how long has it been vacant? 3 (Months)

Current number of bedrooms in dwelling: 7

Has there ever been a backup in the house? ☐ Yes ☑ No Date:

List any known repairs made to the system:

Has the system recently been inspected by others? ☐ Yes ☑ No

If so, who?

Did it fail? ☐ Yes ☐ No

Is there a service contract for system components? ☐ Yes ☑ No

Company:

Date the tank last pumped: ☐ Never to my knowledge

At what frequency? Company:

Additional Comments:

The above information is true to the best of my knowledge.

Owner Signature Date 1/10/19

OWTS Inspector to Fill out Remaining Form

System Type

System is: ☐ Conventional: ☑ Gravity feed ☐ Pump System

☐ Pre-treatment Unit Installed* Manufacturer:

**Complete specific manufacture inspection report for the pre-treatment installed.*

Tank Inspection *(Observations prior to pumping the tank)*

Tank Material: ☑ Concrete ☐ Fiberglass ☐ Plastic ☐ Redwood

Tank Manufacturer: Nottingham

Tank Capacity: 1500

Lids at Grade? ☐ Yes ☑ No If No, How deep is lid buried? 12"

Risers on Tank? ☐ Yes ☑ No Evidence of infiltration in Risers? ☐ Yes ☑ No

Lids Secure? ☑ Yes ☐ No Lids in acceptable Condition? ☑ Yes ☐ No

Can surface water infiltrate into the tank? ☐ Yes ☑ No

Any indicators of previous failure? ☑ Yes ☐ No

If Yes, explain: It appears there was high water at one point due to plugged filter most likely

Liquid Level Relative to Outlet (in): ☐ At ☐ Above ☑ Below 12"

Evidence liquid level has been higher? ☑ Yes ☐ No

Continuous inflow observed? ☑ Yes ☐ No

Source: ☐ Groundwater ☑ Leaking Fixtures

Presence of flocculant in clear zone ☐ Yes ☑ No

Evaluation of layers in the tank:

Compartment	Scum Depth (in)	Scum Color	Clear Zone (in)	Clear Zone Color	Sludge Depth (in)	Sludge Color	Odor	Other
Inlet								
Outlet								

Comments: Water level below flow-line at time of inspection but signs of high water filter was plugged

Tank Pumping

Gallons Pumped out: Approx. 1,000 gallons

Effluent Filter Installed? ☑ Yes ☐ No Functioning Properly? ☑ Yes ☐ No

Effluent Filter Cleaned? ☑ Yes ☐ No Percent plugged? 70%

Baffle in Place? ☑ Yes ☐ No Baffle structurally sound? ☑ Yes ☐ No

Tank appears to be watertight *(no visual leaks)* ☐ Yes ☑ No Rebar exposed? ☐ Yes ☑ No

Corrosion present? ☑ Yes ☐ No Cracks present? ☐ Yes ☑ No (see notes)

Root Intrusion? ☐ Yes ☑ No Fracture/Flaking? ☐ Yes ☑ No

Non-Concrete – Concaved/Bulging or other indication of structural failure? ☐ Yes ☑ No

Comments: Corrosion around baffle & tank top of outlet chamber. It appears that tank has a crack or leak due to water level below flow line. Recommend further inspection, Cannot verify leak without entering tank

Pump Tank

Does the system contain a dosing or pump tank? ☐ Yes ☑ No

Type of pump: ☐ Ejector Pump ☐ Grinder Pump

Tank integrity sound (free of cracks, infiltration. etc.)?	☐ Yes	☐ No
Is the pump elevated off the bottom of the chamber?	☐ Yes	☐ No
Does the pump work?	☐ Yes	☐ No
If there is a check valve, is a purge hole present?	☐ Yes	☐ No
Is there a high water alarm?	☐ Yes	☐ No
Does the alarm work?	☐ Yes	☐ No
Estimated gallons between pump on and high water alarm:		
Do electrical connections appear satisfactory?	☐ Yes	☐ No
Did you remove solids from the pump tank?	☐ Yes	☐ No

Comments:

Dispersal System

Dispersal System is: ☑ Trench ☐ Seepage Pit ☐ Gravel-less Chambers ☐ Drip Disposal

Other: Installation map shows another 33' x 10' trench, unable to locate 2nd trench but it does match County diagram

Dispersal System Location: Located 1 inspection riser & D-box

☐ Installation Map ☑ Snaked and Located ☐ Probed onsite ☐ Unknown* *(Comment required)*

Is there:	Comment required for Yes	
Any indication of a previous failure?	☐ Yes	☑ No
Seepage visible in the disposal area?	☐ Yes	☑ No
Lush vegetation present?	☐ Yes	☑ No
Ponding water in the distribution media?	☐ Yes	☑ No
Uneven distribution of effluent in the field?	☐ Yes	☑ No
Odors present?	☐ Yes	☑ No
Determine approximate distance between water well and soil treatment area.		
Approximate distance is (feet): 150'+		

Comments:

Hydraulic Load Test Performed ☑ Yes ☐ No

Flow Rate (gpm): Minutes test run: 30 min. Total Gallons: 150 - 200 gallons

☐ Bladder-type device used ☑ Water added to outlet chamber of tank prior to pumping

Was backflow into the tank from the outlet pipe observed?	☐ Yes	☑ No
Estimate of water backflow after test: -0-		
After test was seepage present in the dispersal area?	☐ Yes	☑ No
After test were odors present in the dispersal area?	☐ Yes	☑ No

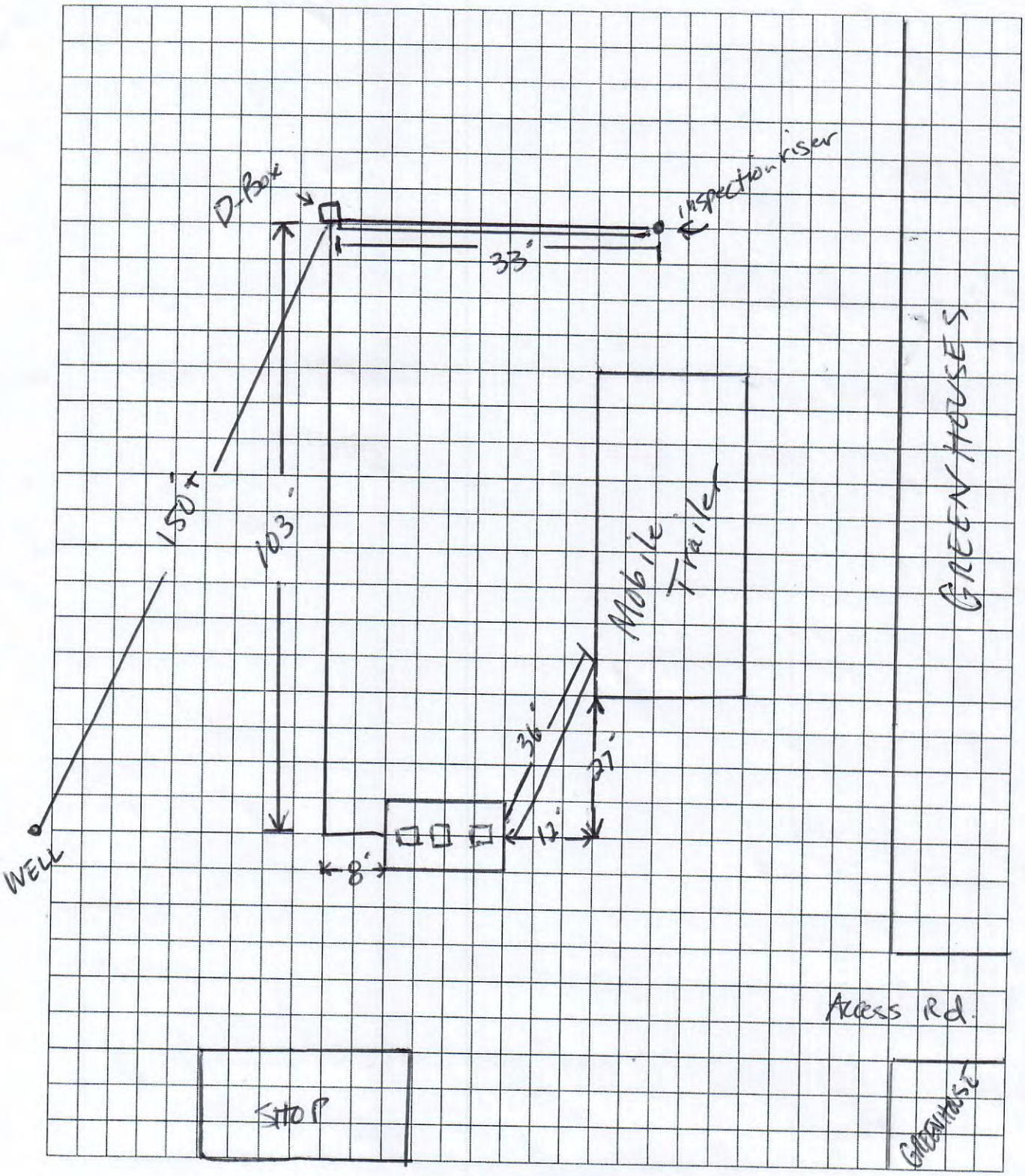
Comments: System appeared to take 30 minutes of water

1 Inspection riser shows no water other not located

Sketch of System *(or provide on a separate sheet)*

For reproducible results, show dimensions from structures that will not change, such as corners of the house. Show details, such as the road, in relation to the house to get the correct orientation. Show all located components

Scale: _____square/s = _____ft Comment:



Checklist Summary

1.) Tank is:

- ☐ Acceptable – Currently Functioning Properly
- ☑ Unacceptable Condition – Repairs can bring tank to Acceptable
  Provide recommendations in comment
- ☐ Unacceptable Condition - Failed
- ☐ Not Evaluated

Comments: Water level below flow-line, appears there is a leak from tank. Recommend further inspection, Tank has corrosion to outlet side chamber, Recommend patch tank

2.) Pump Tank is: ☑ N/A ☐ Acceptable ☐ Unacceptable Condition

Comments:

3.) Dispersal System is:

- ☑ Acceptable – Currently Functioning Properly
- ☐ Inconclusive – More Information Required
  Provide recommendations in comment
- ☐ Unacceptable Condition - Failed
- ☐ Not Evaluated

Comments: System appeared to take 30 minutes of water

Inspector Declaration

I, the undersigned inspector, certify that based on what I was able to observe onsite and the present condition of the onsite wastewater treatment system all of the above information is true and correct.

Inspecting Company: Tom's Septic Construction

Phone: 831-633-2321

Inspector Name: Jeff Baxter Inspector NAWT I.D. #:

Inspector Signature:

0 NO 10/425

MONTEREY COUNTY HEALTH DEPARTMENT
DIVISION OF ENVIRONMENTAL HEALTH

ONSITE WASTEWATER SYSTEM PERMIT
Monterey County Code, Chapter 15.20

☒ 1270 Natividad Road, Room B310, Salinas (831) 755-4505 ☐ 1200 Aguajito Road, Monterey (831) 647-7654 ☐ 620 Broadway Suite N, King City (831) 386-6887

Permit Number: APN 137 . 141 . 009 **System #** _____
Planning/Building File Number _____ Subdivision _____ Lot # _____
☐ New ☐ Replacement ☑ Repair ☐ Demolition

Site Address: 22900 Fugi Lane **Residence:** ☐ Principal Residence ☑ Other _____

Owner's Name and Mailing Address: _____

☐ **Commercial Use:** Type _____ Estimated Wastewater Flow: _____ Number of Employees _____
☑ **Residential Use:** Number of Bedrooms 4 Garbage Grinder: ☐ Yes ☑ No
Type of Water Service: ☑ Private ☐ Water Company, Name _____ Source of Water _____
Septic Tank Size: 1500 gallons; Brand: _____; Material: Concrete
Topography: ☐ Flat ☐ < 30% slope ☐ ≥ 30% slope (Variance Required)
Total Square Feet: _____; Dual Disposal Fields: ☐ Yes ☐ No
Disposal Field: ☐ Seepage Pits Number: _____ Diameter: _____ Effective Depth: _____
☑ Trench Length: (3) 26@33' 10@36' Width: 18" Effective Depth: 2@11'
☐ Bed Length: _____ Width: _____ Effective Depth: _____
☐ Other: Type: _____ Infiltrative Capacity Dimensions: _____

SPECIAL CONDITIONS

NOTIFY THIS OFFICE 24 HOURS PRIOR TO BEGINNING CONSTRUCTION

"All work subject to provisions of Monterey County Code Chapter 15.20. This permit shall become null and void if any work authorized hereby is not installed or completed within one (1) year from date of issuance."

FEES: Health Permit Fee $ 403.00
Penalty Fee $ _____
Total Fees $ 403.00

☐ **Building and Planning** ☑ **Environmental Health**
Receipt Number: check # 24629
Date Permit Fee Received: 5/3/06 Name: _____
Date Permit Fee Received Is The Date Of Issuance.

Plans Approved By: B Higgins Environmental Health Specialist Date Plans Approved: 5/16/06

Installation Approval: B Higgins Environmental Health Specialist Date: 5/16/06 Installed By: Tom 3

Contractor's License # 284290

Summary of Table A (15.20.070)

Minimum Horizontal Distance Required from:	*SEPTIC TANK*	*DISPOSAL FIELD*	*SEEPAGE PITS*
Building, Structure or Mobile Home	5 Feet	10 Feet	10 Feet
Property Line, Domestic Water Lines, Large Trees	10 Feet	10 Feet	10 Feet
Domestic Water Supplies *, and All Wells	100 Feet	100 Feet	150 Feet
Bodies of Water*, Watercourse, Springs	100 Feet	100 Feet	100 Feet
Reservoir Spillway Elevation	100 Feet	200 Feet	200 Feet
In Ground Swimming Pools and Spas	25 Feet *	25 Feet*	25 Feet *
Down Hill Embankment (Manmade or Natural)*		50 Feet*	50 Feet *
Curtain Drains * Up Slope		20 Feet	20 Feet
* Down Slope		50 Feet	50 Feet
Minimum Vertical Distance From Groundwater Measured from bottom of Disposal Field	10 Feet	10 Feet	10 Feet *

Those items marked with an (*) Asterisk have further comments in footnotes of Table A of Monterey County Code 15.20

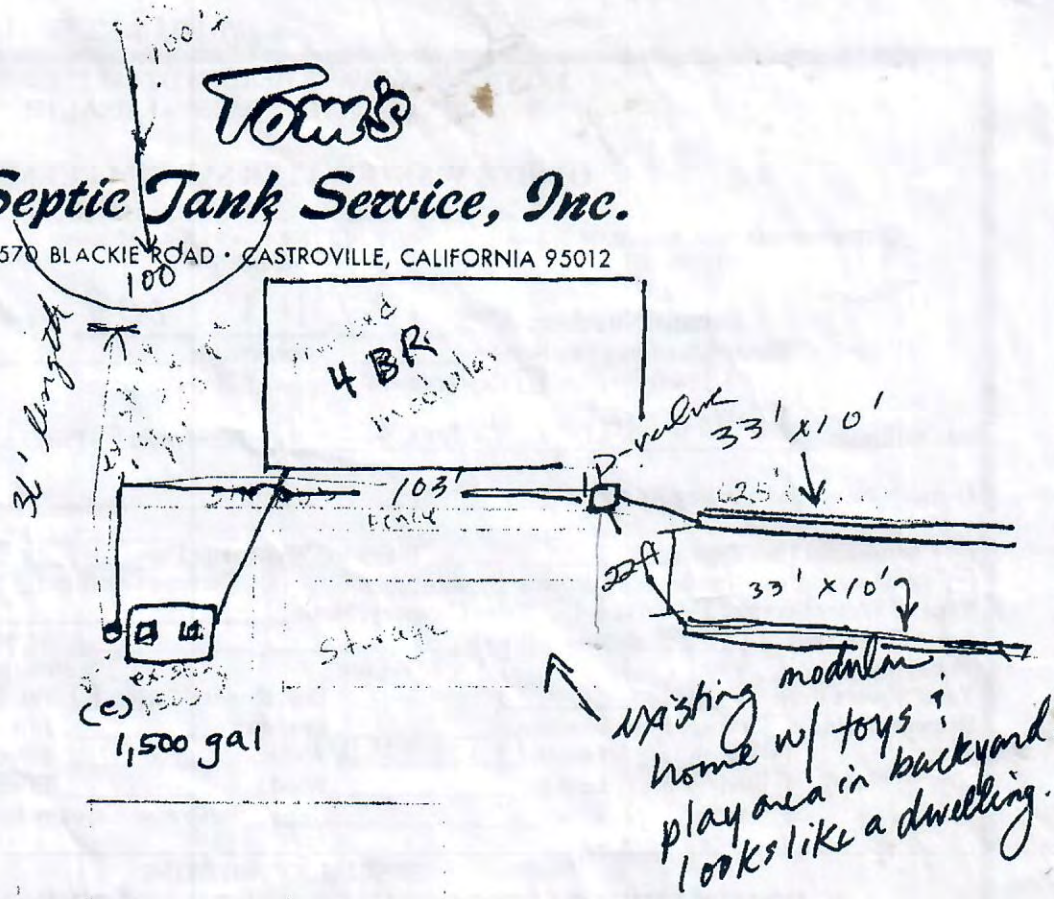
white (office); yellow (applicant); Pink Planning and Building; Golden Rod (Notification from Plng & Bldg to Env. Health)

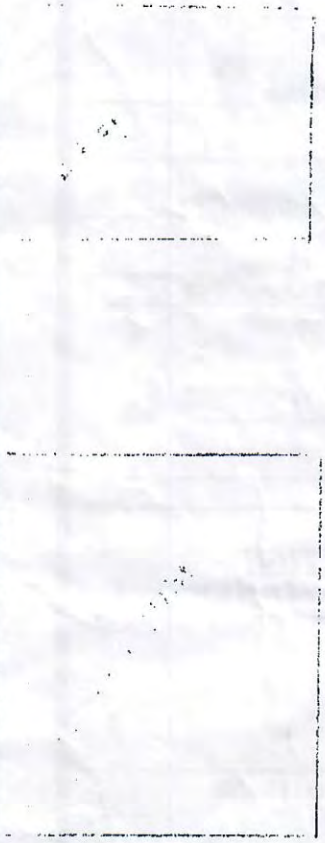
Revised 4/16//04 MS-WD 411-2223

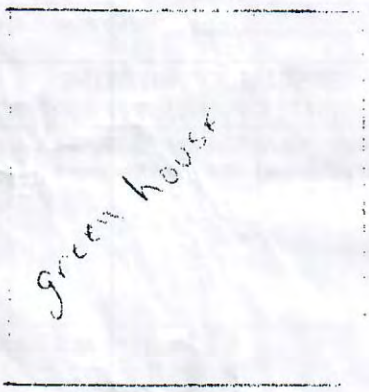
Castroville 688-6711
Salinas 663-4083
Watsonville 722-1541

Tom's Septic Tank Service, Inc.

13570 BLACKIE ROAD · CASTROVILLE, CALIFORNIA 95012

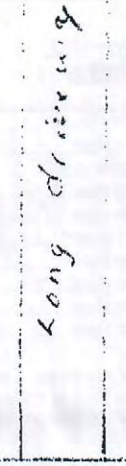






5/16/06

Coastal Paridise Nursery
22900 Fuji Lane
Salinas
APN 137-111-005



Fuji LN

2½ buckets House Tank

Tom's SEPTIC CONSTRUCTION

SERVICE INVOICE

No. 42558

Post Office Box 4610 • Salinas, California 93912 • (831) 633-2321 • Fax (831) 633-6451

Septic Tanks • Drain Lines • New Installations • Repairs • Pumping & Inspection • Drilling

Customer Name: Ramco Enterprises LP Date: 1/10/19

Address: 710 La Guardia St. Salinas CA 93905

Telephone: (Home) 758-5272 (Work or Cell) 970-7836

Job Location: 22900 Fuji Ln Salinas

Tom's Septic Construction is not responsible for damage to curbs, concrete flatwork, driveways, underground utilities, landscaping, or other improvements of any kind. Access to the project site for work of any kind is hereby granted by owner or owner's representative with the understanding that the use of trucks and equipment upon the site for such work carries the risk of damage. Owner hereby accepts such risk and agrees to indemnify and hold Tom's Septic Construction harmless from such damage whether caused directly or indirectly by the work. Damage caused by gross negligence is not included in this indemnity. Signature below confirms agreement to the terms of entry and access for the work contemplated.

X _____ *Owner or Owner's Representative*

X _____ *Tom's Septic Construction*

SEPTIC TANK

Brand: Nott Size: 2000 Length: _____ Width: _____ Flowline Hght: _____ x 7.5 = _____ +/- gal.

Type of Septic Tank ☐ Fiberglass ☐ Plastic ☐ Redwood ☒ Concrete ☐ Other _____

Both ends pumped? ☒ Yes ☐ No Approximate gals. pumped 2000 +

Risers on tank? ☐ Yes ☒ No Type of riser N/A

Depth to top tank 18" Depth to top riser N/A Remarks _____

CONDITION OF SEPTIC TANK

	Condition		
Septic ells	☒ Good	☐ Poor	Repairs Recommended _____
Tanktop and/or lids	☒ Good	☐ Poor	Repairs Recommended _____
Sides/bottom of tank	☒ Good	☐ Poor	Repairs Recommended _____
Baffle CORROTION	☐ Good	☐ Poor	Repairs Recommended PATCH

DRAINAGE SYSTEM

Liquid flowback while pumping? ☐ Yes ☒ No ☐ Unk Condition of ground around system? ☐ Dry ☐ Wet

House occupied? ☐ Yes ☐ No ☒ Unk

D.V. installed? ☐ Yes ☐ No ☒ Unk Switch D.V? ☐ Yes ☐ No

COMMENTS, RECOMMENDED REPAIRS, AND/OR ADDITIONAL WORK PERFORMED

WATER IN TANK AT FLOW LINE, DID A 30 MIN WATER TEST WATER ROSE UP ABOUT 3" THEN ~~ROSE~~ AFTER 15 MIN WATER WENT DOWN TO FLOW LINE, UNK HOW LONG HOUSE IT BEEN EMPTY, SYSTEM APPEARS TO BE WORKING AT THIS TIME

☐ Cash ☐ Check: Check # _____ ☐ Charge to Acct. ☐ Other (explain): _____

☐ Charge: ☐ MasterCard ☐ Visa ☐ AmEx Card # _____ Exp. Date _____

Authorized by: _____

Tom's Septic Construction has no control over surface or sub surface ground and soil conditions. We further can not control use of water that affects Septic Disposal Systems. We therefore, can only comment on the system as of the date and time such system was inspected, serviced or repaired, and cannot guarantee the life span of any component of the system including the tank and drainage system.

Signature below acknowledges agreement with the above limited warranty and acceptance of the work performed as satisfactory.

Paying with a credit card a 2.5% fee will be added.

Pumping Charges	Both House & Mobil unit	@ $888.00	= $888.00
Labor Fees	— hrs	@ $ _____	= $ _____
Inspection	1	@ $125.00	= $125.00
~~Extra Hose~~ Video Camera	_____	@ $465.00	= $465.00
Other Fee	Admin	@ $15.00	= $15.00
Performance Evaluation	_____	@ $200.00	= $200.00
		Total $	1693.00

Signed by Customer: X _____ Date: _____

SEE REVERSE FOR FURTHER TERMS AND CONDITIONS

Monterey County Environmental Health Bureau

Environmental Health Review Services
1270 Natividad Road, Salinas, CA 93906
(831) 755-4507

M.

Conventional Onsite Wastewater Treatment System
Performance Evaluation

Street Address: 22900 Fuji Ln - House APN: 137-141-009

City: Salinas Date: 1/10/19 Time: am/pm

Owner: RAMCO

Phone: 831 758-5277 Fax: 831 758-3725

Email: julio@ramcopersonnel.com

Reason for Inspection: Employee Housing - County inspection

Homeowner Questionnaire:

Age of wastewater treatment system (years):

How many years have you owned the home?

The following are connected to the onsite wastewater treatment system:

☐ Water softener ☐ Garbage disposal ☐ Spa Tub ☐ Leaking Fixtures in home

In-home business: ☐ Yes ☑ No Type:

Number of people occupying dwelling: Currently: 0 Anticipated: 28

If currently unoccupied, for how long has it been vacant? 3 (Months)

Current number of bedrooms in dwelling: 7

Has there ever been a backup in the house? ☐ Yes ☑ No Date:

List any known repairs made to the system:

Has the system recently been inspected by others? ☐ Yes ☑ No

If so, who?

Did it fail? ☐ Yes ☐ No

Is there a service contract for system components? ☐ Yes ☑ No

Company:

Date the tank last pumped: ☐ Never to my knowledge

At what frequency? Company:

Additional Comments:

The above information is true to the best of my knowledge.

Owner Signature 1/10/19 Date

OWTS Inspector to Fill out Remaining Form

System Type

System is: ☐ Conventional: ☑ Gravity feed ☐ Pump System

☐ Pre-treatment Unit Installed* Manufacturer:

**Complete specific manufacture inspection report for the pre-treatment installed.*

Tank Inspection *(Observations prior to pumping the tank)*

Tank Material: ☑ Concrete ☐ Fiberglass ☐ Plastic ☐ Redwood

Tank Manufacturer: Nottingham

Tank Capacity: 2000 gallons

Lids at Grade? ☐ Yes ☑ No If No, How deep is lid buried? 24"

Risers on Tank? ☐ Yes ☑ No Evidence of infiltration in Risers? ☐ Yes ☑ No

Lids Secure? ☑ Yes ☐ No Lids in acceptable Condition? ☑ Yes ☐ No

Can surface water infiltrate into the tank? ☐ Yes ☑ No

Any indicators of previous failure? ☐ Yes ☑ No

If Yes, explain:

Liquid Level Relative to Outlet (in): ☑ At ☐ Above ☐ Below

Evidence liquid level has been higher? ☐ Yes ☑ No

Continuous inflow observed? ☐ Yes ☑ No

Source: ☐ Groundwater ☐ Leaking Fixtures

Presence of flocculant in clear zone ☑ Yes ☐ No

Evaluation of layers in the tank:

Compartment	Scum Depth (in)	Scum Color	Clear Zone (in)	Clear Zone Color	Sludge Depth (in)	Sludge Color	Odor	Other
Inlet								
Outlet								

Comments: heavy solids in tank recomend pump more often

Tank Pumping

Gallons Pumped out: Approx 2000 gallons + (extra water used, heavy solids)

Effluent Filter Installed? ☐ Yes ☑ No Functioning Properly? ☐ Yes ☐ No

Effluent Filter Cleaned? ☐ Yes ☐ No Percent plugged?

Baffle in Place? ☑ Yes ☐ No Baffle structurally sound? ☑ Yes ☐ No

Tank appears to be watertight *(no visual leaks)* ☑ Yes ☐ No Rebar exposed? ☐ Yes ☑ No

Corrosion present? ☑ Yes ☐ No Cracks present? ☐ Yes ☑ No

Root Intrusion? ☐ Yes ☑ No Fracture/Flaking? ☐ Yes ☑ No

Non-Concrete – Concaved/Bulging or other indication of structural failure? ☐ Yes ☑ No

Comments: Corrosion to outlet side of tank

Pump Tank

Does the system contain a dosing or pump tank? ☐ Yes ☑ No

Type of pump: ☐ Ejector Pump ☐ Grinder Pump

Tank integrity sound (free of cracks, infiltration. etc.)?	☐ Yes	☐ No
Is the pump elevated off the bottom of the chamber?	☐ Yes	☐ No
Does the pump work?	☐ Yes	☐ No
If there is a check valve, is a purge hole present?	☐ Yes	☐ No
Is there a high water alarm?	☐ Yes	☐ No
Does the alarm work?	☐ Yes	☐ No
Estimated gallons between pump on and high water alarm:		
Do electrical connections appear satisfactory?	☐ Yes	☐ No
Did you remove solids from the pump tank?	☐ Yes	☐ No

Comments:

Dispersal System

Dispersal System is: ☑ Trench ☐ Seepage Pit ☐ Gravel-less Chambers ☐ Drip Disposal

Other:

Dispersal System Location:

☐ Installation Map ☑ Snaked and Located ☐ Probed onsite ☐ Unknown* *(Comment required)*

Is there:

	Comment required for Yes	
Any indication of a previous failure?	☐ Yes	☑ No
Seepage visible in the disposal area?	☐ Yes	☑ No
Lush vegetation present?	☐ Yes	☑ No
Ponding water in the distribution media?	☐ Yes	☑ No
Uneven distribution of effluent in the field?	☐ Yes	☑ No
Odors present?	☐ Yes	☑ No

Determine approximate distance between water well and soil treatment area.

Approximate distance is (feet): Approx 500' +/-

Comments:

Hydraulic Load Test Performed ☑ Yes ☐ No

Flow Rate (gpm): Minutes test run: 30 Total Gallons: 150-200 gallons

☐ Bladder-type device used ☑ Water added to outlet chamber of tank prior to pumping

Was backflow into the tank from the outlet pipe observed? ☐ Yes ☑ No

Estimate of water backflow after test: -0-

After test was seepage present in the dispersal area? ☐ Yes ☑ No

After test were odors present in the dispersal area? ☐ Yes ☑ No

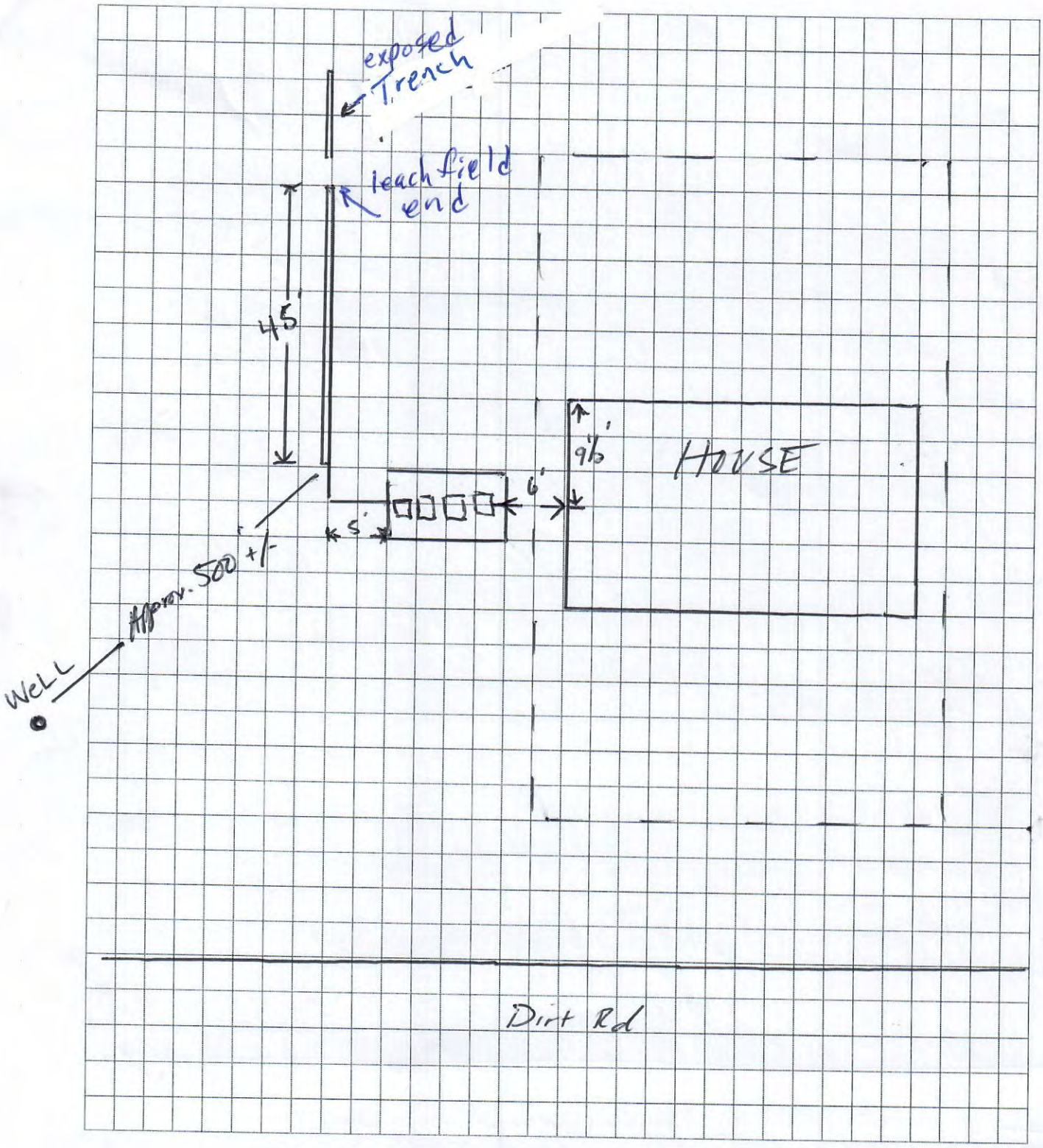
Comments: System appears to have taken 30 minutes of water

* It appears a ~~new~~ trench has been dug up at end of Leach field did water test NO water came to end of leachfield recomed hydro of field

Sketch of System *(or provide on a separate sheet)*

For reproducible results, show dimensions from structures that will not change, such as corners of the house. Show details, such as the road, in relation to the house to get the correct orientation. Show all located components

Scale: _____square/s = _____ft Comment:



Checklist Summary

1.) Tank is:

- ☐ Acceptable – Currently Functioning Properly
- ☑ Unacceptable Condition – Repairs can bring tank to Acceptable
  Provide recommendations in comment
- ☐ Unacceptable Condition - Failed
- ☐ Not Evaluated

Comments: Tank outlet has corrosion, Recommend patch tank

2.) Pump Tank is: ☑ N/A ☐ Acceptable ☐ Unacceptable Condition

Comments:

3.) Dispersal System is:

- ☑ Acceptable – Currently Functioning Properly
- ☐ Inconclusive – More Information Required
  Provide recommendations in comment
- ☐ Unacceptable Condition - Failed
- ☐ Not Evaluated

Comments: System appears to have taken 30 minutes of water recomend hydro & revideo

Inspector Declaration

I, the undersigned inspector, certify that based on what I was able to observe onsite and the present condition of the onsite wastewater treatment system all of the above information is true and correct.

Inspecting Company: Tom's Septic Construction

Phone: 633-2321

Inspector Name: ~~Kevin~~ Jeff Baxter Inspector NAWT I.D. #:

Inspector Signature:

C3 ENGINEERING INCORPORATED

July 12, 2022

Monterey County

RE: Stormwater Control Plan for 22900 Fuji Lane, Salinas

Project Summary:
The proposed project includes the construction of new greenhouse buildings, processing building and accessible parking (452,718 SF added impervious area). The existing site is developed with greenhouses and accessory buildings.

Stormwater Mitigation Requirements:
As stated for projects of similar scope "The applicant shall submit a preliminary stormwater control plan with supporting calculations, prepared by a registered civil engineer, that includes stormwater detention and retention facilities for the proposed project. Post-project runoff rates shall be limited, at a minimum, to match pre-development (natural/undeveloped) runoff rates for the 2, 5, 10 and 25, 50 and 100-year 24-hour design storms. The 85th percentile 24-hour storm event shall be retained to mitigate water quality impacts."

Proposed Mitigation
The project site does not have any established stormdrain facilities to tie in a discharge point to show comparison of runoff rates per the above requirement. In order to achieve a comparable mitigation, runoff volumes will be used instead. An on-site retention pond shall be installed to mitigate the difference in pre-development runoff volume from the proposed runoff volume. In addition, excess volume will be included to mitigate the 85th percentile 24-hour storm event.

Proposed Development Runoff Volume - Pre-development Runoff Volume.
Civil 3d Hydrographs (Attachment 1) and NOAA Atlas 14 Rainfall Data (Attachment 2) for the site address (22900 Fuji Lane) developed the following results:

Recurrence Interval	Pre-Development Peak Runoff (CFS)*	Pre-Development Runoff Volume (CF)*	Post-Development Peak Runoff (CFS)*	Post-Development Runoff Volume (CF)*	Storage Volume Required (POST-PRE) (CF)*
2 year	1.378	13266	9.945	52,489	39,223
5 year	2.838	22093	12.73	67876	45,783
10 year	4.253	30538	15.08	80999	50,461
25 year	6.545	44111	18.51	100342	56,231
50 year	5.63	56313	21.38	116615	60,302
100 year	10.99	69998	24.46	134066	**64,068**

*INFORMATION DEVELOPED IN CIVIL 3D HYDROGRAPHS AND NOAA ATLAS 14 RAINFALL DATA

126 Bonifacio Place, Suite C MONTEREY, CA 93940
Phone: (831) 647-1192 Fax: (831) 647-1194 Web Site: C3Engineering.net E-Mail: jrudolph@C3Engineering.net

85th Percentile Volume
Rainfall Depth=0.70 inches
Proposed Impervious Area=452,718 SF
Volume=0.70inches*452,718 SF=**26,408 CF**
Total Volume Required
64,068 + 26,408 CF=**90,476 CF**

Total Volume Provided
RETENTION POND Volume Provided=**90,774 CF**

Please contact me if you have any questions at 831-647-1192 or my cell 831-214-2201.

Sincerely,

Jennifer Rudolph, PE 67625

Attachment 1 Civil 3D Hydrographs Runoff Results
Attachment 2 NOAA Atlas 14 Rainfall Data

126 Bonifacio Place, Suite C MONTEREY, CA 93940
Phone: (831) 647-1192 Fax: (831) 647-1194 Web Site: C3Engineering.net E-Mail: jrudolph@C3Engineering.net

Attachment 1
Civil 3D Hydrographs Runoff Results

126 Bonifacio Place, Suite C MONTEREY, CA 93940
Phone: (831) 647-1192 Fax: (831) 647-1194 Web Site: C3Engineering.net E-Mail: jrudolph@C3Engineering.net

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

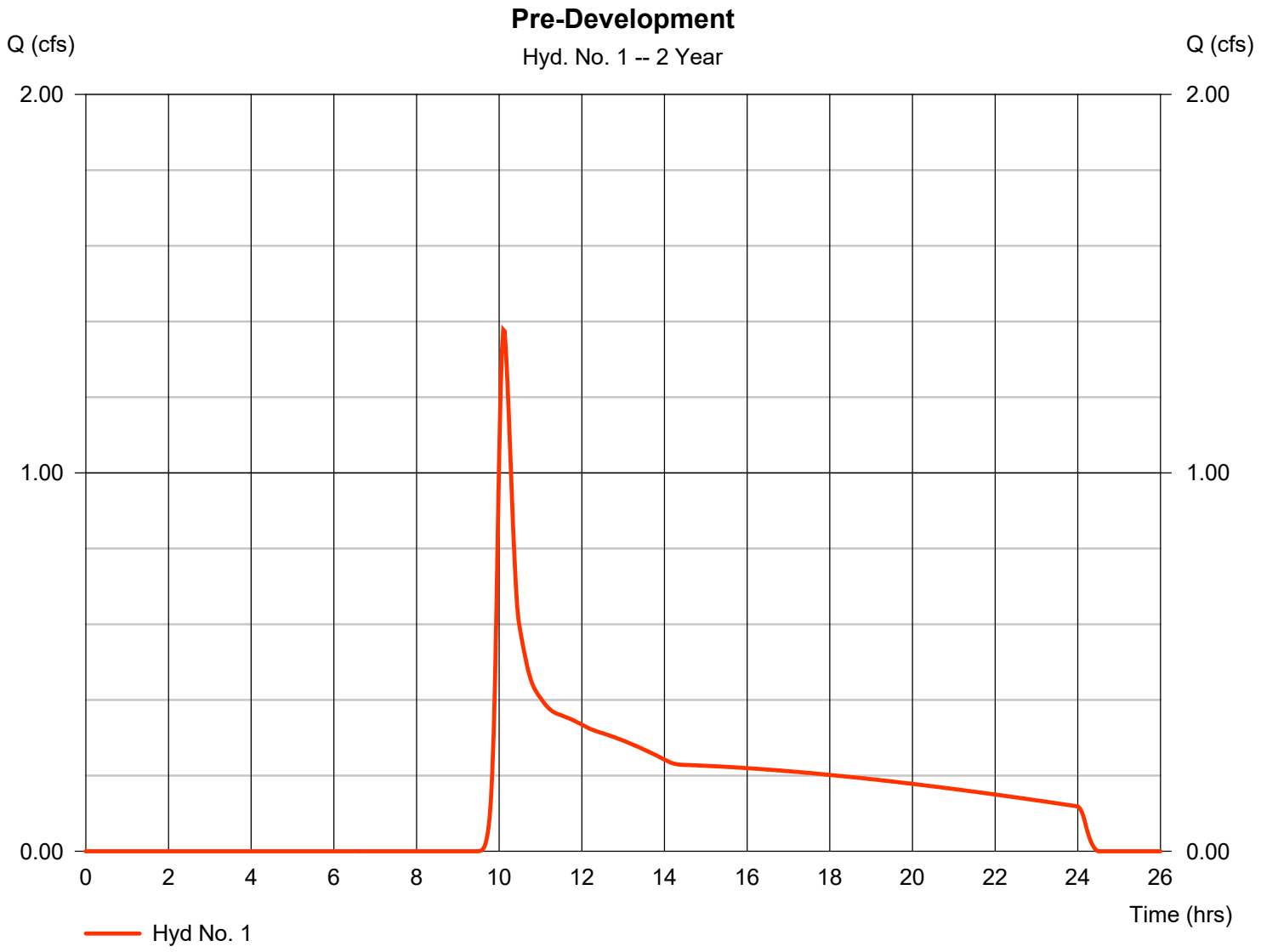
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	1.378	2	606	13,266	------	------	------	Pre-Development
2	SCS Runoff	9.945	2	600	52,489	------	------	------	Post Development

Hydrograph Report

Hyd. No. 1

Pre-Development

Hydrograph type	= SCS Runoff	Peak discharge	= 1.378 cfs
Storm frequency	= 2 yrs	Time to peak	= 10.10 hrs
Time interval	= 2 min	Hyd. volume	= 13,266 cuft
Drainage area	= 10.393 ac	Curve number	= 81
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 20.00 min
Total precip.	= 1.57 in	Distribution	= Type I
Storm duration	= 24 hrs	Shape factor	= 484

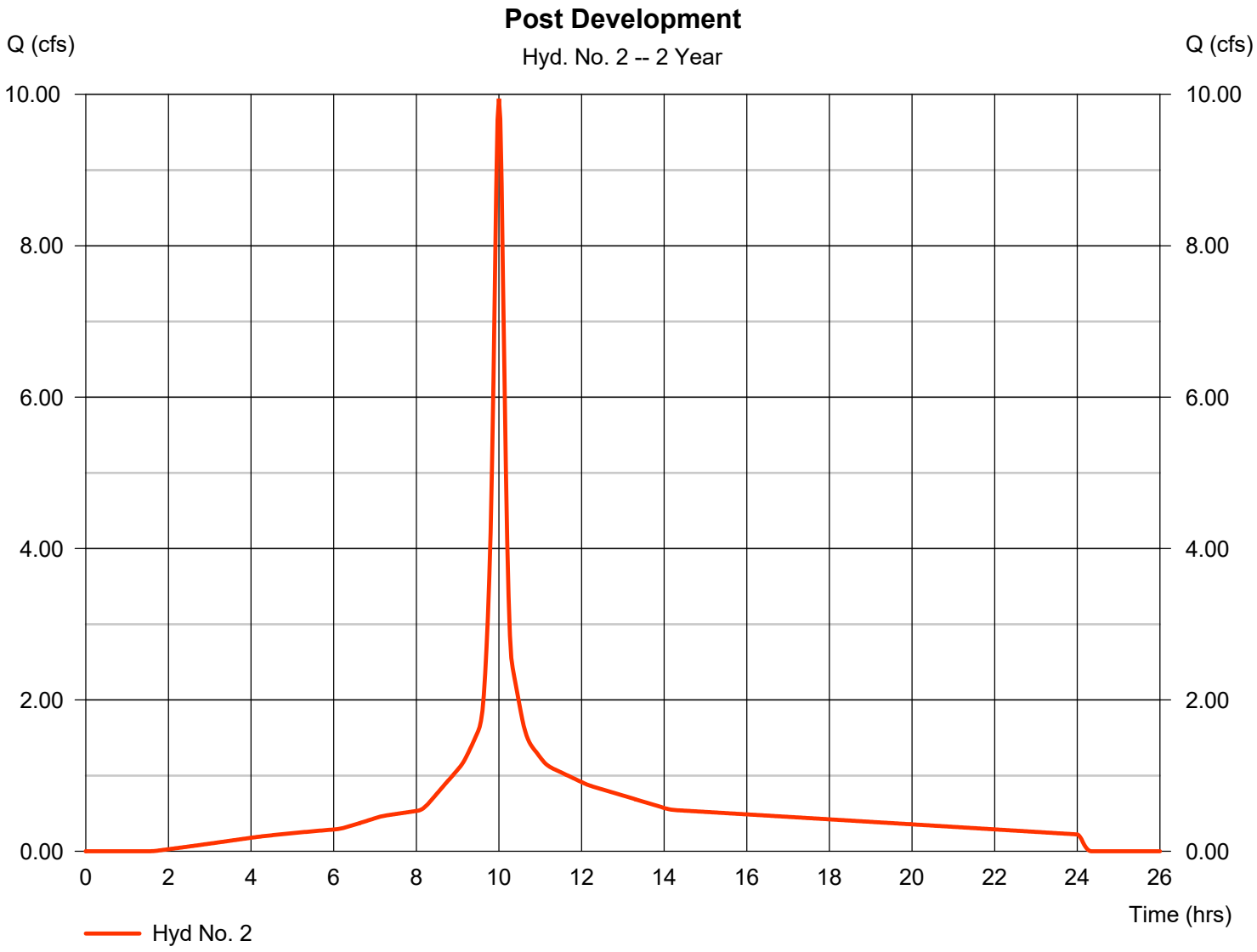


Hydrograph Report

Hyd. No. 2

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	9.945 cfs
Storm frequency	=	2 yrs	Time to peak	=	10.00 hrs
Time interval	=	2 min	Hyd. volume	=	52,489 cuft
Drainage area	=	10.393 ac	Curve number	=	98
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	1.57 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

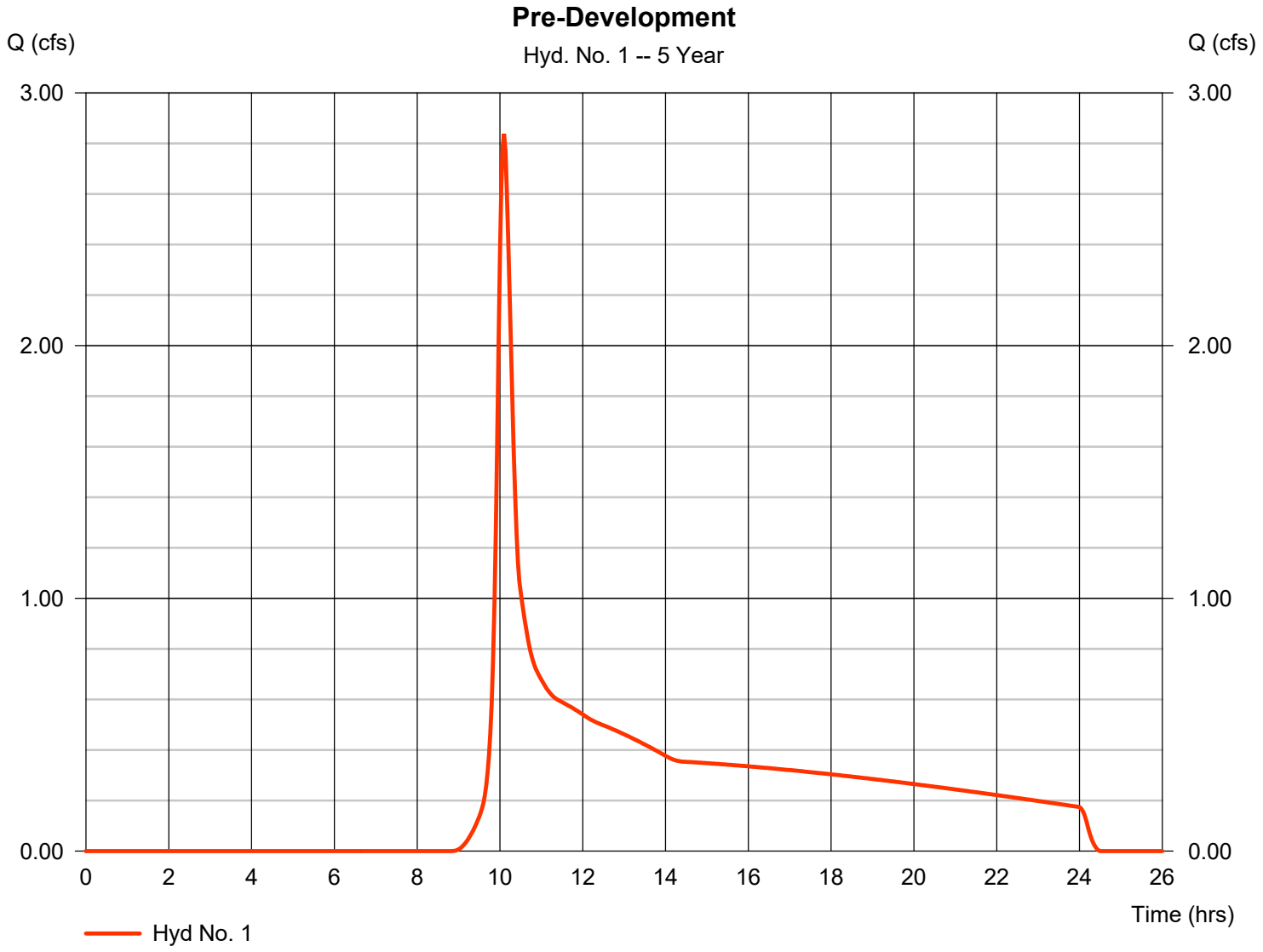
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	2.838	2	606	22,093	------	------	------	Pre-Development
2	SCS Runoff	12.73	2	600	67,876	------	------	------	Post Development

Hydrograph Report

Hyd. No. 1

Pre-Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	2.838 cfs
Storm frequency	=	5 yrs	Time to peak	=	10.10 hrs
Time interval	=	2 min	Hyd. volume	=	22,093 cuft
Drainage area	=	10.393 ac	Curve number	=	81
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	20.00 min
Total precip.	=	1.97 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484

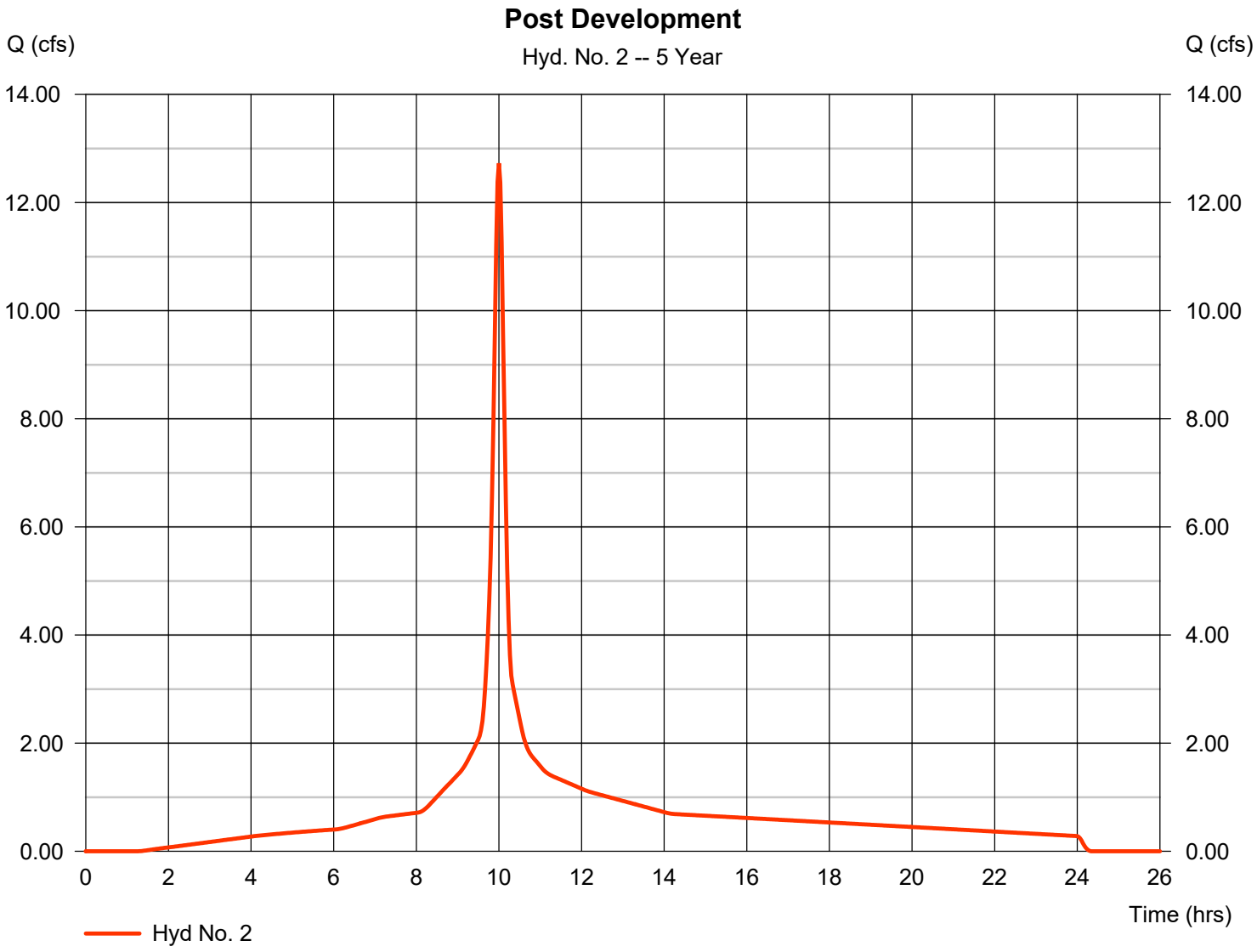


Hydrograph Report

Hyd. No. 2

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	12.73 cfs
Storm frequency	=	5 yrs	Time to peak	=	10.00 hrs
Time interval	=	2 min	Hyd. volume	=	67,876 cuft
Drainage area	=	10.393 ac	Curve number	=	98
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	1.97 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

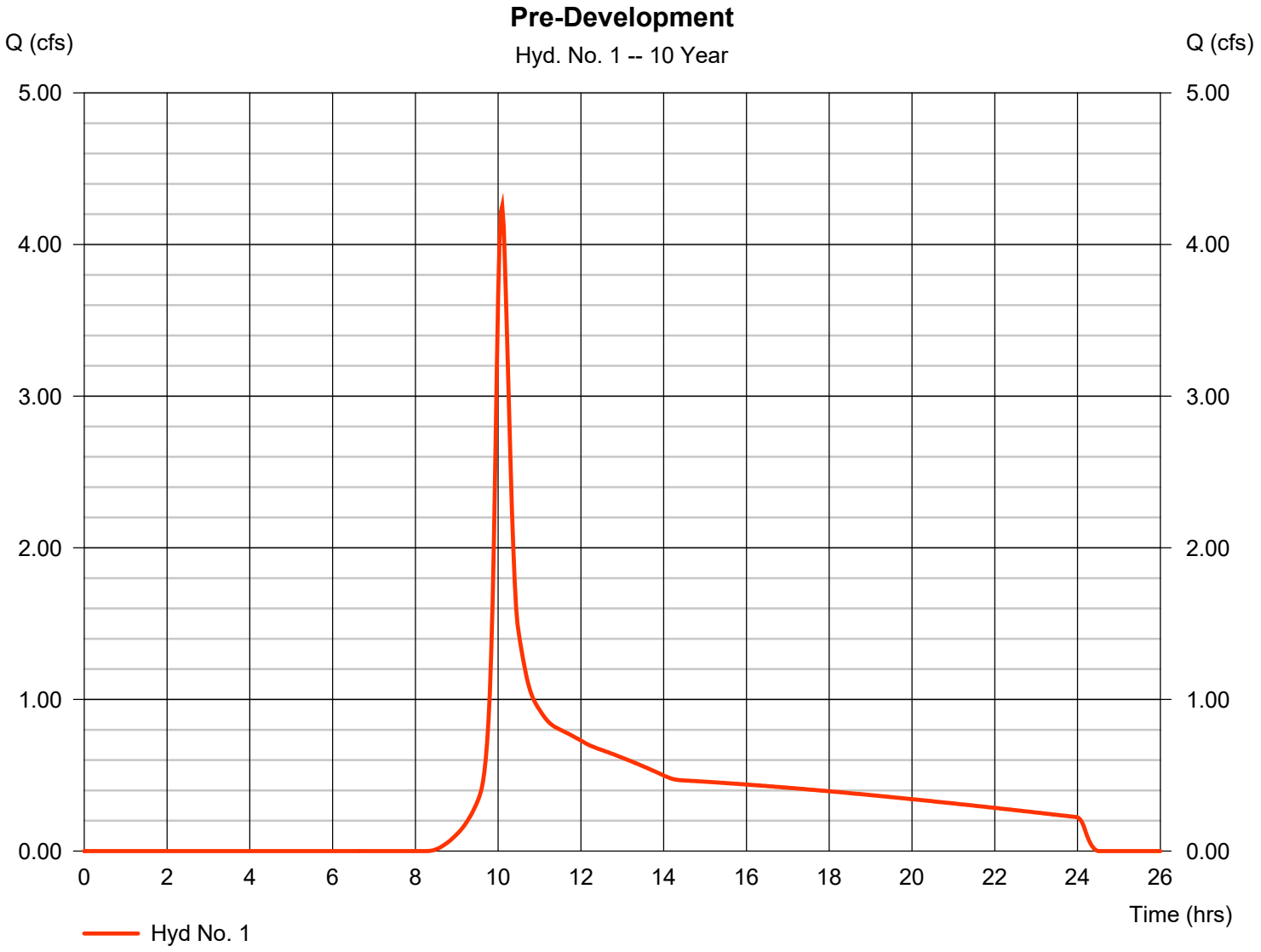
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	4.253	2	606	30,538	------	------	------	Pre-Development
2	SCS Runoff	15.08	2	600	80,999	------	------	------	Post Development

Hydrograph Report

Hyd. No. 1

Pre-Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	4.253 cfs
Storm frequency	=	10 yrs	Time to peak	=	10.10 hrs
Time interval	=	2 min	Hyd. volume	=	30,538 cuft
Drainage area	=	10.393 ac	Curve number	=	81
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	20.00 min
Total precip.	=	2.31 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484

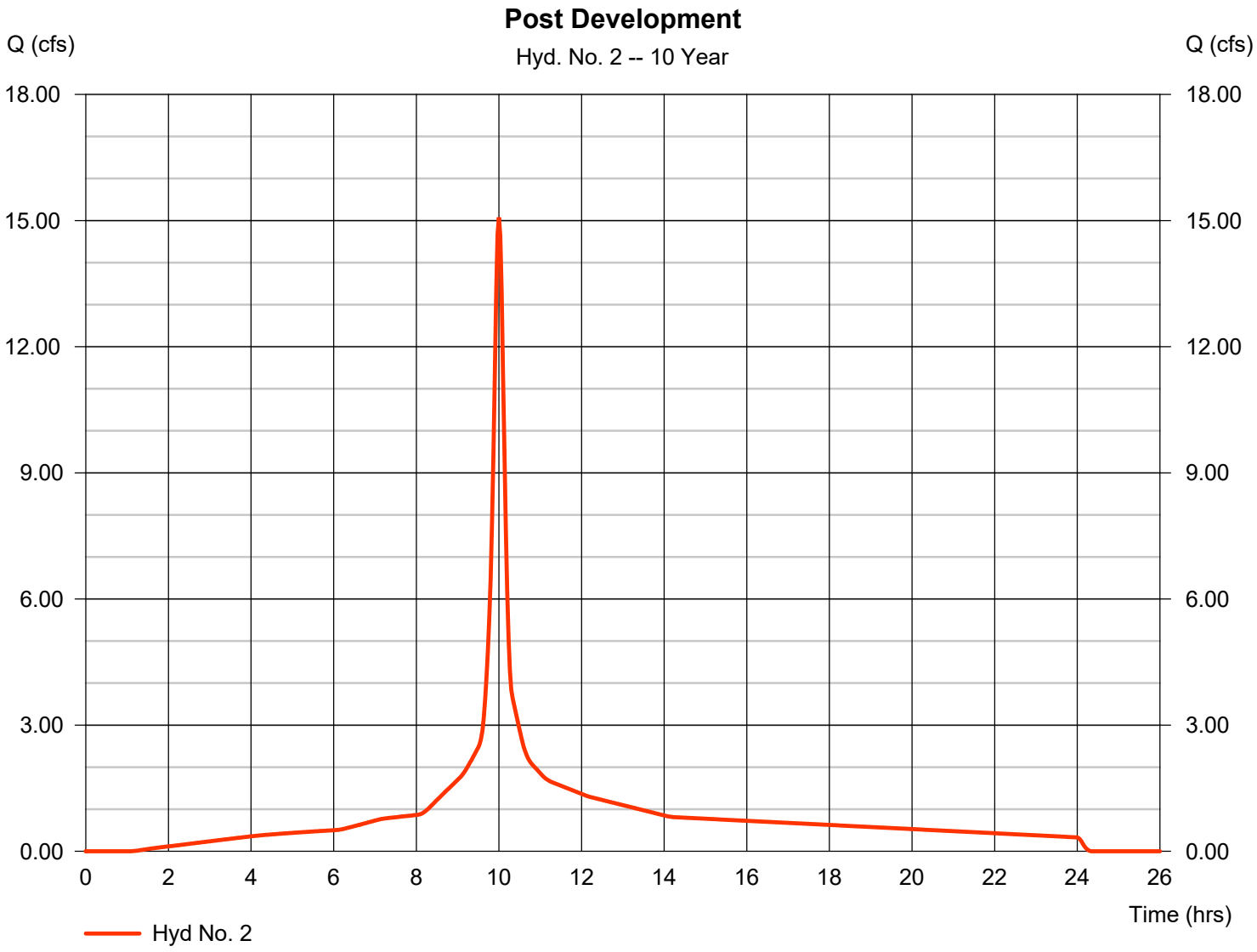


Hydrograph Report

Hyd. No. 2

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	15.08 cfs
Storm frequency	=	10 yrs	Time to peak	=	10.00 hrs
Time interval	=	2 min	Hyd. volume	=	80,999 cuft
Drainage area	=	10.393 ac	Curve number	=	98
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	2.31 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

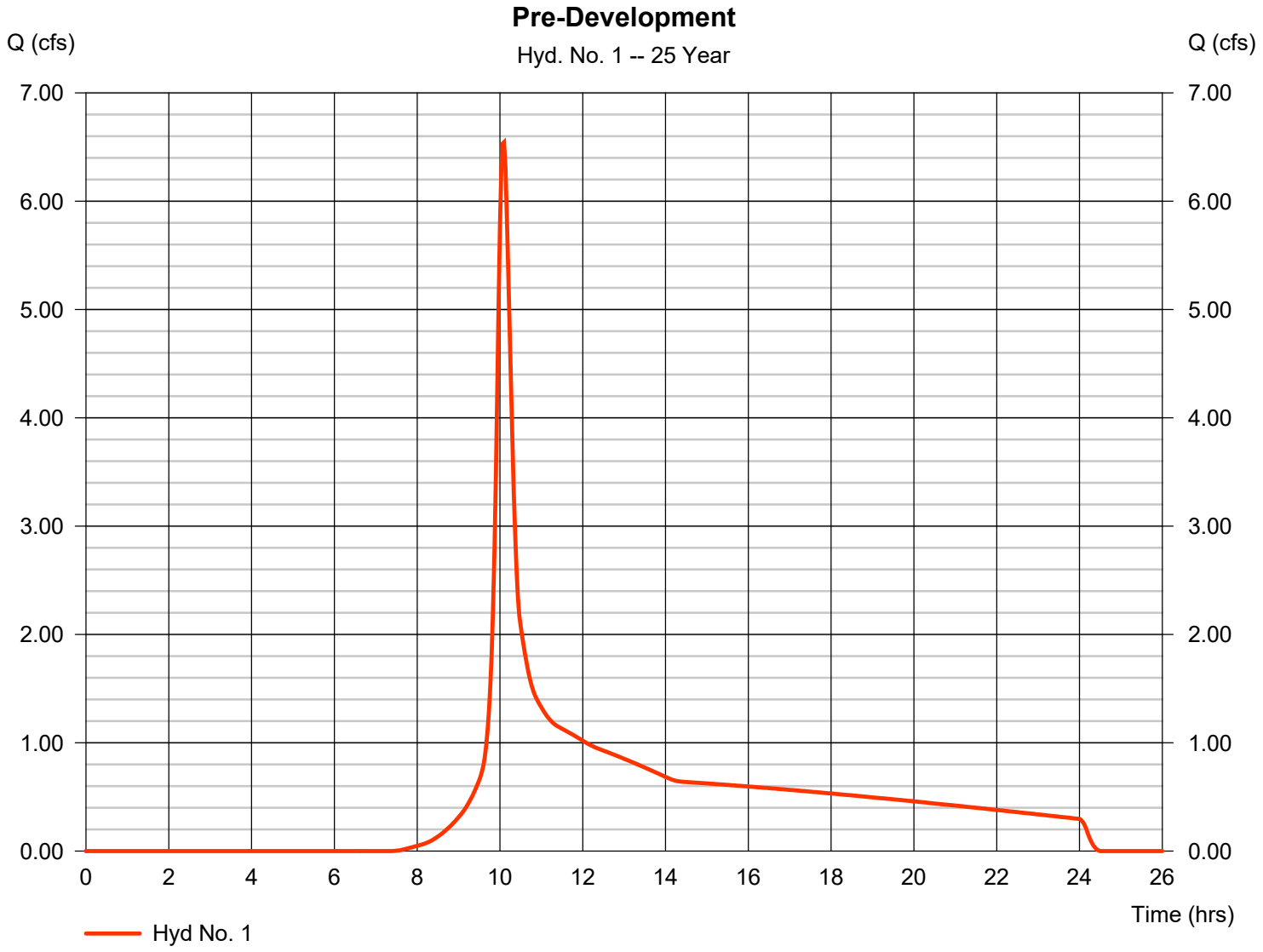
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	6.545	2	606	44,111	------	------	------	Pre-Development
2	SCS Runoff	18.51	2	600	100,342	------	------	------	Post Development

Hydrograph Report

Hyd. No. 1

Pre-Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	6.545 cfs
Storm frequency	=	25 yrs	Time to peak	=	10.10 hrs
Time interval	=	2 min	Hyd. volume	=	44,111 cuft
Drainage area	=	10.393 ac	Curve number	=	81
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	20.00 min
Total precip.	=	2.81 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484

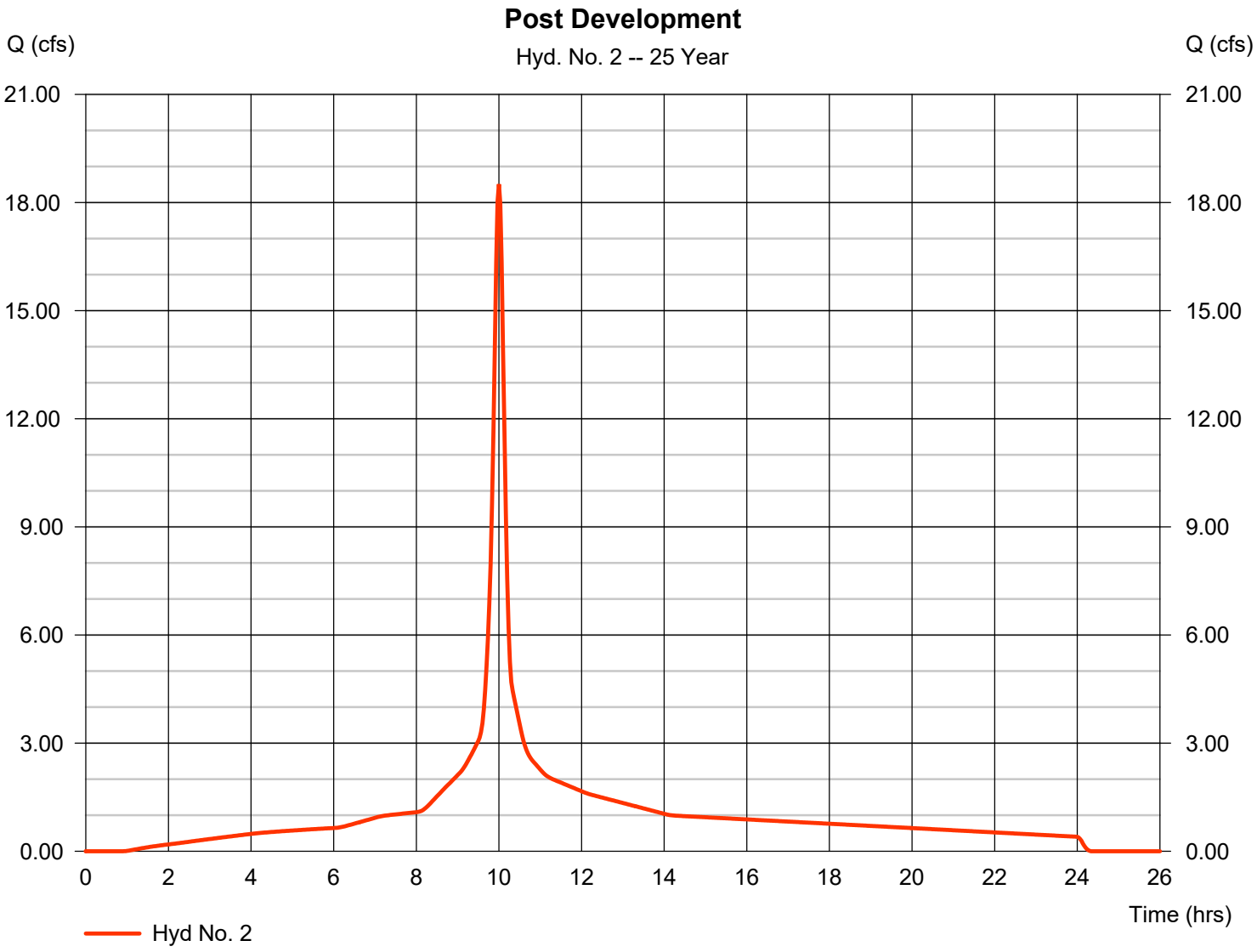


Hydrograph Report

Hyd. No. 2

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	18.51 cfs
Storm frequency	=	25 yrs	Time to peak	=	10.00 hrs
Time interval	=	2 min	Hyd. volume	=	100,342 cuft
Drainage area	=	10.393 ac	Curve number	=	98
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	2.81 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

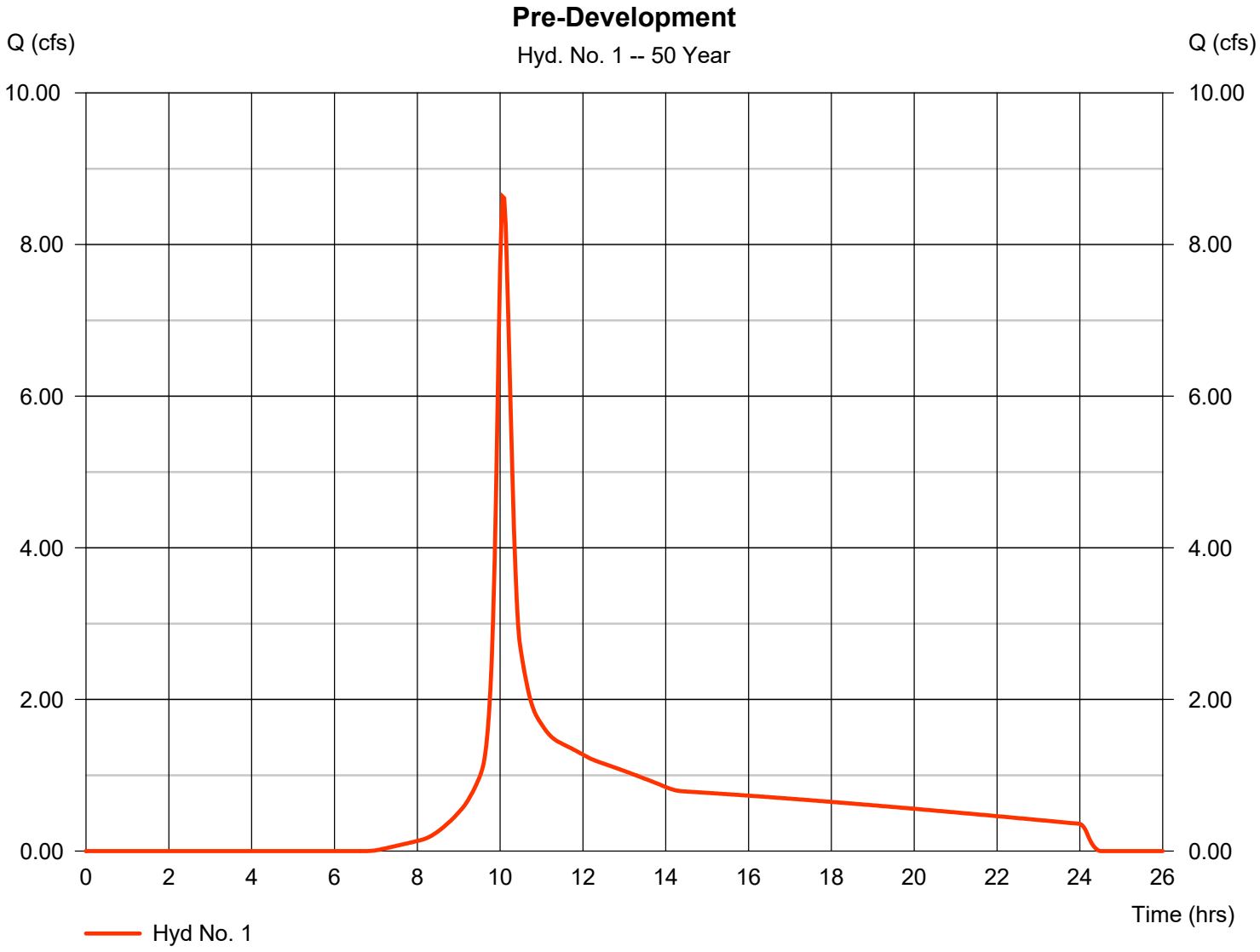
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	8.630	2	604	56,313	------	------	------	Pre-Development
2	SCS Runoff	21.38	2	600	116,615	------	------	------	Post Development

Hydrograph Report

Hyd. No. 1

Pre-Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	8.630 cfs
Storm frequency	=	50 yrs	Time to peak	=	10.07 hrs
Time interval	=	2 min	Hyd. volume	=	56,313 cuft
Drainage area	=	10.393 ac	Curve number	=	81
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	20.00 min
Total precip.	=	3.23 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484

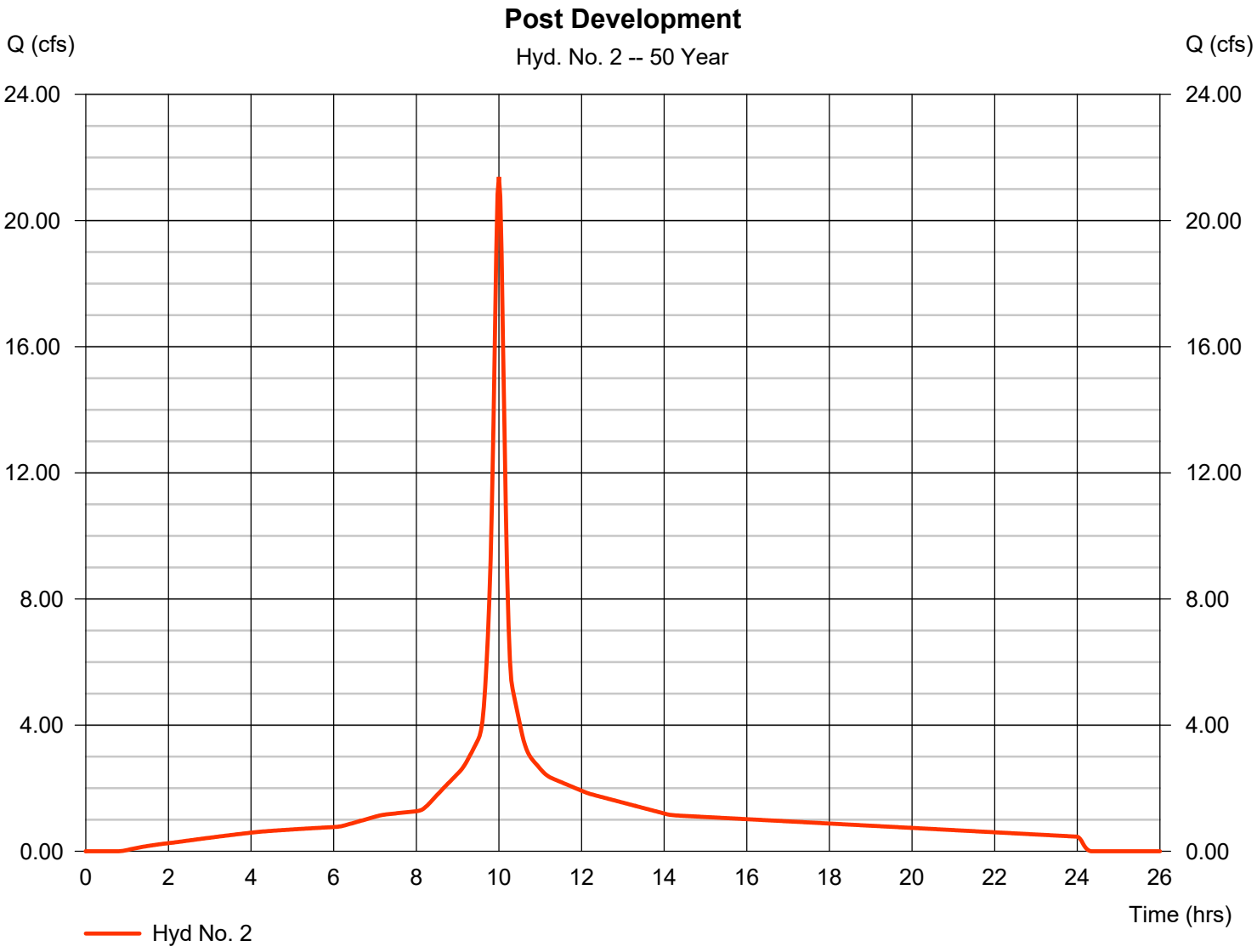


Hydrograph Report

Hyd. No. 2

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	21.38 cfs
Storm frequency	=	50 yrs	Time to peak	=	10.00 hrs
Time interval	=	2 min	Hyd. volume	=	116,615 cuft
Drainage area	=	10.393 ac	Curve number	=	98
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	3.23 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

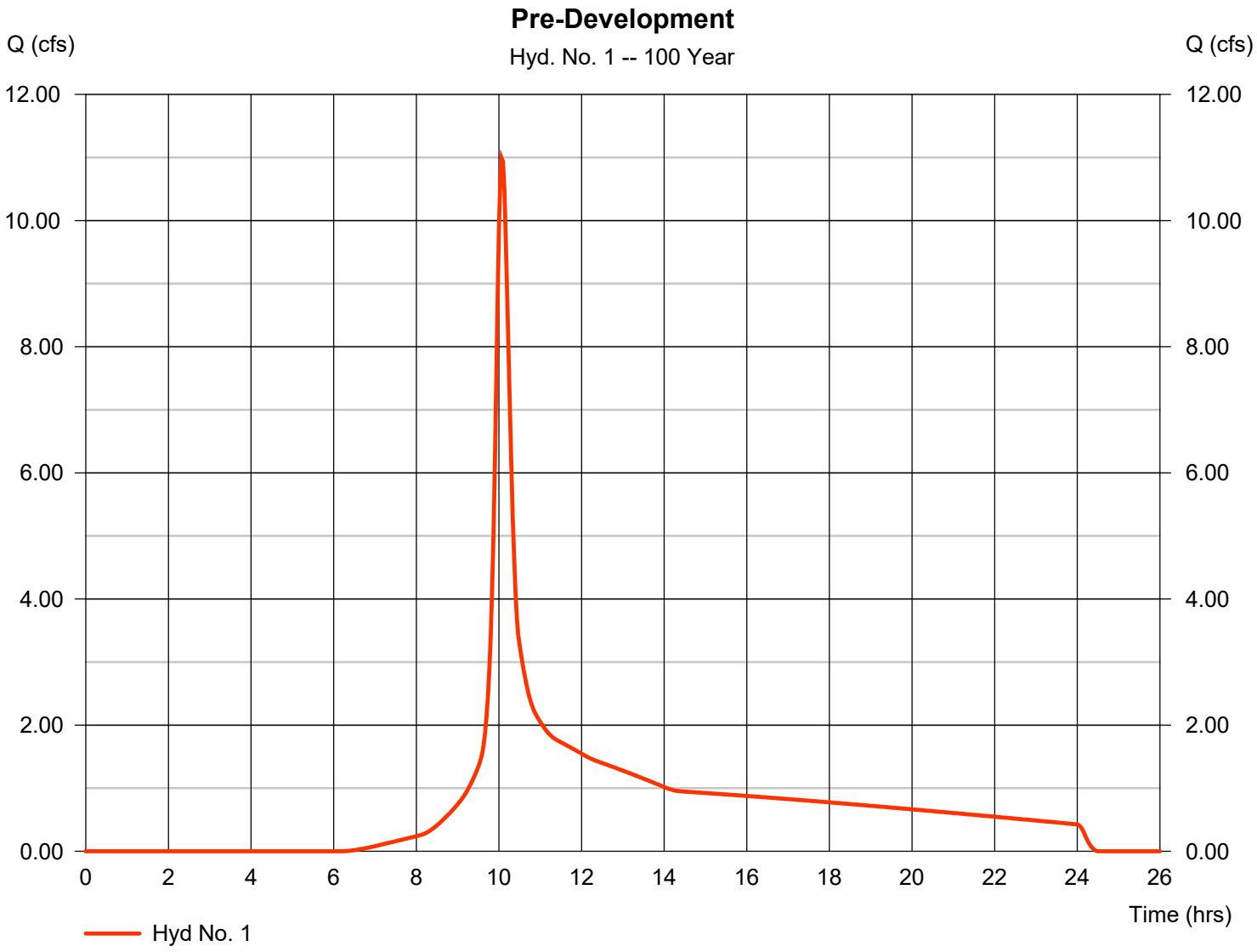
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	10.99	2	604	69,998	------	------	------	Pre-Development
2	SCS Runoff	24.46	2	600	134,066	------	------	------	Post Development

Hydrograph Report

Hyd. No. 1

Pre-Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	10.99 cfs
Storm frequency	=	100 yrs	Time to peak	=	10.07 hrs
Time interval	=	2 min	Hyd. volume	=	69,998 cuft
Drainage area	=	10.393 ac	Curve number	=	81
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	20.00 min
Total precip.	=	3.68 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484

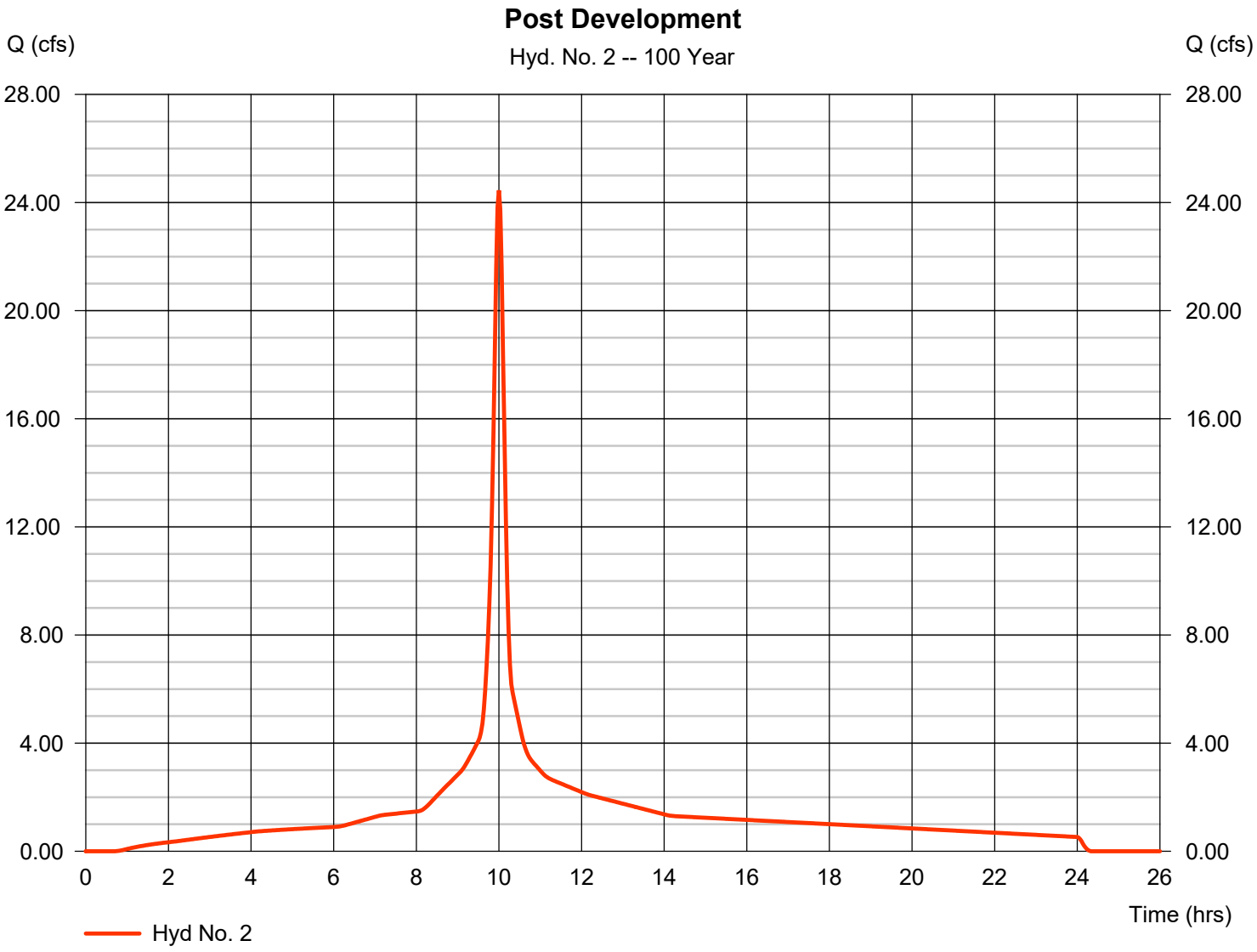


Hydrograph Report

Hyd. No. 2

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	24.46 cfs
Storm frequency	=	100 yrs	Time to peak	=	10.00 hrs
Time interval	=	2 min	Hyd. volume	=	134,066 cuft
Drainage area	=	10.393 ac	Curve number	=	98
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	10.00 min
Total precip.	=	3.68 in	Distribution	=	Type I
Storm duration	=	24 hrs	Shape factor	=	484



Attachment 2
NOAA Atlas 14 Rainfall Data

126 Bonifacio Place, Suite C MONTEREY, CA 93940
Phone: (831) 647-1192 Fax: (831) 647-1194 Web Site: C3Engineering.net E-Mail: jrudolph@C3Engineering.net

NOAA Atlas 14, Volume 6, Version 2
Location name: Salinas, California, USA*
Latitude: 36.6346°, Longitude: -121.566°
Elevation: 80.84 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.092** (0.083-0.103)	**0.109** (0.098-0.122)	**0.134** (0.120-0.151)	**0.158** (0.140-0.180)	**0.195** (0.165-0.233)	**0.228** (0.188-0.280)	**0.266** (0.212-0.337)	**0.311** (0.239-0.408)	**0.380** (0.277-0.527)	**0.443** (0.309-0.642)
10-min	**0.131** (0.118-0.147)	**0.156** (0.140-0.175)	**0.192** (0.172-0.217)	**0.226** (0.200-0.258)	**0.280** (0.237-0.333)	**0.327** (0.269-0.401)	**0.382** (0.304-0.483)	**0.445** (0.342-0.585)	**0.545** (0.397-0.756)	**0.635** (0.443-0.920)
15-min	**0.159** (0.143-0.178)	**0.188** (0.169-0.211)	**0.233** (0.208-0.262)	**0.274** (0.242-0.312)	**0.338** (0.286-0.403)	**0.395** (0.326-0.485)	**0.461** (0.368-0.584)	**0.538** (0.414-0.707)	**0.659** (0.481-0.914)	**0.768** (0.536-1.11)
30-min	**0.220** (0.198-0.247)	**0.260** (0.234-0.293)	**0.322** (0.288-0.363)	**0.379** (0.335-0.432)	**0.468** (0.396-0.558)	**0.547** (0.451-0.671)	**0.639** (0.510-0.809)	**0.745** (0.573-0.979)	**0.913** (0.665-1.26)	**1.06** (0.742-1.54)
60-min	**0.299** (0.270-0.336)	**0.354** (0.319-0.398)	**0.438** (0.392-0.494)	**0.515** (0.456-0.587)	**0.637** (0.539-0.759)	**0.745** (0.614-0.913)	**0.869** (0.693-1.10)	**1.01** (0.780-1.33)	**1.24** (0.905-1.72)	**1.45** (1.01-2.10)
2-hr	**0.445** (0.400-0.499)	**0.528** (0.475-0.593)	**0.651** (0.583-0.734)	**0.761** (0.674-0.868)	**0.929** (0.787-1.11)	**1.07** (0.885-1.32)	**1.24** (0.986-1.57)	**1.42** (1.09-1.87)	**1.70** (1.24-2.35)	**1.94** (1.35-2.81)
3-hr	**0.556** (0.501-0.624)	**0.662** (0.595-0.744)	**0.816** (0.731-0.920)	**0.953** (0.844-1.09)	**1.16** (0.982-1.38)	**1.33** (1.10-1.64)	**1.53** (1.22-1.93)	**1.74** (1.34-2.29)	**2.07** (1.51-2.87)	**2.35** (1.64-3.40)
6-hr	**0.760** (0.685-0.853)	**0.910** (0.818-1.02)	**1.12** (1.01-1.27)	**1.31** (1.16-1.50)	**1.59** (1.35-1.90)	**1.82** (1.50-2.24)	**2.08** (1.66-2.63)	**2.36** (1.81-3.10)	**2.77** (2.02-3.84)	**3.12** (2.18-4.52)
12-hr	**0.991** (0.893-1.11)	**1.20** (1.08-1.34)	**1.49** (1.33-1.68)	**1.74** (1.54-1.98)	**2.11** (1.79-2.52)	**2.42** (2.00-2.97)	**2.76** (2.20-3.49)	**3.13** (2.41-4.11)	**3.67** (2.68-5.09)	**4.13** (2.88-5.98)
24-hr	**1.29** (1.19-1.43)	**1.57** (1.45-1.74)	**1.97** (1.81-2.18)	**2.31** (2.11-2.58)	**2.81** (2.50-3.23)	**3.23** (2.82-3.77)	**3.68** (3.14-4.39)	**4.17** (3.48-5.09)	**4.89** (3.94-6.19)	**5.49** (4.30-7.16)
2-day	**1.61** (1.49-1.78)	**1.99** (1.83-2.20)	**2.50** (2.31-2.78)	**2.95** (2.70-3.29)	**3.59** (3.19-4.12)	**4.10** (3.58-4.79)	**4.65** (3.98-5.55)	**5.25** (4.38-6.41)	**6.10** (4.92-7.72)	**6.80** (5.32-8.87)
3-day	**1.83** (1.69-2.02)	**2.27** (2.10-2.51)	**2.88** (2.65-3.20)	**3.40** (3.11-3.79)	**4.13** (3.67-4.74)	**4.71** (4.12-5.51)	**5.33** (4.56-6.36)	**5.99** (5.00-7.31)	**6.92** (5.57-8.75)	**7.67** (6.00-10.00)
4-day	**2.01** (1.85-2.22)	**2.51** (2.32-2.78)	**3.19** (2.94-3.54)	**3.77** (3.44-4.20)	**4.57** (4.06-5.25)	**5.21** (4.55-6.09)	**5.88** (5.03-7.02)	**6.59** (5.51-8.05)	**7.59** (6.12-9.61)	**8.39** (6.56-10.9)
7-day	**2.44** (2.25-2.69)	**3.05** (2.82-3.38)	**3.89** (3.58-4.31)	**4.58** (4.19-5.12)	**5.55** (4.93-6.37)	**6.31** (5.51-7.38)	**7.10** (6.07-8.47)	**7.93** (6.63-9.69)	**9.09** (7.32-11.5)	**10.0** (7.83-13.0)
10-day	**2.78** (2.56-3.07)	**3.49** (3.22-3.86)	**4.45** (4.09-4.93)	**5.24** (4.79-5.85)	**6.33** (5.63-7.27)	**7.18** (6.27-8.39)	**8.06** (6.90-9.62)	**8.98** (7.50-11.0)	**10.2** (8.26-13.0)	**11.2** (8.80-14.7)
20-day	**3.60** (3.32-3.98)	**4.57** (4.22-5.05)	**5.84** (5.37-6.47)	**6.87** (6.28-7.66)	**8.25** (7.34-9.47)	**9.31** (8.13-10.9)	**10.4** (8.88-12.4)	**11.5** (9.59-14.0)	**12.9** (10.4-16.4)	**14.1** (11.0-18.4)
30-day	**4.36** (4.03-4.82)	**5.57** (5.14-6.16)	**7.11** (6.55-7.89)	**8.35** (7.63-9.32)	**9.99** (8.88-11.5)	**11.2** (9.80-13.1)	**12.5** (10.7-14.9)	**13.7** (11.4-16.7)	**15.3** (12.3-19.4)	**16.5** (12.9-21.6)
45-day	**5.39** (4.98-5.95)	**6.90** (6.36-7.63)	**8.80** (8.10-9.76)	**10.3** (9.41-11.5)	**12.2** (10.9-14.1)	**13.7** (12.0-16.0)	**15.1** (12.9-18.0)	**16.5** (13.8-20.1)	**18.3** (14.7-23.2)	**19.6** (15.3-25.6)
60-day	**6.39** (5.90-7.06)	**8.18** (7.55-9.05)	**10.4** (9.58-11.5)	**12.1** (11.1-13.5)	**14.4** (12.8-16.5)	**16.0** (13.9-18.7)	**17.5** (15.0-20.9)	**19.1** (15.9-23.3)	**21.0** (16.9-26.6)	**22.4** (17.5-29.2)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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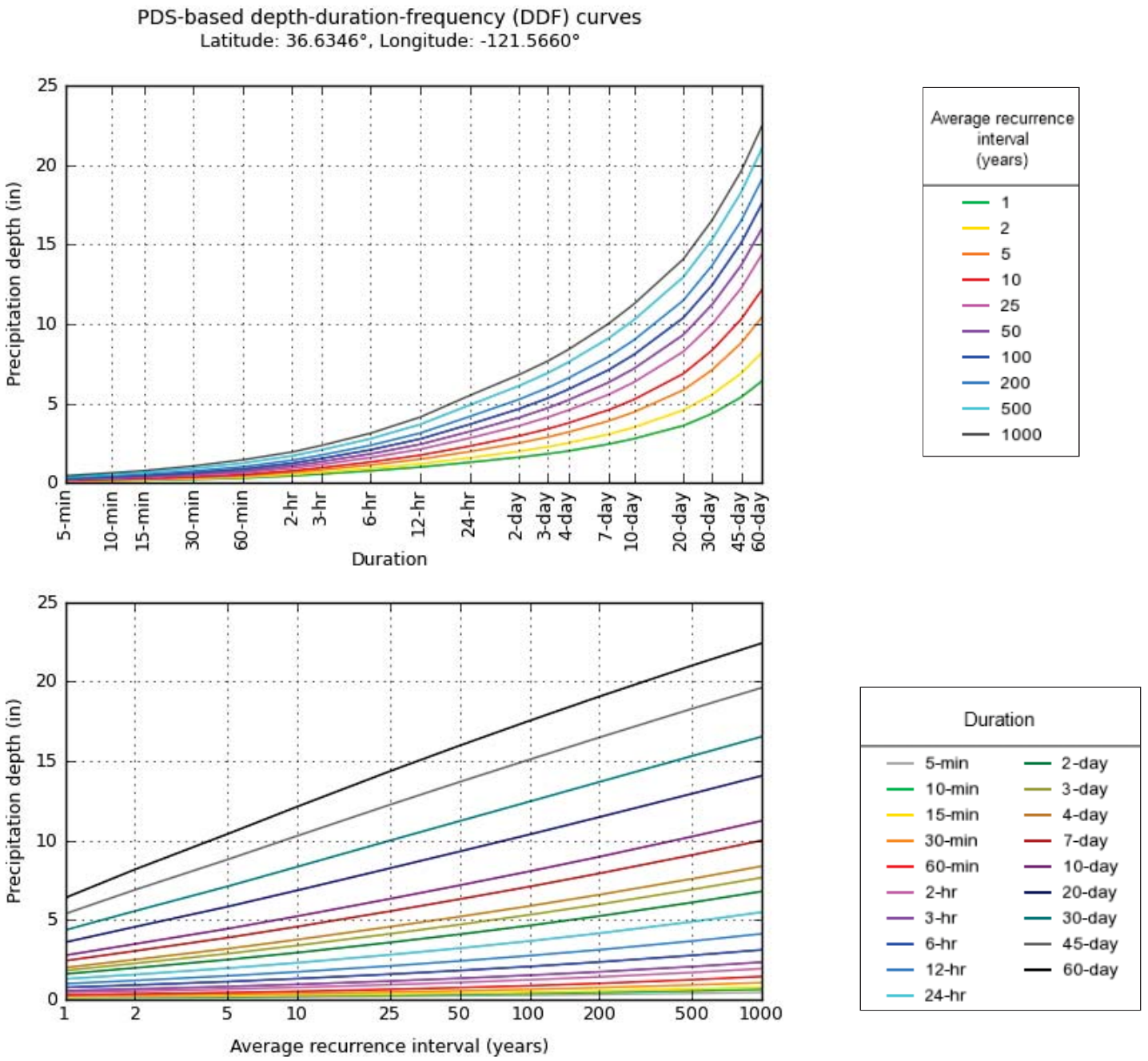
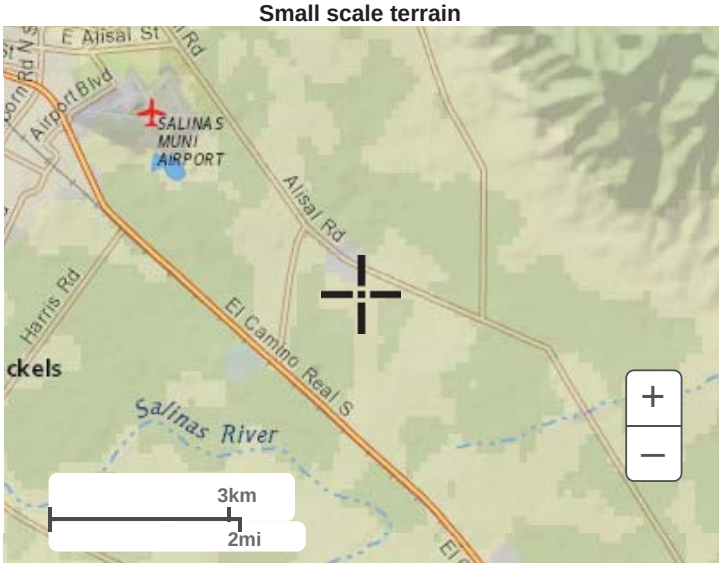
PF graphical

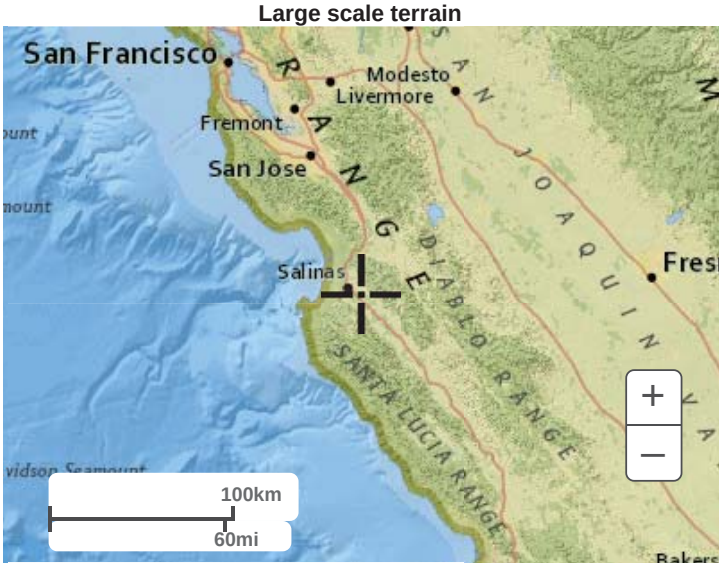


Maps & aerials

Small scale terrain

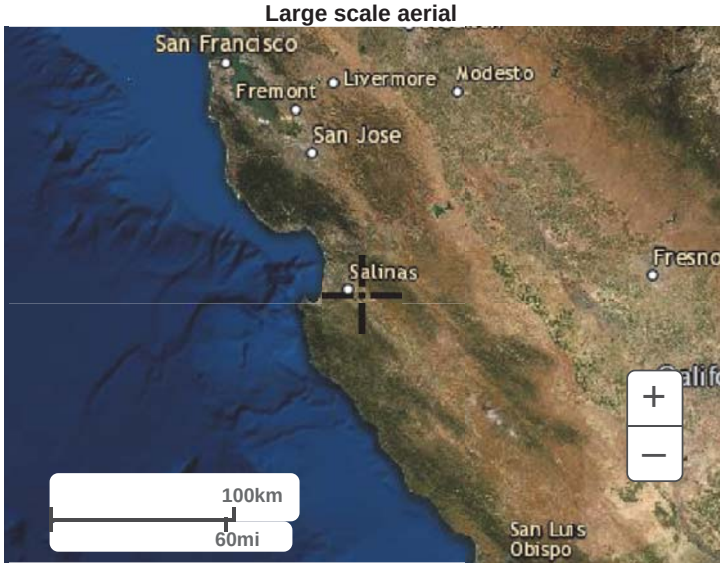


Large scale terrain



Large scale map

Large scale aerial



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US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

RICK
ENGINEERING COMPANY
Traffic Division

August 4, 2022

Mr. Chris Boggs
Janus LLC
P.O. Box 6507
Salinas, California 93912

SUBJECT: 22900 FUJI LANE CANNABIS CULTIVATION FACILITY TRAFFIC ASSESSMENT, MONTEREY COUNTY, CA
(RICK ENGINEERING COMPANY JOB NUMBER 19670)

Dear Mr. Boggs:

The following traffic assessment has been prepared in accordance with the *Monterey County Guide for the Preparation of Traffic Impact Studies* (March 28, 2014) and coordination with Monterey County staff. This traffic assessment evaluates the potential operational deficiencies and transportation improvements that may need to be considered in association with the proposed cannabis cultivation facility located at 22900 Fuji Lane in unincorporated Monterey County south of the City of Salinas, California. **Exhibit 1** following this letter illustrates the project vicinity map.

Project Description

The project proposes to replace 69,465 square-feet of existing greenhouses for cut flower operations with a proposed 519,629 square-foot cannabis cultivation facility that will include 485,174 square-feet of cultivation greenhouses and an additional 34,455 square-feet for ancillary uses that include drying, storage, processing, and distribution of the harvested cannabis. Access is proposed via an existing driveway for the project property. The existing project driveway would provide full access to and from the site. The project proposes to provide a total of 70 parking stalls including 3 ADA accessible parking stalls. **Exhibit 2** illustrates the project site plan.

The project site was included as one of the 45 cannabis cultivation sites in the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020), but at the time the study was prepared (2019-2020), 149,981 square-feet of cannabis cultivation greenhouses were proposed based on the historical footprint of both existing and previous greenhouses on the project site.

Study Area and Analysis Scenarios

The study area includes the following intersections for the Level of Service (LOS) assessment:

1. Alisal Road/Fuji Lane (one-way stop-controlled)
2. Old Stage Road/Spence Road (one-way stop-controlled)
3. Fuji Lane/Project Driveway (one-way stop-controlled)

The following scenarios are evaluated in this traffic assessment:

- Existing Conditions (Year 2022 – using June 2019 traffic volumes)
- Near Term (Opening Year 2024) No Project Conditions
- Near Term (Opening Year 2024) Plus Project Conditions

A description of each above-listed analysis scenario is provided below:

- **Existing Conditions (Year 2022 – using June 2019 traffic volumes):** Analysis of the existing vehicular street network and traffic volumes.

- **Near Term Conditions (Opening Year 2024) Without Project:** Vehicular trips generated by the 45 cannabis cultivation sites and other approved and pending cumulative development projects are added to the existing traffic volumes to derive the Near Term (Opening Year 2024) baseline traffic volumes without the project. The near term cumulative development project trips added to the two study intersections are taken directly from the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020). Because the project site was included as one of the 45 cannabis cultivation sites in the above-referenced study, trips from the previously proposed cannabis cultivation facility on the site are extracted from the near term cumulative development project trips.

- **Near Term Conditions (Opening Year 2024) With Project:** Vehicular trips generated by the proposed project are added to the Near Term (Opening Year 2024) baseline traffic volumes to derive the Near Term (Opening Year 2024) traffic volumes with the proposed project.

Existing Transportation Conditions

The following is a description of the roadways within the study area:

Fuji Lane is built as a two-lane undivided roadway extending south from Alisal Road and terminating approximately six-tenths of a mile south of Alisal Road. Fuji Lane is not a classified roadway in the County of Monterey General Plan Circulation Element. The roadway has no bike lanes, street parking or bus stops and is used primarily for agricultural traffic within the project area. This roadway provides access to driveways that serve agricultural uses.

Alisal Road is classified as a Major Road in the County of Monterey General Plan. It is currently built as a two-lane, undivided roadway that runs northwest-southeast, parallel to US 101. The roadway has no bike lanes, street parking or bus stops and is used primarily for agricultural traffic within the project area. There is no posted speed limit within the project area between west of Fuji Lane and Old Stage Road. This roadway provides access to driveways that serve agricultural uses.

Old Stage Road is classified as a Major Road in the County of Monterey General Plan. It is currently built as a two-lane, undivided roadway that runs northwest-southeast, parallel to US 101. The roadway has no bike lanes, street parking or bus stops and is used primarily for agricultural traffic within the project area. This roadway provides access to driveways that serve agricultural uses.

Alisal Road/Fuji Lane is currently constructed as a three-legged, one-way stop controlled intersection. The uncontrolled eastbound Alisal Road approach currently provides one shared through/right-turn lane. The uncontrolled westbound Alisal Road approach currently provides one shared left-turn/through lane. The stop-controlled northbound Fuji Lane approach currently provides one shared left-turn/right-turn lane.

Old Stage Road/Spence Road is currently constructed as a four-legged, two-way stop controlled intersection; however, the north leg of intersection is unpaved (Spence Road) and no stop sign is currently provided for the southbound approach of the intersection. The uncontrolled eastbound Old Stage Road approach currently provides one shared left-turn/through/right-turn lane. The uncontrolled westbound Old Stage Road approach currently provides one shared left-turn/through/right-turn lane. The stop-controlled northbound Spence Road approach currently provides one shared left-turn/through/right-turn lane. The yield-controlled southbound Spence Road approach currently provides one shared left-turn/through/right-turn lane.

The existing intersection lane configurations and control types at the study intersections are illustrated in **Exhibit 3**.

Existing Traffic Volumes

Intersection turning movement counts that were collected on June 4, 2019 at the US 101/Potter Road and Old Stage Road/Potter Road intersections for the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020) were used as the existing conditions traffic volumes for the study intersections.

The existing traffic volumes are illustrated in **Exhibit 4**. The intersection turning movement counts are provided in **Attachment A**.

Project Trip Generation

The trip generation for the proposed project was developed based on the trip generation rates that were developed for existing cut flower operations and the 45 cannabis cultivation sites in the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020). The cannabis cultivation trip generation rate that was developed for the 45 cannabis cultivation sites was derived from actual traffic counts that were collected at two similar representative sites during both harvest season and non-harvest season. The trip generation rate was based on only the cultivation square-footage and does not include the square-footage of ancillary buildings used for drying, storage, processing or distribution of the cannabis products. The trip generation rate of the existing cut flower operations was also derived from actual traffic counts that were collected at a similar representative site. The trip generation of the existing greenhouses was extracted from the cannabis cultivation trip generation to derive the net increase in trip generation with the proposed project.

Table 1 shows the trip generation calculations for the proposed project. **Attachment B** contains the trip generation rates from the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020).

Table 1 shows that the proposed project is anticipated to generate a net increase of 455 trips per day, with a net increase of 55 trips during the AM peak hour (44 inbound/11 outbound) and a net increase of 65 trips during the PM peak hour (16 inbound/49 outbound).

TABLE 1
PROJECT TRIP GENERATION

LAND USE	SIZE	RATE	ADT	AM PEAK HOUR						PM PEAK HOUR					
				RATE	SPLIT		VOLUME			RATE	SPLIT		VOLUME		
					IN	OUT	TOTAL	IN	OUT		IN	OUT	TOTAL	IN	OUT
PROPOSED PROJECT TRIP GENERATION															
Cannabis Cultivation Facility (Proposed Use)	485.174* KSF	1.05	**509**	**0.12**	80%	20%	**58**	**46**	**12**	**0.14**	25%	75%	**68**	**17**	**51**
TRIP GENERATION OF EXISTING USE															
Cut Flower Operations (Existing Greenhouses)	69.465 KSF	0.78	**-54**	**0.05**	80%	20%	**-3**	**-2**	**-1**	**0.05**	25%	75%	**-3**	**-1**	**-2**
NET DIFFERENCE IN TRIPS (PROPOSED - EXISTING):			**455**				**55**	**44**	**11**				**65**	**16**	**49**

Source: *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020)

*Total cultivation square-footage only. The facility includes 34,455 square-feet for ancillary uses such as drying, storage, processing and distribution of the cannabis products, which were not included in the trip generation calculations.

Project Trip Distribution and Assignment

Trips were manually distributed from the project site based on the trip distribution that was developed for the 45 cannabis cultivation sites in the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020). The project trip distribution is illustrated in **Exhibit 5**.

Project trips were assigned to the study area roadways based on the project trip generation and the trip distribution percentages shown in Exhibit 5. The project trip assignment is shown in **Exhibit 6.**

Near-Term Conditions/Traffic Volumes

For the near-term conditions without project, this assessment assumes that the traffic mitigation measures from the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020) have been implemented. Specifically, the following mitigation measure at the Old Stage Road/Spence Road intersection is assumed to be constructed by project opening year.

- *Widen Spence Road to provide a separate right-turn lane and a shared through-left lane for the northbound approach*

It is important to note that the Old Stage Road/Spence Road intersection improvement is funded by the applicants of the 45 cannabis cultivation sites included in the adopted IS/MND. This intersection improvement has been designed, and review/approval of the encroachment permit (encroachment permit # 21EP0208) is currently in process with Monterey County. Based on an update from Monterey County Public Works staff, the encroachment permit is anticipated to be issued by Fall 2022. Construction of the intersection improvement is expected to begin immediately after issuance of the encroachment permit and is anticipated to take approximately 4 weeks to complete. **Exhibit 7** shows the near-term without project transportation conditions.

Vehicular trips generated by the 45 cannabis cultivation sites and other approved and pending cumulative development projects were added to the existing traffic volumes to derive the Near Term (Opening Year 2024) baseline traffic volumes without the project, which were taken directly from the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020). Because the project site was included as one of the 45 cannabis cultivation sites in the above-referenced study, trips from the previously proposed cannabis cultivation facility on the site were extracted from the near term cumulative development project trips.

Project trips from the pending 22745 Fuji Lane cannabis cultivation project, which includes 217,460 square feet of cultivation greenhouses, were also added to the existing traffic volumes at the study intersections to derive the Near Term (Opening Year 2024) baseline traffic volumes without the project.

Exhibit 8 shows the Near Term (Opening Year 2024) traffic volumes without the project.

The Near Term (Opening Year 2024) traffic volumes with the proposed project were developed by adding the project trips to the Near Term (Opening Year 2024) Without Project traffic volumes. The Near Term (Opening Year 2024) plus Project traffic volumes are illustrated in **Exhibit 9**.

Intersection Level of Service Operations Analysis

Levels of service (LOS) were evaluated at the study intersections for each of the analysis scenarios during the AM and PM peak hours. The AM intersection analysis evaluates LOS during the hour with the highest vehicular traffic between 7:00 AM and 9:00 AM. The PM intersection analysis evaluates LOS during the hour with the highest vehicular traffic between 4:00 PM and 6:00 PM.

Intersection operations were analyzed utilizing the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM 6)*. **Table 2** displays the LOS analysis results for the study intersections for each analysis scenario during the AM and PM peak hours. **Attachment C** contains the intersection LOS worksheets.

As shown in Table 2, the study intersections currently operate at an acceptable LOS D or better during the peak hours. Table 2 also shows that the Old Stage Road/Spence Road is forecast to operate at LOS D or better during the peak hours for both Near Term conditions without the project, and Near Term conditions with the project.

The Alisal Road/Fuji Lane intersection currently operates at an acceptable LOS C or better during the peak hours and will continue operating at LOS C or better under Near Term conditions either without or with the project.

The Fuji Lane/Project Driveway intersection is forecast to operate at an acceptable LOS A during the peak hours under Near Term conditions with the project.

Conclusions/Recommendations

The findings of this traffic assessment show that the proposed project is anticipated to generate a net increase of approximately 455 trips per day, with a net increase of 55 trips during the AM peak hour (44 inbound/11 outbound) and a net increase of 65 trips during the PM peak hour (16 inbound/49 outbound) on a typical weekday.

The traffic analysis results also show all project study intersections to operate at acceptable levels of services (LOS D or better), both with and without the proposed project. Therefore, no traffic operational impacts are anticipated with the development of the proposed project.

Should you have any questions, please contact either David Mizell or me at (619) 291-0707.

Sincerely,
RICK ENGINEERING COMPANY

Mark Jugar, P.E., T.E., P.T.O.E.
Associate

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Attachments

TABLE 2
INTERSECTION OPERATIONS SUMMARY

Intersection	Control Type	DIR.	EXISTING				NEAR TERM				NEAR TERM+PROJECT			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1. Alisal Road / Fuji Lane	OWSC	NBL	10.6	B	15.4	C	11.2	B	17.4	C	11.8	B	19.1	C
2. Old Stage Road/Spence Road	TWSC	NBL	12.9	B	33.4	D	12.7	B	29.1	D	13.0	B	30.0	D
3. Fuji Lane/Project Driveway	OWSC	WBR	-	-	-	-	-	-	-	-	8.4	A	8.8	A

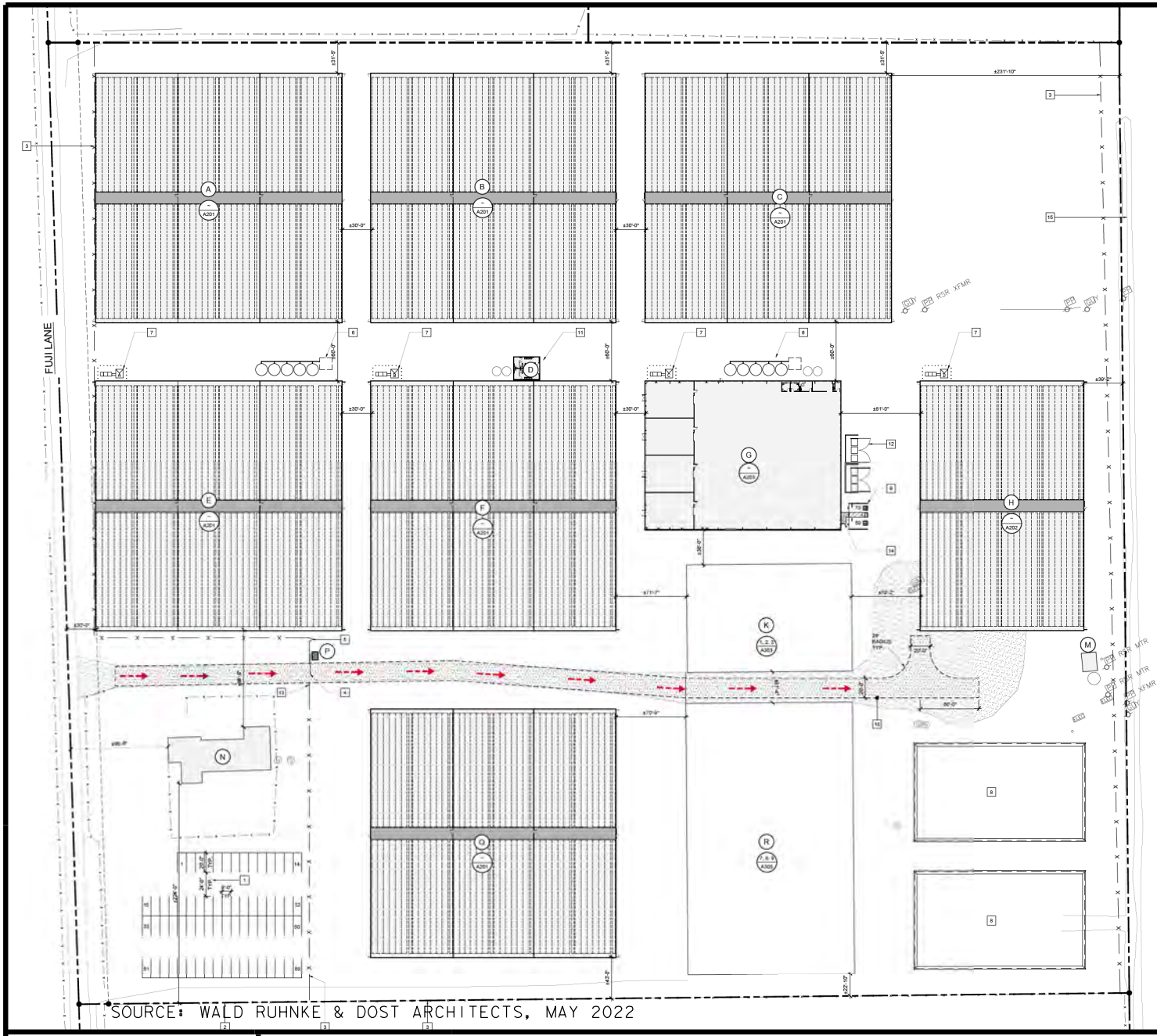
FOOTNOTES:
Deficient LOS and delay indicated in **bold**.
OWSC = One-Way Stop Control
1. Delay is measured in seconds per vehicle. Delay and LOS being reported for the OWSC control type are taken from the movement with the worst delay.
Results calculated utilizing the methodologies described in Chapters 18, 19, and 20 of 6th edition of the Highway Capacity Manual (HCM 6).

RICK ENGINEERING COMPANY

EXHIBIT 1

VICINITY MAP

22900 FUJI LANE TRAFFIC ASSESSMENT



KEY NOTES

THE KEY NOTES THAT FOLLOW APPLY TO THE DRAWING(S) ON THIS SHEET ONLY. REFER TO FOLLOWING SHEETS FOR NOTES THAT ARE APPLICABLE TO THOSE DRAWINGS.

1. PROPOSED EMPLOYEE PARKING STALLS 9'-0" x 19'-0" TYPICAL.
2. EXISTING PROPERTY LINE.
3. PROPOSED 6'-0" HIGH CHAIN LINK FENCE w/ PRIVACY SLATTING AND BARBED WIRE ON TOP.
4. PROPOSED CHAIN LINK ROLLING ACCESS GATE MIN. 20'-0" OPENING WIDTH. KNOX KEY SWITCH AT ALL ELECTRIC EMERGENCY ACCESS GATES; KNOX PADLOCK AT MANUAL GATES; KNOX KEY BOX ON THE GUARD SHACK OR THE MAIN PROCESSING BUILDING LOCATION TO BE APPROVED BY THE FIRE DISTRICT FOR STORING KEYS TO THE BUILDINGS.
5. PROPOSED PERSONNEL SWINGING GATE, 36" WIDE, HEIGHT TO MATCH FENCE.
6. PROPOSED FERTIGATION CONTAINMENT FOR GREENHOUSES.
7. PROPOSED PG&E ELECTRICAL SERVICE, UNDER SEPARATE PERMIT.
8. PROPOSED STORMWATER RETENTION POND -REFER TO CIVIL DRAWINGS
9. PROPOSED ACCESSIBLE PARKING STALLS (1 / A110)
10. NEW 20 FOOT WIDE FIRE TRUCK PATHWAY. THE MATERIAL SHALL BE AN ALL-WEATHER DRIVING SURFACE OF CONCRETE, ASPHALT OR COMPACTED GRAVEL THAT CAN WITHSTAND THE WEIGHT OF APPARATUS WEIGHING 22 TONS. THE PAVING SECTION SHALL BE DESIGNED BY A LICENSED ENGINEER.
11. PROPOSED RESTROOM BUILDING (1 / A402)
12. PROPOSED TRASH ENCLOSURE / HAZARDOUS MATERIAL STORAGE
13. NEW "UNAUTHORIZED PARKED VEHICLES" SIGN (7 / A110)
14. PROPOSED MINIMUM 48" WIDE CONCRETE ACCESSIBLE PATH OF TRAVEL FROM THE MAIN ENTRANCE OF PROPOSED BUILDING TO ACCESSIBLE PARKING SPACES. THE ACCESSIBLE ROUTE SHALL HAVE A MAX. PATH OF TRAVEL AS INDICATED IS SLIP RESISTANT WITH A MAX. RUNNING SLOPE OF 1:20 AND A MAX. CROSS SLOPE OF 1:48. THE PATH OF TRAVEL SHALL BE 48" CLEAR MINIMUM -TYP. BARRIER FREE ACCESS W/OUT ANY ABRUPT VERTICAL CHANGES EXCEEDING 1/2" @ 1:2 MAX. SLOPE, EXCEPT THAT LEVEL CHANGES DO NOT EXCEED 1/4" VERTICAL. THE CONTRACTOR SHALL VERIFY THAT ALL BARRIERS ON THE INDICATED PATH OF TRAVEL HAVE BEEN REMOVED.
15. EXISTING DRAINAGE DITCH.

PROPOSED SITE COVERAGE

LOT SIZE: 24 ACRES = 1,045,440 S.F.

LOT COVERAGE:

GREENHOUSES	485,174 SF	(46.4%)
NON GREENHOUSES SITE COVERAGE TOTAL	34,455 SF	(3.3%)
TOTAL SITE COVERAGE	519,629 SF	(49.7%)

BUILDING LEGEND

BLDG.	DESCRIPTION	OCCUPANCY	STORIES	BLDG. HEIGHT	AREA
A	GREENHOUSE A TYPE 'I'	U	1	<35'	63,082 SF
B	GREENHOUSE B TYPE 'I'	U	1	<35'	63,082 SF
C	GREENHOUSE C TYPE 'I'	U	1	<35'	63,082 SF
D	RESTROOM BUILDING	F-1	1	<35'	600 SF
E	GREENHOUSE E TYPE 'I'	U	1	<35'	63,082 SF
F	GREENHOUSE F TYPE 'I'	U	1	<35'	63,082 SF
G	PROCESSING BUILDING	F-1	11	<35'	29,700 SF
H	GREENHOUSE TYPE 'II'	U	1	<35'	42,111 SF
J	EXISTING GREENHOUSE	U	1	<35'	4,894 SF
K	EXISTING GREENHOUSE	U	1	<35'	18,203 SF
L	EXISTING METAL BUILDING	S-1	1	<35'	4,480 SF
M	EXISTING PUMP HOUSE	F-1	1	<35'	252 SF
N	EXISTING RESIDENCE	F-1	1	<35'	3,855 SF
P	GATE HOUSE	U	1	<35'	48 SF
Q	GREENHOUSE B TYPE 'I'	U	1	<35'	63,082 SF
R	EXISTING GREENHOUSE H	U	1	<35'	46,368 SF
S	EXISTING MODULAR OFFICE	B	1	<35'	820 SF
	TOTAL				519,629 SF

PARKING ANALYSIS

BLD'G.	USE CLASSIFICATION	NET AREA (S.F.)	PARKING FACTOR	PARKING REQUIRED
A	GREENHOUSE A TYPE 'I'	63,082 SF	N/A	-
B	GREENHOUSE B TYPE 'I'	63,082 SF	N/A	-
C	GREENHOUSE C TYPE 'I'	63,082 SF	N/A	-
D	RESTROOM BUILDING	600 SF	1 / 500	-
E	GREENHOUSE E TYPE 'I'	63,082 SF	N/A	-
F	GREENHOUSE F TYPE 'I'	63,082 SF	N/A	-
G	PROCESSING BUILDING	29,700 SF	1 / 500	59.4
H	GREENHOUSE TYPE 'II'	42,111 SF	N/A	-
J	EXISTING GREENHOUSE	4,894 SF	N/A	-
K	EXISTING GREENHOUSE	18,203 SF	N/A	-
L	EXISTING METAL BUILDING	4,480 SF	N/A	-
M	EXISTING PUMP HOUSE	252 SF	1 / 500	0.5
N	EXISTING RESIDENCE	3,855 SF	2 PER UNIT	2
P	GATE HOUSE	48 SF	1 / 500	.1
Q	GREENHOUSE B TYPE 'I'	63,082 SF	N/A	-
R	EXISTING GREENHOUSE H	46,368 SF	N/A	-
S	EXISTING MODULAR OFFICE	820 SF	N/A	-
			TOTAL PARKING SPACES REQUIRED	62
			TOTAL PARKING SPACES PROVIDED	70

ACCESSIBLE PARKING SPACES	REQUIRED	PROVIDED
STANDARD ACCESSIBLE SPACES	2	2
VAN ACCESSIBLE SPACES	1	1

N

NOT TO SCALE

RICK ENGINEERING COMPANY™

EXHIBIT 2

PROJECT SITE PLAN

22900 FUJI LANE TRAFFIC ASSESSMENT

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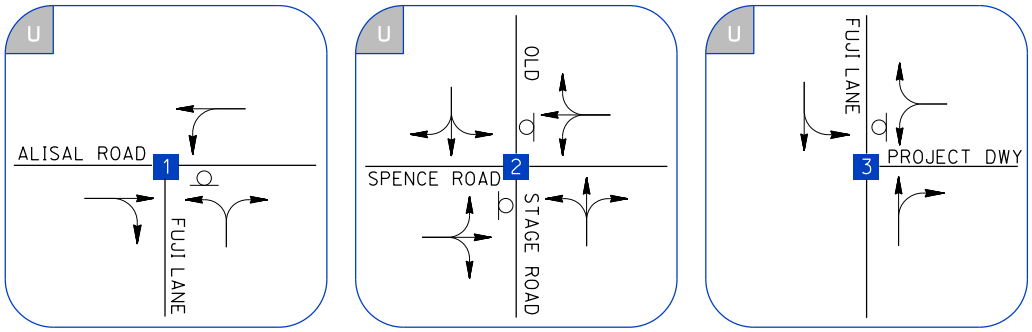

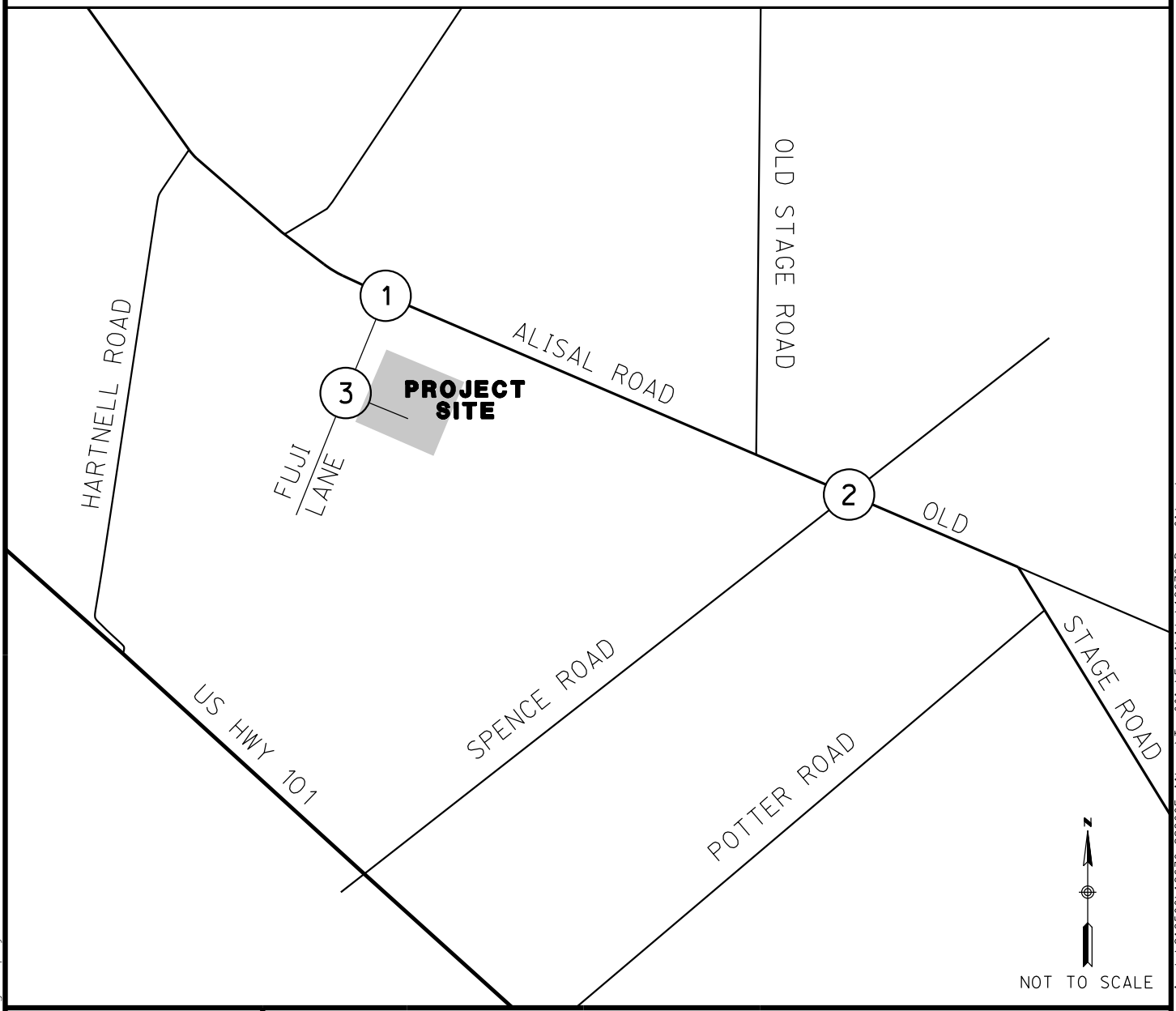

EXHIBIT 3

EXISTING TRANSPORTATION CONDITIONS

22900 FUJI LANE TRAFFIC ASSESSMENT

RICK ENGINEERING COMPANY

LEGEND

U =UNSIGNALIZED

d =STOP CONTROLLED

=LANE GEOMETRY

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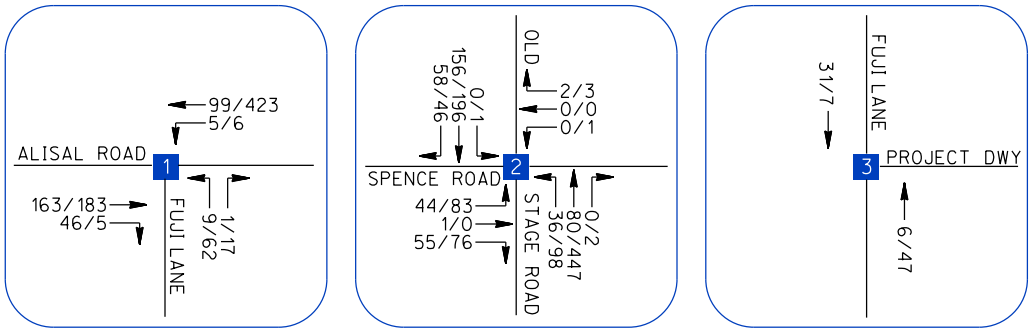


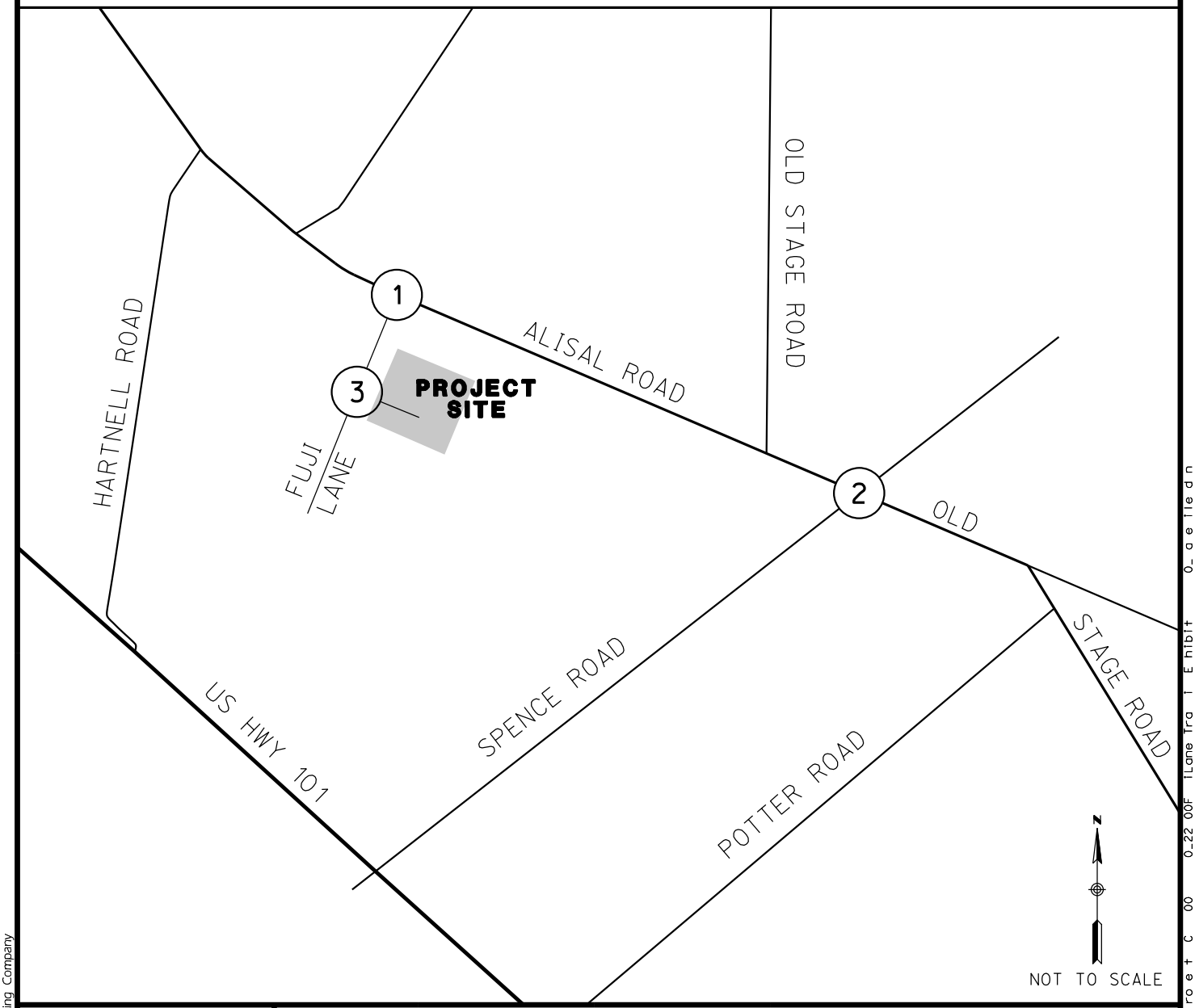


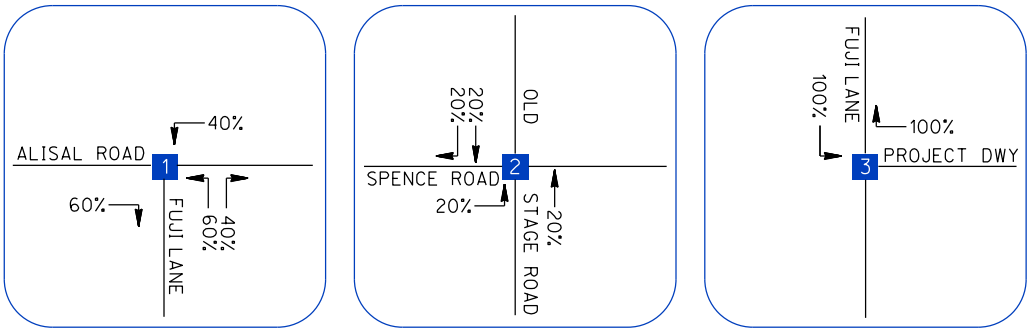
EXHIBIT 4

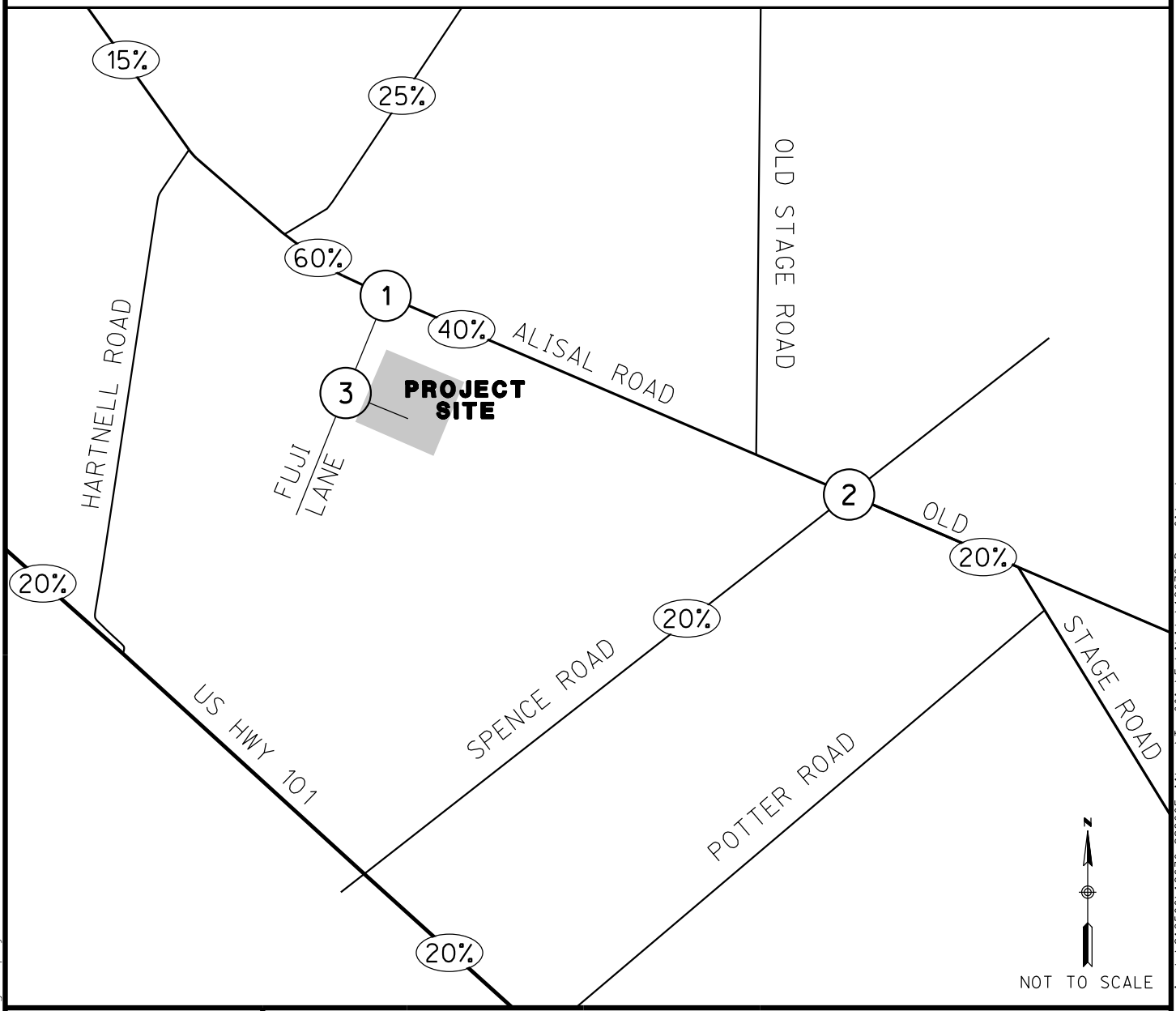
EXISTING TRAFFIC VOLUMES

22900 FUJI LANE TRAFFIC ASSESSMENT

RICK ENGINEERING COMPANY

LEGEND AM/PM=AM/PM PEAK HOUR VOLUMES





RICK ENGINEERING COMPANY

EXHIBIT 5

PROJECT TRIP DISTRIBUTION

22900 FUJI LANE TRAFFIC ASSESSMENT

LEGEND

XX% =DISTRIBUTION PERCENTAGE

XX% =DISTRIBUTION PERCENTAGE BY MOVEMENT

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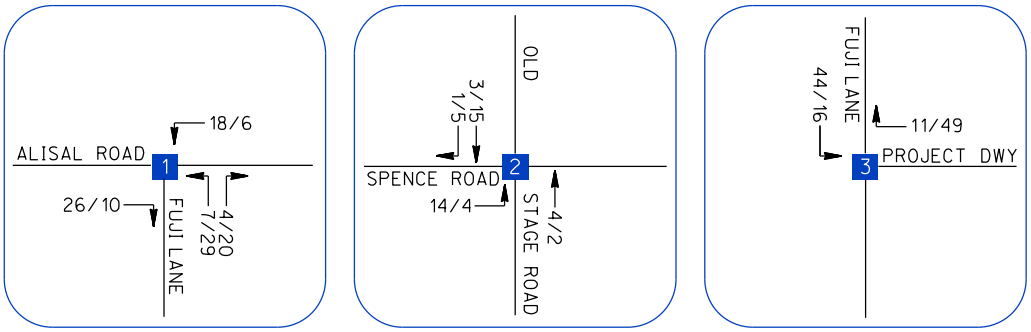

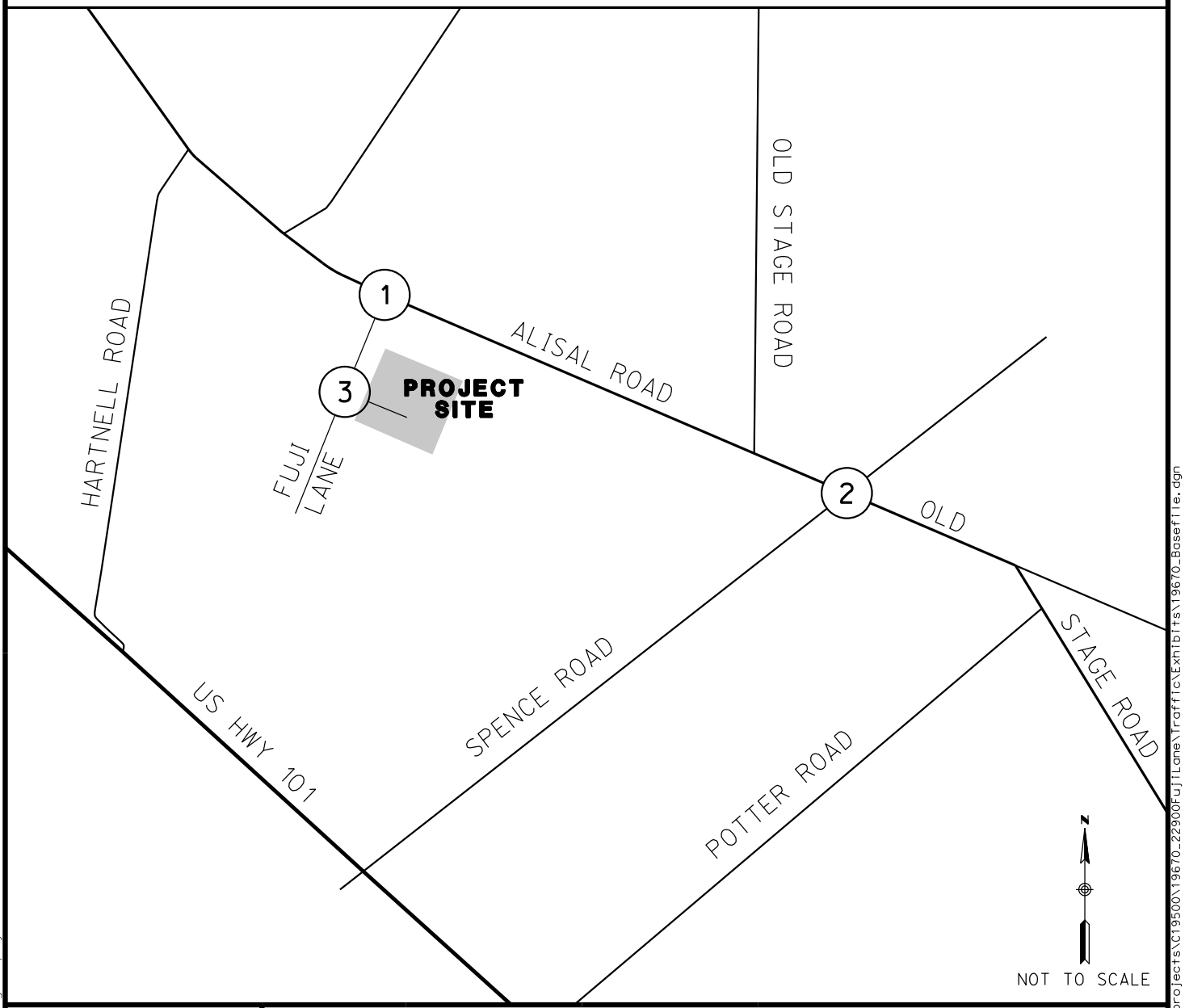

EXHIBIT 6

PROJECT TRIP ASSIGNMENT

22900 FUJI LANE TRAFFIC ASSESSMENT

RICK ENGINEERING COMPANY

LEGEND AM/PM=AM/PM PEAK HOUR VOLUMES

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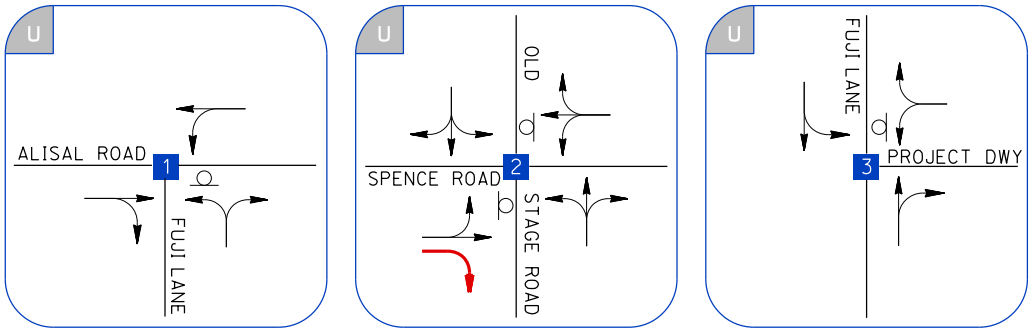

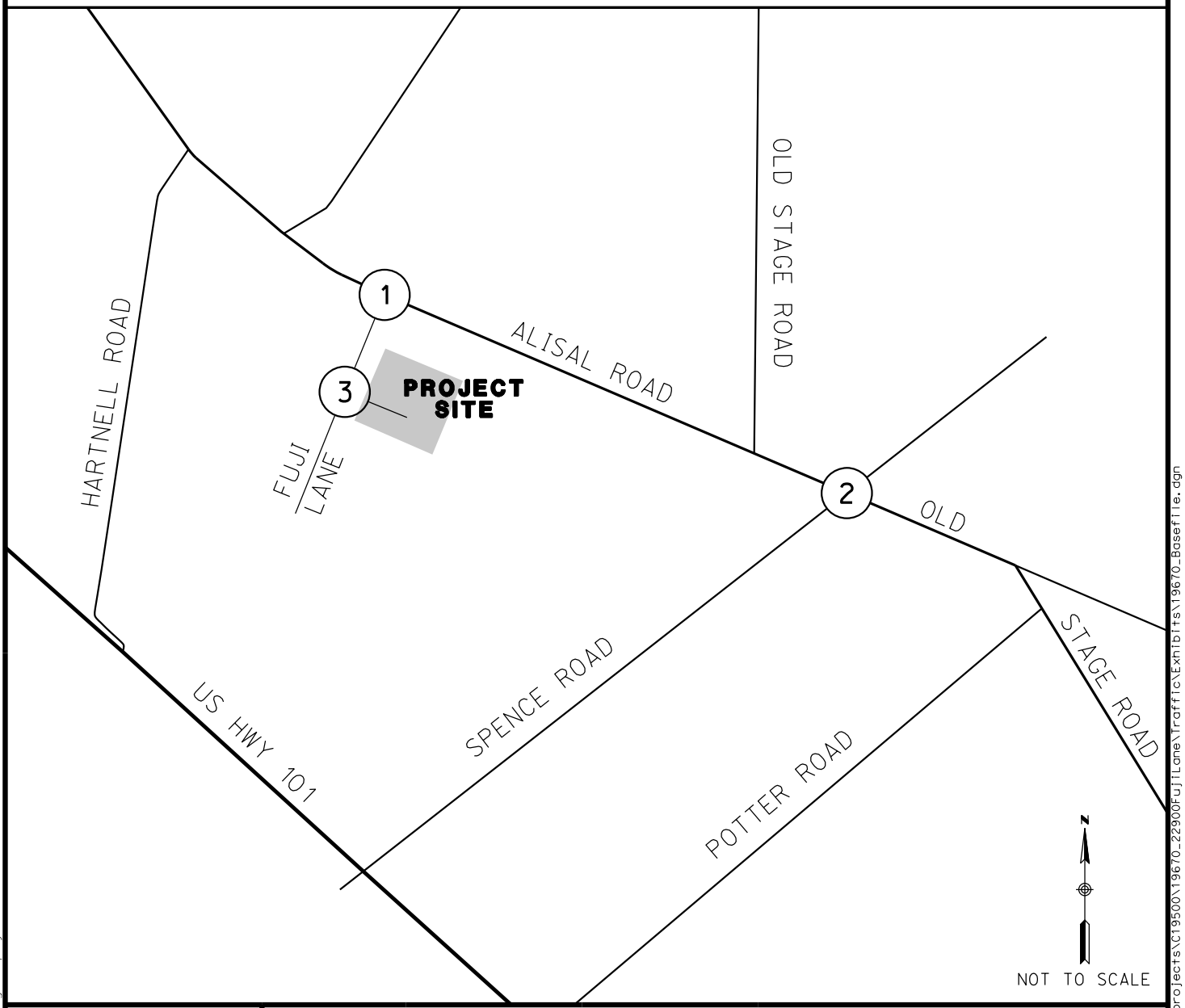

EXHIBIT 7

NEAR-TERM TRANSPORTATION CONDITIONS

22900 FUJI LANE TRAFFIC ASSESSMENT

RICK ENGINEERING COMPANY

LEGEND

- U =UNSIGNALIZED
- =STOP CONTROLLED
- =LANE GEOMETRY
- =NEAR-TERM FUTURE IMPROVEMENT

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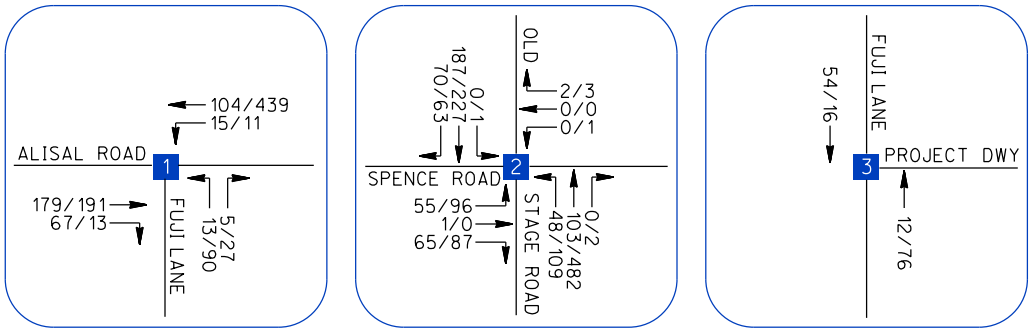
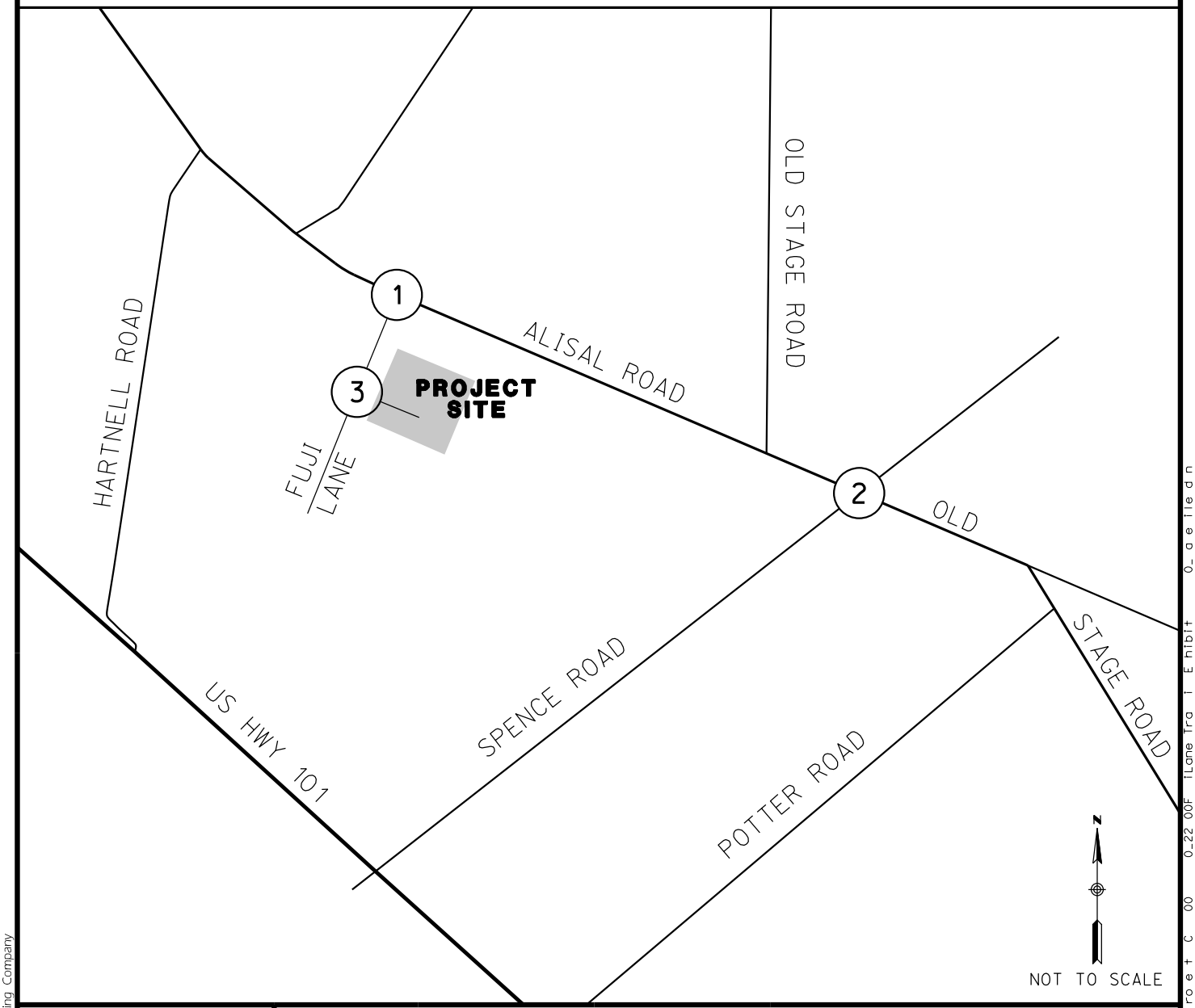




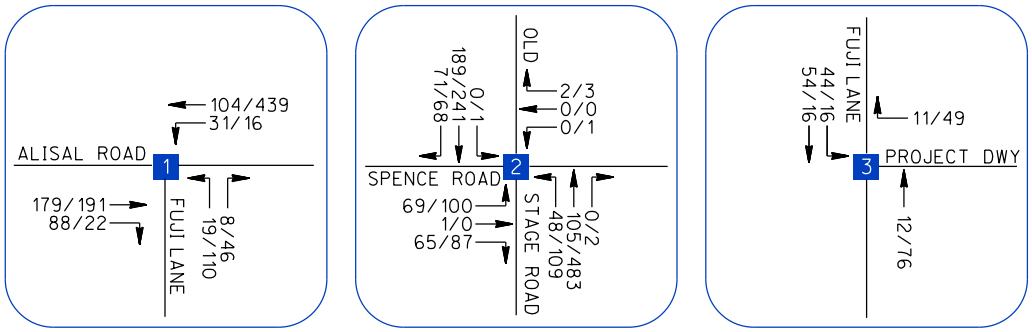
RICK ENGINEERING COMPANY

EXHIBIT 8

NEAR TERM TRAFFIC VOLUMES

22900 FUJI LANE TRAFFIC ASSESSMENT

LEGEND AM/PM=AM/PM PEAK HOUR VOLUMES



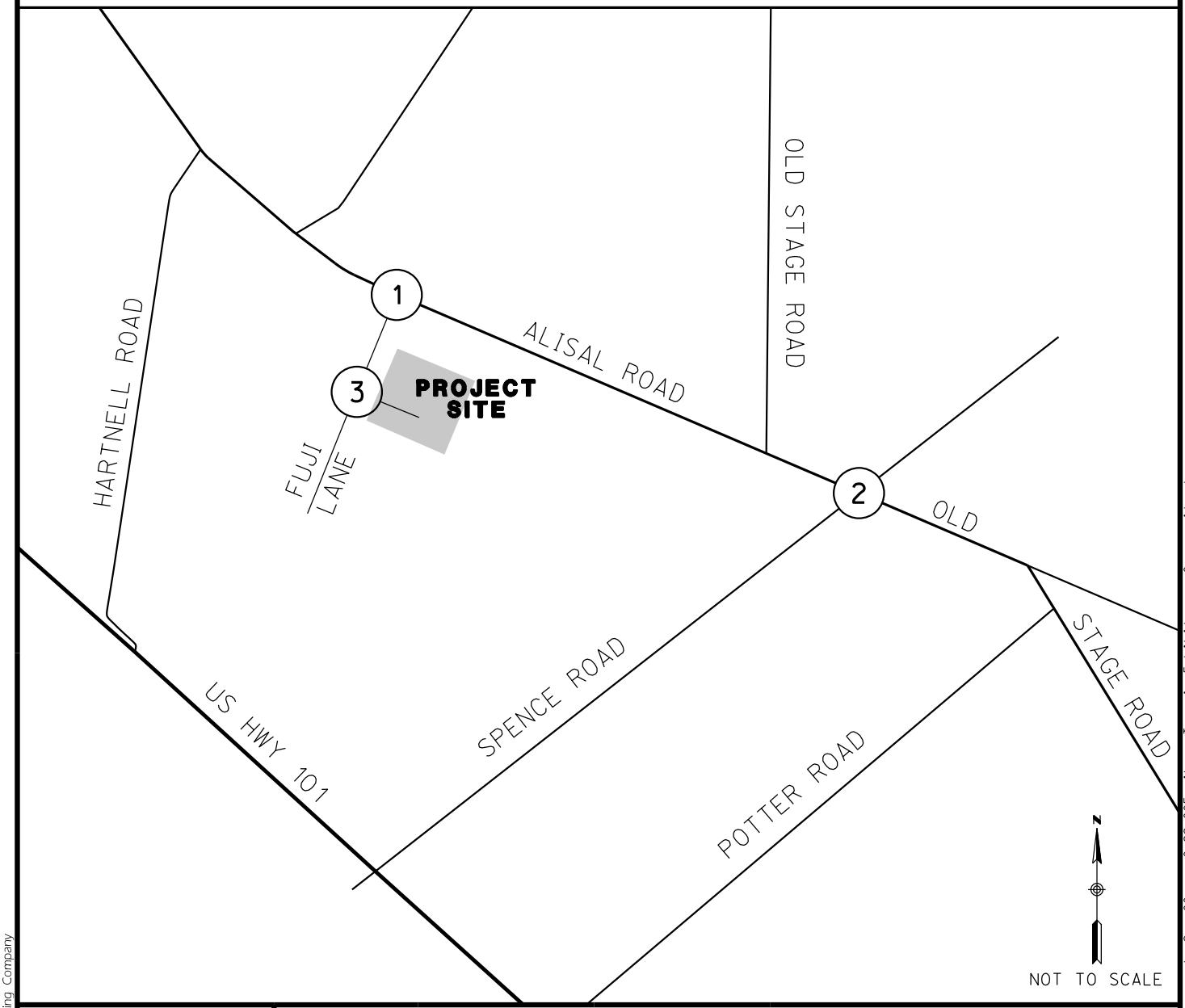


EXHIBIT 9

NEAR TERM WITH PROJECT TRAFFIC VOLUMES

22900 FUJI LANE TRAFFIC ASSESSMENT

LEGEND AM/PM=AM/PM PEAK HOUR VOLUMES

RICK ENGINEERING COMPANY

ATTACHMENT A

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Rick Engineering Company
5620 Friars Road
San Diego, CA 92110

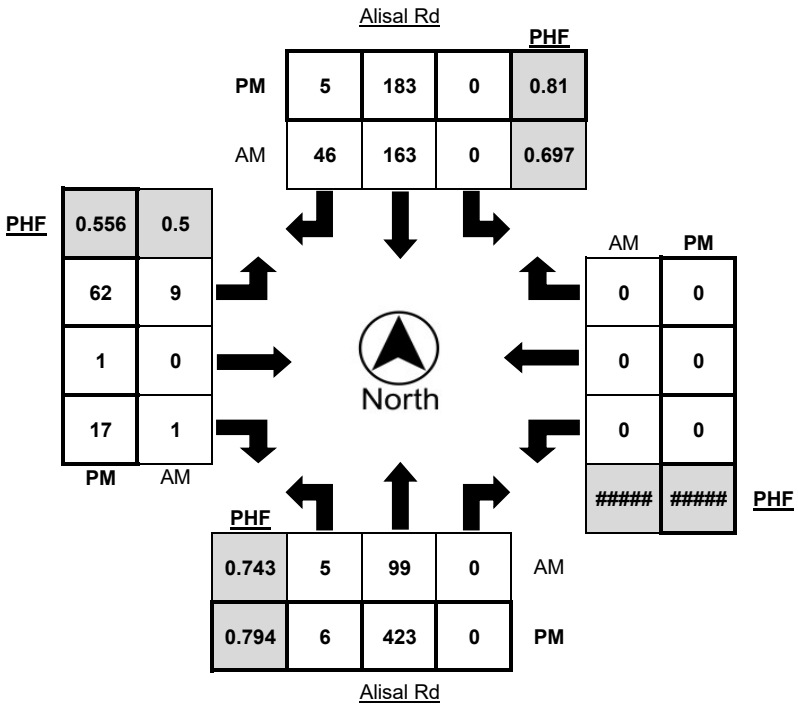
LOCATION Alisal Rd @ Fuji Ln
LATITUDE 36.6388
COUNTY Monterey
LONGITUDE -121.5657
COLLECTION DATE Thursday, June 6, 2019
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	35	0	2	0	48	13	1	5	0	0	1	0	0	0	0
7:15 AM - 7:30 AM	2	19	0	1	0	31	4	1	1	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	2	25	0	2	0	27	11	2	2	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	1	20	0	2	0	57	18	1	1	0	1	0	0	0	0	0
8:00 AM - 8:15 AM	1	21	0	2	0	35	8	7	3	0	1	1	0	0	0	0
8:15 AM - 8:30 AM	0	13	0	0	0	34	4	5	1	0	1	1	0	0	0	0
8:30 AM - 8:45 AM	0	20	0	2	0	18	4	1	1	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	15	0	1	0	24	4	1	2	0	1	0	0	0	0	0
TOTAL	**6**	**168**	**0**	**12**	**0**	**274**	**66**	**19**	**16**	**0**	**4**	**3**	**0**	**0**	**0**	**0**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	91	0	6	0	41	2	12	19	0	6	0	0	0	0	0
4:15 PM - 4:30 PM	0	88	0	3	0	58	0	7	12	1	3	0	0	0	0	0
4:30 PM - 4:45 PM	0	135	0	0	0	37	2	5	28	0	8	0	0	0	0	0
4:45 PM - 5:00 PM	5	109	0	5	0	47	1	10	3	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	71	0	1	0	53	1	6	8	0	3	2	0	0	0	0
5:15 PM - 5:30 PM	0	78	0	4	0	27	0	7	9	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	36	0	1	0	31	1	5	1	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	34	0	0	0	31	1	7	4	0	0	0	0	0	0	0
TOTAL	**6**	**642**	**0**	**20**	**0**	**325**	**8**	**59**	**84**	**1**	**20**	**2**	**0**	**0**	**0**	**0**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	5	99	0	7	0	163	46	5	9	0	1	1	0	0	0	0
4:00 PM - 5:00 PM	6	423	0	14	0	183	5	34	62	1	17	0	0	0	0	0

	PHF	Trucks
AM	0.800	4.0%
PM	0.830	6.9%



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Turning Movement Report

Prepared For:
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5620 Friars Road
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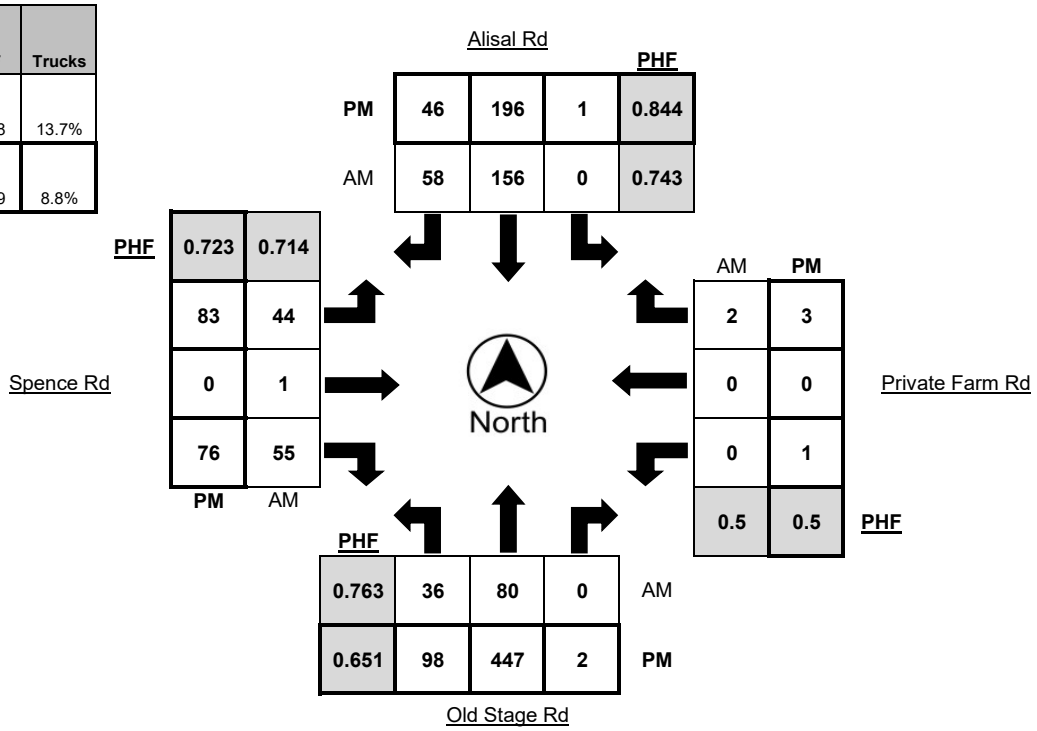
LOCATION Old Stage Rd @ Spence Rd
LATITUDE 36.6299
COUNTY Monterey
LONGITUDE -121.5399
COLLECTION DATE Thursday, June 6, 2019
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	3	30	1	4	0	42	18	11	5	0	14	3	0	0	0	0
7:15 AM - 7:30 AM	7	24	0	5	0	33	15	5	8	0	8	1	0	0	0	0
7:30 AM - 7:45 AM	15	23	0	4	0	28	9	4	12	0	12	3	0	0	0	0
7:45 AM - 8:00 AM	5	16	0	6	0	55	17	6	12	0	13	6	0	0	1	0
8:00 AM - 8:15 AM	9	17	0	5	0	40	17	10	12	1	22	3	0	0	1	1
8:15 AM - 8:30 AM	14	8	0	6	0	26	10	6	6	0	13	2	0	0	0	0
8:30 AM - 8:45 AM	9	21	0	8	0	17	5	4	4	0	16	3	0	0	0	0
8:45 AM - 9:00 AM	11	13	0	4	0	21	10	5	11	0	4	3	0	0	0	0
TOTAL	**73**	**152**	**1**	**42**	**0**	**262**	**101**	**51**	**70**	**1**	**102**	**24**	**0**	**0**	**2**	**1**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	18	79	0	8	0	44	13	11	26	0	12	5	0	0	0	0
4:15 PM - 4:30 PM	22	81	0	7	0	59	13	12	17	0	13	2	0	0	1	0
4:30 PM - 4:45 PM	33	176	1	3	1	47	11	10	16	0	20	3	0	0	1	0
4:45 PM - 5:00 PM	25	111	1	7	0	46	9	11	24	0	31	5	1	0	1	0
5:00 PM - 5:15 PM	20	65	0	9	0	48	13	13	19	1	14	2	0	1	0	0
5:15 PM - 5:30 PM	21	95	2	6	1	38	11	9	17	0	15	2	2	0	1	0
5:30 PM - 5:45 PM	15	40	0	4	0	29	7	8	12	0	10	0	0	0	0	0
5:45 PM - 6:00 PM	12	25	1	3	0	37	9	7	15	0	8	4	1	0	0	0
TOTAL	**166**	**672**	**5**	**47**	**2**	**348**	**86**	**81**	**146**	**1**	**123**	**23**	**4**	**1**	**4**	**0**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	36	80	0	20	0	156	58	25	44	1	55	13	0	0	2	1
4:00 PM - 5:00 PM	98	447	2	25	1	196	46	44	83	0	76	15	1	0	3	0

	PHF	Trucks
AM	0.908	13.7%
PM	0.779	8.8%



ATTACHMENT B

EXISTING OPERATIONS

Since 29 of the 45 project sites were operating with cannabis cultivation facilities when the existing traffic counts were collected in June 2019, the trips for these 29 sites were subtracted from the project area intersections and all the sites were assumed to operate as cut flower operation sites to reflect an "existing baseline without project" condition. These cannabis cultivation trips and cut flower sites were estimated by utilizing trip rates from existing similar operating facilities in the area. These project traffic generation trip rates will be described later in the report.

Exhibit 4A and Exhibit 4B show the adjusted existing volumes for the baseline analysis.

Table 1 shows that all the project study signalized intersections to currently operate at LOS D or better during the AM and PM peak hours.

Table 1 also shows that all the critical movements of the project area unsignalized intersections to currently operate at LOS D or better during the AM and PM peak hours with the exception of:

- US 101/Hartnell Road (SB left – LOS E and LOS F, AM and PM peak)
- US 101/Spence Road (WB left and EB left – LOS F, AM and PM peak)
- US 101/Potter Road (WB right – LOS F, AM and PM peak)

Table 2 shows that all the County roadway segments are currently operating at LOS B or better.

Table 3 shows that all the project area US 101 freeway segments to operate at LOS D or better during the AM and PM peak hours.

PROJECT TRAFFIC GENERATION

Since ITE (Institute of Transportation Engineer)'s *Trip Generation* publication, does not have any published trip generation rates for cannabis cultivation sites or similar type facilities, the traffic generation for the cannabis cultivation sites were estimated utilizing a derived trip rate based on actual traffic counts collected at two similar representative sites within the County during harvest season, which is 15 days out of the calendar year, and non-harvest season. The traffic data was collected at the representative sites' access driveways in April 2019, May 2019 and February 2020 on a daily basis (ADT) and during the AM (7-9) and PM (4-6) peak periods. Taking a weighted average of the two sites' trip rates, the cannabis cultivation sites are estimated to generate 1.05 ADT per 1,000 sf of cultivation square feet, 0.12 AM peak hour trips per 1,000 sf of cultivation square feet and 0.14 PM peak hour trips per 1,000 sf of cultivation square feet. In addition, traffic data from an existing cut flower operation site was also collected to be accounted for in the analysis. This resulted in a trip rate of 0.78 ADT per 1,000 sf of cultivation square feet, 0.05 AM peak hour trips per 1,000 sf of cultivation square feet and 0.05 PM peak hour trips per 1,000 sf of cultivation square feet. **Appendix D** contains the traffic counts and trip generation calculations for the representative sites.

Based on the above trip rates, the traffic generation for each of the cannabis cultivation sites were calculated and summarized in **Table 4** and **Table 5**. It should be noted that the trips summarized, assumes the net additional trips the site would generate assuming the sites were operating as cut flower operations. This is calculated based on the difference between the

cannabis cultivation site trip rates and the cut flower operation trip rates. (0.27 ADT per 1,000 sf of cultivation square feet, 0.07 AM peak hour trips per 1,000 sf of cultivation square feet and 0.09 PM peak hour trips per 1,000 sf of cultivation square feet). **Table 4** shows the near-term project traffic generation for the 45 sites. The total near-term traffic generation for all the sites equates to 2,627 ADT with 641 trips during the AM Peak (513 inbound/128 outbound) and 801 (200 inbound/601 outbound) during the PM Peak. Several of the cultivation sites have anticipated expansion areas that are considered as the long-term buildout in the cumulative scenario. **Table 5** shows the long-term project traffic generation for the 45 sites. The total long-term traffic generation for all the sites equates to 2,759 ADT with 683 trips during the AM Peak (547 inbound/137 outbound) and 845 (211 inbound/634 outbound) during the PM Peak.

To better illustrate the difference in trips between cannabis cultivation rates and cut flower rates, **Table 6** shows the total trips all sites would generate for cannabis cultivation operations and the total trips all sites would generate for cut flower operations along with the net total trips.

TRIP DISTRIBUTION/ASSIGNMENT

The site traffic distribution was estimated based on the sites' proximity to US 101, the nearby major roadways, existing local traffic patterns and existing traffic counts at the project area intersections. **Appendix E** summarizes the project traffic distribution percentages utilized in the analysis. **Exhibit 5A and Exhibit 5B** shows near-term project trip assignment. These project traffic volumes were then assigned to the existing project area intersections. **Exhibit 6A and Exhibit 6B** show the existing + project traffic volumes.

EXISTING + PROJECT OPERATIONS

Table 7 shows that all the project study signalized intersections to continue to operate at LOS D.

Table 7 also shows that all the critical movements of the project area unsignalized intersections to continue to operate at LOS D or better during the AM and PM peak hours with the exception of:

- Old Stage Road/Spence Road (EB left – LOS E, PM peak)
- US 101/Hartnell Road (WB left and SB left – LOS F, AM and PM peak)
- US 101/Spence Road (WB left and EB left – LOS F, AM and PM peak)
- US 101/Potter Road (WB right and SB left – LOS F, AM peak, WB right – LOS F, PM peak)

Table 8 shows that all the County roadway segments continue to operate at LOS B or better.

Table 9 shows that all the project area US 101 freeway segments to continue to operate at LOS D or better during the AM and PM peak hours.

CUMULATIVE (YEAR 2040) TRAFFIC VOLUMES

In order to estimate cumulative traffic volumes, the Association of Monterey Bay Area Governments (AMBAG) regional travel demand model was obtained for both the base year i.e. 2015 and forecast year i.e. 2040, to determine a growth rate for the cumulative traffic volumes (2040). AMBAG staff familiar with the travel demand model confirmed the base model (2015 model) is calibrated and validated against the 2015 traffic counts. The AMBAG forecast year

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Traffic Division

TABLE 4
NEAR-TERM TRAFFIC GENERATION

					Proposed Operations				Daily Volumes		AM Peak Hour				PM Peak Hour			
Site Number	RECORD NAME	APN	ADDR FULL LINE#	Parcel size (acres)	Cultivation Building Area (SF)	Processing Building Area (SF)	Distribution Building Area (SF)	Manufacturing Building Area (SF)	Daily Trip Rate per Cultivation Area (trips/ksf)	ADT	AM Peak Trip Rate (trips/ksf)	Total Trips	In	Out	PM Peak Trip Rate (trips/ksf)	Total Trips	In	Out
1	MONTEREY BOTANICALS LLC & GROWERS TRANSPLANTING INC	137-141-011-000	22785 FUJI LN, SALINAS, CA 93908	10	227,827	52,800			0.27	62	0.07	16	13	3	0.09	21	5	15
2	MONTEREY BOTANICALS LLC & GROWERS TRANSPLANTING INC	137-141-014-000	22750 FUJI LN, SALINAS, CA 93908	10	210,460	27,280			0.27	57	0.07	15	12	3	0.09	19	5	14
3	MONTEREY BOTANICALS LLC & GROWERS TRANSPLANTING INC	137-141-010-000	22835 FUJI LN, SALINAS, CA 93908	10	227,827	52,800			0.27	62	0.07	16	13	3	0.09	21	5	15
4	MONTEREY BOTANICALS LLC & GROWERS TRANSPLANTING INC	137-051-025-000	23760 Potter Road	9.95	290,000				0.27	78	0.07	20	16	4	0.09	26	7	20
5	HACKETT MICHAEL L & SYLVIA HACKETT TRS (RIVERVIEW FARMS)	137-051-039-000	23940 POTTER RD, SALINAS, CA 93908	12.3	269,941	7,058			0.27	73	0.07	19	15	4	0.09	24	6	18
6	MONTEREY HOLDING CO INC (QLORA GROUP INC)	137-121-006-000	20180 SPENCE RD, SALINAS, CA 93908	10.96	268,560	16,786			0.27	73	0.07	19	15	4	0.09	24	6	18
7	UCHIDA KEISHIRO & HANAKO TRS & UCHIDA HANAKO (ENCINAL ROAD CULTIVATION)	137-111-014-000	25950 ENCINAL RD, SALINAS, CA 93908	9.88	459,510	4,635			0.27	124	0.07	32	26	6	0.09	41	10	31
8	UCHIDA KEISHIRO & HANAKO TRS & UCHIDA HANAKO (ENCINAL ROAD CULTIVATION)	137-111-015-000	26000 ENCINAL RD, SALINAS, CA 93908	10.57	SHARED W ABOVE	SHARED WITH ABOVE												
9	LUKSIK DANIEL J & JANET S TRS (DJAS LLC)	107-011-006-000	50 ZABALA RD, SALINAS, CA 93908	40.33	140,000	2,400			0.27	38	0.07	10	8	2	0.09	13	3	9
10	GATANAGA KOICHI & SHINOBU TRS	137-141-013-000	22790 FUJI LN, SALINAS, CA 93908	15	236,000	1,350		2,400	0.27	64	0.07	17	13	3	0.09	21	5	16
11	SUR FARMS LLC (QUAIL CREEK FARMS LLC)	137-061-026-000	26900 ENCINAL RD, SALINAS, CA 93908	10	220,000	5,000	5,000	6,000	0.27	59	0.07	15	12	3	0.09	20	5	15
12	HERNANDEZ GUSTAVO RAMIREZ & BARRERA LUCIA N (GRUPO FLOR)	153-011-060-000	18 HARTNELL RD, SALINAS, CA 93908	11.6	82,000	2,264	N	N	0.27	22	0.07	6	5	1	0.09	7	2	6
13	CASTRO PROPERTY RENTALS LLC (GRUPO FLOR)	153-011-058-000	2272 ALISAL RD, SALINAS, CA 93908	9.59	190,606	3,800	N	N	0.27	51	0.07	13	11	3	0.09	17	4	13
14 *	CARDENAS NORMA PEREZ (LCG BUSINESS ENTERPRISES LLC)	137-111-031-000	25600 ENCINAL RD, SALINAS, CA 93908	13.7	57,000	2,529	N	N	1.05	60	0.104	6	5	1	0.126	7	2	5
15	ONITSUKA RYOJI & AKIKO (ONITSUKA BROTHERS LLC)	137-121-022-000	20420 SPENCE RD, SALINAS, CA 93908	20	228,633	6,125	N	700	0.27	62	0.07	16	13	3	0.09	21	5	15
16	SHINHIRA YOSHIHIRO TRS ET AL (VETGROW LLC)	137-021-043-000	20510 SPENCE RD, SALINAS, CA 93908	10.23	154,588	UNKNWON	UNKNOWN	UNKNOWN	0.27	42	0.07	11	9	2	0.09	14	3	10
17	HACKETT MICHAEL L & SYLVIA HACKETT TRS (SATSUMA PACIFIC FARMS)	137-051-024-000	23820 POTTER RD, SALINAS, CA 93908	10	170,484	10,164	UNKNOWN	UNKNOWN	0.27	46	0.07	12	10	2	0.09	15	4	12
18	Ushida	137-141-005	2338 Alisal, Salinas, CA 93908	9.32	204,704	3,200			0.27	55	0.07	14	11	3	0.09	18	5	14
19	YONEMITSU PROPERTIES LP (ALVAREZ BROTHERS LLC)	137-061-032-000	26500 ENCINAL RD, SALINAS, CA 93908	19.38	330000	1320	10320	0	0.27	89	0.07	23	18	5	0.09	30	7	22
20	C QUADRANT LLC (BINHAI HARBOR GROUP)	137-021-033-000	20800 SPENCE RD, SALINAS, CA 93908	10	3,457			33,522	0.27	1	0.07	0	0	0	0.09	0	0	0
21	Western Transplanting, LLC	137-111-033-000	25700 Encinal, Salinas, CA 93906	12.5	170,303	3200	2544	0	0.27	46	0.07	12	10	2	0.09	15	4	11
22	VONNEGUT MARTIN TR ET AL (I GOT 5 ON IT MEMBERSHIP CLUB)	137-021-018-000	20954 SPENCE RD, SALINAS, CA 93908	1.7	N/A	N/A	N/A	3000	0.27	1	0.07	0	0	0	0.09	0	0	0
23	SILVA SERGIO E & CELIA A (MONTEREY VALLEY PRIDE LLC)	153-011-059-000	2262 ALISAL RD, SALINAS, CA 93908	9.7	171,605	3,814	1,179	N/A	0.27	46	0.07	12	10	2	0.09	15	4	12

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TABLE 4 (CONTINUED)
NEAR-TERM TRAFFIC GENERATION

24	MINAMI RONNIE K & HIDEKO TRS (MONTEREY VALLEY PRIDE LLC)	137-121-023-000	20400 SPENCE RD, SALINAS, CA 93908	21.42	237,750	5,144	same building as processing	N/A	0.27	64	0.07	17	13	3	0.09	21	5	16
25	DEL REAL RAMON G & EVANGELINA DEL REAL TRS (CULTIVAR INC)	137-061-029-000	26800 ENCINAL RD, SALINAS, CA 93908	10	263,680	5000	3000	10,214	0.27	71	0.07	18	15	4	0.09	24	6	18
26	Monterey Grove/Hartenbach	153-011-053-000	2242 Alisal , Salinas, CA 93908	22	239400	10000	1850	2500	0.27	65	0.07	17	13	3	0.09	22	5	16
27	EMERALD VALLEY PROPERTY LLC	137-121-004-000	20220 SPENCE RD, SALINAS, CA 93908	10	214,273	12,000	3,590	6,000	0.27	58	0.07	15	12	3	0.09	19	5	14
28	CFP RE FUND I LLC (FLRISH FARMS LLC)	149-031-038-000	26889 ENCINAL RD, SALINAS, CA 93908	47.23	280,769	10,100	2500	450	0.27	76	0.07	20	16	4	0.09	25	6	19
29	MUNDO PM LP (NEW LEAF FAMILY FARMS INC)	137-121-010-000 & 137-121-013-000	20260 SPENCE RD, SALINAS, CA 93908	10	247,000	8,9223(3,922+5,000 in Bld	2,515(515+2,000 in Bldg. E	7,000 (1/2 BLDG. D)	0.27	67	0.07	17	14	3	0.09	22	6	17
30	SALINAS QUALITY INVESTMENTS LLC (SALINAS SPENCE ROAD CARE INC)	137-121-012-000	20240 SPENCE RD, SALINAS, CA 93908	11.5	177,965	7200	3123	0	0.27	48	0.07	12	10	2	0.09	16	4	12
31 *	GROWERS TRANSPLANTING INC (NOBLE FARMS LLC)	137-141-006-000	2340 ALISAL RD, SALINAS, CA 93908	9.33	206700	3276	2100	0	1.0510	217	0.127	26	21	5	0.051	11	3	8
32	GROWERS TRANSPLANTING INC (27020 ENCINAL ROAD LLC)	137-061-050-000	27020 ENCINAL RD, SALINAS, CA 93908	48.91	228216	8000	2000	800	0.27	62	0.07	16	13	3	0.09	21	5	15
33	GROWERS TRANSPLANTING INC (360 ESPINOSA ROAD LLC)	253-012-048-000	370 ESPINOSA RD, SALINAS, CA 93907	30	308,159	All three will be in the second building 12254			0.27	83	0.07	22	17	4	0.09	28	7	21
34	GROWERS TRANSPLANTING INC (360 ESPINOSA ROAD LLC)	253-012-047-000	360 ESPINOSA RD, SALINAS, CA 93907	30.3	611,113	7829	1200	2533	0.27	165	0.07	43	34	9	0.09	55	14	41
35	27040 ENCINAL LLC (214 LEWIS ROAD LLC)	137-061-048-000	27040 ENCINAL RD, SALINAS, CA 93908	42.57	326000	8,000	2,200	800	0.27	88	0.07	23	18	5	0.09	29	7	22
36	23640 POTTER ROAD LLC (ECCA INVESTMENTS PARTNERS LLC)	137-051-027-000	23640 POTTER RD, SALINAS, CA 93908	10	272,603	1025	896	N/A	0.27	74	0.07	19	15	4	0.09	25	6	18
37	CAZARES RODOLFO & HORTENCIA TRS (FAITH & FAMILY FARMS LLC)	137-141-015-000	22730 FUJI LN, SALINAS, CA 93908	10	135,300	1,050	814	0	0.27	37	0.07	9	8	2	0.09	12	3	9
38	LNB VENTURES SALINAS LLC	211-021-014-000	398 NATIVIDAD RD, #A, SALINAS, CA 93906	40	176,004	3,000	2,000	0	0.27	48	0.07	12	10	2	0.09	16	4	12

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Traffic Division

TABLE 4 (CONTINUED)
NEAR-TERM TRAFFIC GENERATION

39	LNB VENTURES SALINAS LLC	137-121-005-000	20200 SPENCE RD, SALINAS, CA 93908	10	268,900	5,600	2,200	0	0.27	73	0.07	19	15	4	0.09	24	6	18
40	Valle Del Sol Properties, LLC	137-141-009-000	22900 FUJI LANE, SALINAS, CA 93908	24	149981	19,000	4,480	6,000	0.27	5	0.07	1	1	0	0.09	2	0	1
41	PRSC LLC (MOLECULAR FARMS LLC)	137-051-026-000	23700 POTTER RD, SALINAS, CA 93908	8.359	99288	6685	400 (office)		0.27	27	0.07	7	6	1	0.09	9	2	7
42	Cali Girls Seeds	167-041-006-000	1230 RIVER ROAD, SALINAS, CA 9	0.8	190	0	0	0	0.27	0	0.07	0	0	0	0.09	0	0	0
43	RoVaSe, Inc.	269-061-014-000	26100 OLD STAGE ROAD	10	500	576	0	0	0.27	0	0.07	0	0	0	0.09	0	0	0
44	Azzopardi	139-091-008-000	564 RIVER ROAD, SALINAS , CA 9	5	7,520	1,984	923	0	0.27	2	0.07	1	0	0	0.09	1	0	1
45	RODEO NURSERY	137-121-016-000	2378 Alisal, Salinas, CA 93908	11.56	330,000	UNKNOWN	UNKNOWN	UNKNOWN	0.27	89	0.07	23	18	5	0.09	30	7	22
								TOTAL TRIPS:		**2,627**		**641**	**513**	**128**		**801**	**200**	**601**

Footnote:
* - Actual traffic counts conducted for these sites

ATTACHMENT C

Intersection Level Of Service Report
Intersection 101: Alisal Road / Fuji Lane

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Fuji Lane		Alisal Road		Alisal Road	
Approach	Northbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Fuji Lane		Alisal Road		Alisal Road	
Base Volume Input [veh/h]	9	1	5	99	163	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	10.00	7.00	7.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	1	5	99	163	46
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	27	44	13
Total Analysis Volume [veh/h]	10	1	5	108	177	50
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.59	9.49	7.75	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.26	1.26	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	10.49		0.34		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 102: Old Stage Road / Spence Road

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Base Volume Input [veh/h]	44	1	55	0	0	2	36	80	0	0	156	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	2.00	2.00	2.00	17.00	17.00	17.00	12.00	12.00	12.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	1	55	0	0	2	36	80	0	0	156	58
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	15	0	0	1	10	22	0	0	42	16
Total Analysis Volume [veh/h]	48	1	60	0	0	2	39	87	0	0	170	63
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.07	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.54	12.87	10.47	12.10	11.90	8.71	7.97	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.58	0.58	0.58	0.01	0.01	0.01	0.10	0.10	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.43	14.43	14.43	0.15	0.15	0.15	2.41	2.41	2.41	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.40			8.71			2.47			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	3.34											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 101: Alisal Road / Fuji Lane

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.161

Intersection Setup

Name	Fuji Lane		Alisal Road		Alisal Road	
Approach	Northbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Fuji Lane		Alisal Road		Alisal Road	
Base Volume Input [veh/h]	62	17	6	423	183	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	3.00	3.00	18.00	18.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	17	6	423	183	5
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	5	2	115	50	1
Total Analysis Volume [veh/h]	67	18	7	460	199	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.37	11.01	7.66	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.66	0.66	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.51	16.51	0.39	0.39	0.00	0.00
d_A, Approach Delay [s/veh]	14.44		0.11		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.69					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 102: Old Stage Road / Spence Road

Control Type:	Two-way stop	Delay (sec / veh):	33.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

Intersection Setup

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Base Volume Input [veh/h]	83	0	76	1	0	3	98	447	2	1	196	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	9.00	9.00	2.00	2.00	2.00	5.00	5.00	5.00	18.00	18.00	18.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	0	76	1	0	3	98	447	2	1	196	46
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	21	0	0	1	27	121	1	0	53	13
Total Analysis Volume [veh/h]	90	0	83	1	0	3	107	486	2	1	213	50
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.42	0.00	0.11	0.01	0.00	0.01	0.08	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	33.40	32.47	21.16	24.47	21.09	11.30	8.06	0.00	0.00	8.61	0.00	0.00
Movement LOS	D	D	C	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.90	2.90	2.90	0.03	0.03	0.03	0.27	0.27	0.27	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	72.61	72.61	72.61	0.80	0.80	0.80	6.81	6.81	6.81	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	27.53			14.59			1.45			0.03		
Approach LOS	D			B			A			A		
d_I, Intersection Delay [s/veh]	5.49											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 101: Alisal Road / Fuji Lane

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Fuji Lane		Alisal Road		Alisal Road	
Approach	Northbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Fuji Lane		Alisal Road		Alisal Road	
Base Volume Input [veh/h]	9	1	5	99	163	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	10.00	7.00	7.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	3	6	5	16	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	2	1	4	0	0	7
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	5	15	104	179	67
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	4	28	49	18
Total Analysis Volume [veh/h]	14	5	16	113	195	73
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.16	9.74	7.88	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.29	2.29	0.96	0.96	0.00	0.00
d_A, Approach Delay [s/veh]	10.78		0.98		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.80					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 102: Old Stage Road / Spence Road

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Base Volume Input [veh/h]	44	1	55	0	0	2	36	80	0	0	156	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	2.00	2.00	2.00	17.00	17.00	17.00	12.00	12.00	12.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	10	0	0	0	12	22	0	0	30	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	3	0	0	0	0	0	0	1	0	0	1	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	1	65	0	0	2	48	103	0	0	187	70
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	18	0	0	1	13	28	0	0	51	19
Total Analysis Volume [veh/h]	60	1	71	0	0	2	52	112	0	0	203	76
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	No		
Number of Storage Spaces in Median	1	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.09	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.31	12.72	10.14	13.47	12.94	8.83	8.13	0.00	0.00	7.54	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.37	0.37	0.30	0.01	0.01	0.01	0.14	0.14	0.14	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.25	9.25	7.58	0.16	0.16	0.16	3.39	3.39	3.39	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.15			8.83			2.58			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	3.31											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 101: Alisal Road / Fuji Lane

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	Fuji Lane		Alisal Road		Alisal Road	
Approach	Northbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Fuji Lane		Alisal Road		Alisal Road	
Base Volume Input [veh/h]	62	17	6	423	183	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	3.00	3.00	18.00	18.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	5	3	16	8	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	9	5	2	0	0	3
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	27	11	439	191	13
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	7	3	119	52	4
Total Analysis Volume [veh/h]	98	29	12	477	208	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.38	12.56	7.71	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.16	1.16	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	29.07	29.07	0.68	0.68	0.00	0.00
d_A, Approach Delay [s/veh]	16.28		0.19		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.58					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 102: Old Stage Road / Spence Road

Control Type:	Two-way stop	Delay (sec / veh):	29.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Base Volume Input [veh/h]	83	0	76	1	0	3	98	447	2	1	196	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	9.00	9.00	2.00	2.00	2.00	5.00	5.00	5.00	18.00	18.00	18.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	11	0	0	0	11	34	0	0	27	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	1	0	0	0	0	0	0	1	0	0	4	1
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	0	87	1	0	3	109	482	2	1	227	63
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	0	24	0	0	1	30	131	1	0	62	17
Total Analysis Volume [veh/h]	104	0	95	1	0	3	118	524	2	1	247	68
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	No		
Number of Storage Spaces in Median	1	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.37	0.00	0.13	0.01	0.00	0.01	0.10	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	25.52	25.32	10.57	29.14	24.21	11.65	8.24	0.00	0.00	8.74	0.00	0.00
Movement LOS	D	D	B	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.67	1.67	0.44	0.04	0.04	0.04	0.32	0.32	0.32	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	41.70	41.70	10.96	0.92	0.92	0.92	7.95	7.95	7.95	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	18.38			16.02			1.51			0.03		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	4.04											
Intersection LOS	D											

22900 FUJI LANE

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Scenario 5 NearTerm+P AM
7/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
101	Alisal Road / Fuji Lane	Two-way stop	HCM 6th Edition	NB Left	0.038	11.8	B
102	Old Stage Road / Spence Road	Two-way stop	HCM 6th Edition	NEB Thru	0.002	13.0	B
103	Fuji Lane / Project Driveway	Two-way stop	HCM 6th Edition	NWB Right	0.010	8.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 101: Alisal Road / Fuji Lane

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Fuji Lane		Alisal Road		Alisal Road	
Approach	Northbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Fuji Lane		Alisal Road		Alisal Road	
Base Volume Input [veh/h]	9	1	5	99	163	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	10.00	7.00	7.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	2	4	5	16	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	9	5	22	0	0	33
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	8	31	104	179	88
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	8	28	49	24
Total Analysis Volume [veh/h]	21	9	34	113	195	96
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.79	9.94	7.98	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.08	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.89	3.89	2.11	2.11	0.00	0.00
d_A, Approach Delay [s/veh]	11.24		1.85		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 102: Old Stage Road / Spence Road

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Base Volume Input [veh/h]	44	1	55	0	0	2	36	80	0	0	156	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	2.00	2.00	2.00	17.00	17.00	17.00	12.00	12.00	12.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	10	0	0	0	12	20	0	0	29	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	17	0	0	0	0	0	0	5	0	0	4	1
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	1	65	0	0	2	48	105	0	0	189	71
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	18	0	0	1	13	29	0	0	51	19
Total Analysis Volume [veh/h]	75	1	71	0	0	2	52	114	0	0	205	77
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	No		
Number of Storage Spaces in Median	1	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.09	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.58	12.99	10.16	13.53	12.99	8.84	8.14	0.00	0.00	7.54	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.48	0.48	0.30	0.01	0.01	0.01	0.14	0.14	0.14	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.92	11.92	7.60	0.16	0.16	0.16	3.40	3.40	3.40	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.41			8.84			2.55			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	3.55											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 103: Fuji Lane / Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Fuji Lane		Fuji Lane		Project Driveway	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Fuji Lane		Fuji Lane		Project Driveway	
Base Volume Input [veh/h]	6	0	0	30	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	3	0	44	11	0	11
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	44	54	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	11	14	0	3
Total Analysis Volume [veh/h]	12	0	44	54	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.30	0.00	9.46	8.40
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.08	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.11	2.11	0.78	0.78
d_A, Approach Delay [s/veh]	0.00		3.28		8.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.42					
Intersection LOS	A					

22900 FUJI LANE

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Scenario 6 NearTerm+P PM
7/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
101	Alisal Road / Fuji Lane	Two-way stop	HCM 6th Edition	NB Left	0.314	19.1	C
102	Old Stage Road / Spence Road	Two-way stop	HCM 6th Edition	SWB Left	0.007	30.0	D
103	Fuji Lane / Project Driveway	Two-way stop	HCM 6th Edition	NWB Right	0.050	8.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 101: Alisal Road / Fuji Lane

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.314

Intersection Setup

Name	Fuji Lane		Alisal Road		Alisal Road	
Approach	Northbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Fuji Lane		Alisal Road		Alisal Road	
Base Volume Input [veh/h]	62	17	6	423	183	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	3.00	3.00	18.00	18.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	4	2	16	8	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	38	25	8	0	0	13
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	46	16	439	191	22
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	13	4	119	52	6
Total Analysis Volume [veh/h]	120	50	17	477	208	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.11	14.08	7.74	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.72	1.72	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	42.93	42.93	0.97	0.97	0.00	0.00
d_A, Approach Delay [s/veh]	17.63		0.27		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.49					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 102: Old Stage Road / Spence Road

Control Type:	Two-way stop	Delay (sec / veh):	30.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Spence Road			Spence Road			Old Stage Road			Old Stage Road		
Base Volume Input [veh/h]	83	0	76	1	0	3	98	447	2	1	196	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.00	9.00	9.00	2.00	2.00	2.00	5.00	5.00	5.00	18.00	18.00	18.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	11	0	0	0	11	33	0	0	26	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	5	0	0	0	0	0	0	3	0	0	19	6
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	0	87	1	0	3	109	483	2	1	241	68
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	0	24	0	0	1	30	131	1	0	65	18
Total Analysis Volume [veh/h]	109	0	95	1	0	3	118	525	2	1	262	74
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	No		
Number of Storage Spaces in Median	1	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.00	0.13	0.01	0.00	0.01	0.10	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	26.51	26.31	10.72	30.01	24.85	11.66	8.31	0.00	0.00	8.74	0.00	0.00
Movement LOS	D	D	B	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.82	1.82	0.45	0.04	0.04	0.04	0.32	0.32	0.32	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	45.45	45.45	11.26	0.94	0.94	0.94	8.11	8.11	8.11	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	19.16			16.25			1.52			0.03		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	4.17											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 103: Fuji Lane / Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Fuji Lane		Fuji Lane		Project Driveway	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Fuji Lane		Fuji Lane		Project Driveway	
Base Volume Input [veh/h]	48	0	0	5	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	0	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	14	0	16	5	0	49
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	0	16	16	0	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	4	4	0	12
Total Analysis Volume [veh/h]	76	0	16	16	0	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	7.39	0.00	9.37	8.85
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.80	0.80	3.92	3.92
d_A, Approach Delay [s/veh]	0.00		3.69		8.85	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.51					
Intersection LOS	A					

RICK
ENGINEERING COMPANY
Traffic Division

August 4, 2022

Mr. Chris Boggs
Janus LLC
P.O. Box 6507
Salinas, California 93912

SUBJECT: 22900 FUJI LANE CANNABIS CULTIVATION FACILITY VMT ANALYSIS, MONTEREY COUNTY, CA
(RICK ENGINEERING COMPANY JOB NUMBER 19670)

Dear Mr. Boggs:

The following Vehicle Miles Traveled (VMT) analysis has been prepared in accordance with the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 28, 2018) for the proposed cannabis cultivation facility located at 22900 Fuji Lane in unincorporated Monterey County south of the City of Salinas, California.

Project Description

The project proposes to replace 69,465 square-feet of existing greenhouses for cut flower operations with a proposed 519,629 square-foot cannabis cultivation facility that will include 485,174 square-feet of cultivation greenhouses and an additional 34,455 square-feet for ancillary uses that include drying, storage, processing, and distribution of the harvested cannabis. Access is proposed via an existing driveway for the project property. The existing project driveway would provide full access to and from the site. The project proposes to provide a total of 70 parking stalls including 3 ADA accessible parking stalls. **Exhibit 1** illustrates the project site plan.

The project site was included as one of the 45 cannabis cultivation sites in the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020), but at the time the study was prepared (2019-2020), 149,981 square-feet of cannabis cultivation greenhouses were proposed based on the historical footprint of both existing and previous greenhouses on the project site.

Project Trip Generation

The trip generation for the proposed project was developed based on the trip generation rates that were developed for existing cut flower operations and the 45 cannabis cultivation sites in the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020). The cannabis cultivation trip generation rate that was developed for the 45 cannabis cultivation sites was based on actual traffic counts that were collected at two similar representative sites during both harvest season and non-harvest season. The trip generation rate was based on only the cultivation square-footage and does not include the square-footage of ancillary buildings used for drying, storage, processing or distribution of the cannabis products. The trip generation rate of the existing cut flower operations was also based on actual traffic counts that were collected at a similar representative site. The trip generation of the existing greenhouses was extracted from the cannabis cultivation trip generation to derive the net increase in trip generation with the proposed project.

Table 1 shows the trip generation calculations for the proposed project. **Attachment A** contains the trip generation rates from the approved *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020).

Table 1 shows that the proposed project is anticipated to generate a net increase of 455 trips per day, with a net increase of 55 trips during the AM peak hour (44 inbound/11 outbound) and a net increase of 65 trips during the PM peak hour (16 inbound/49 outbound).

Vehicle Miles Traveled (VMT) Analysis

Background

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Statute & Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Statute & Guidelines beginning January 1, 2019. Section 15064.3: Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

VMT Screening Assessment

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California Office of Planning and Research, December 2018) recommends the following VMT screening criteria for land development projects to determine if a project is presumed to have a less than significant transportation impact per CEQA:

- Screening Threshold for Small Projects (<110 daily trips)
- Map-Based Screening for Residential and Office Projects (low VMT generating area)
- Presumption of Less Than Significant Impact Near Transit Stations
- Presumption of Less Than Significant Impact for Local-Serving Retail (<50,000 sq. ft.)
- Presumption of Less Than Significant Impact for Affordable Residential Development

As previously shown in Table 1 (Project Trip Generation), the proposed project does not meet the screening threshold for a small project, which is fewer than 110 daily trips. The Monterey County VMT Calculator Sketch Tool used for the VMT analysis indicates that based on the Association of Monterey Bay Area Governments (AMBAG) regional travel demand model Travel Analysis Zone (TAZ) in which the project site is located, the project site is not located in a low VMT generating area.

Due to the size, location, and land use composition, none of the above-listed screening criteria are applicable to the proposed project. Therefore, the project was not presumed to have a less than significant transportation impact and a VMT analysis is required per CEQA.

TABLE 1
PROJECT TRIP GENERATION

LAND USE	SIZE	RATE	ADT	AM PEAK HOUR						PM PEAK HOUR					
				RATE	SPLIT		VOLUME			RATE	SPLIT		VOLUME		
					IN	OUT	TOTAL	IN	OUT		IN	OUT	TOTAL	IN	OUT
PROPOSED PROJECT TRIP GENERATION															
Cannabis Cultivation Facility (Proposed Use)	485.174* KSF	1.05	**509**	**0.12**	80%	20%	**58**	**46**	**12**	**0.14**	25%	75%	**68**	**17**	**51**
TRIP GENERATION OF EXISTING USE															
Cut Flower Operations (Existing Greenhouse)	69.465 KSF	0.78	**-54**	**0.05**	80%	20%	**-3**	**-2**	**-1**	**0.05**	25%	75%	**-3**	**-1**	**-2**
NET DIFFERENCE IN TRIPS (PROPOSED - EXISTING):			**455**				**55**	**44**	**11**				**65**	**16**	**49**

Source: *Final Multiple Cannabis Cultivation Facilities Traffic Impact Study* (Rick Engineering Company, June 12, 2020)

*Total cultivation square-footage only. The facility includes 34,455 square-feet for ancillary uses such as drying, storage, processing and distribution of the cannabis products, which were not included in the trip generation calculations.

VMT Analysis Methodology

A VMT analysis was prepared in accordance with the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California Office of Planning and Research, December 2018). The analysis was conducted using the Monterey County VMT Calculator Sketch Tool developed by Kimley Horn for VMT analysis in Monterey County. The Monterey County VMT Calculator Sketch Tool calculates the VMT per resident or per employee, and daily trip generation for various land uses based on ITE 11th Edition trip generation rates. Although the Monterey County VMT Calculator Sketch Tool provides the VMT per employee for agricultural uses, daily trip generation information for agricultural uses is not provided in the Monterey County VMT Calculator Sketch Tool.

VMT Significance Thresholds

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California Office of Planning and Research, December 2018) recommends the following VMT significance thresholds for various land development projects:

- **Recommended Significance Threshold for Residential Projects:** VMT exceeding 85% of average regional or subregional VMT per capita resident.
- **Recommended Significance Threshold for Office Projects:** VMT exceeding 85% of average regional or subregional VMT per employee.
- **Recommended Significance Threshold for Retail Projects:** A net increase in total VMT in the region or subregion.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California Office of Planning and Research, December 2018) does not provide significance thresholds for agricultural uses, but the following significance threshold is provided for agricultural uses in the Monterey County VMT Calculator Sketch Tool:

- **Recommended Significance Threshold for Agricultural Projects:** VMT exceeding 85% of average regional or subregional home-based work (HBW) VMT per agricultural employee.

VMT Analysis Findings / CEQA Significance Determination

The project site address was inputted into the Monterey County VMT Calculator Sketch Tool, and based on the Travel Analysis Zone (TAZ) in which the project site is located (TAZ #1368 in the AMBAG Regional Travel Demand Model), it was determined that the project site HBW VMT per agricultural employee would exceed Monterey County's VMT significance threshold for agricultural projects. Therefore, development of the proposed project would result in a significant CEQA transportation impact, and mitigation measures would be required to reduce the project's VMT impact to less than significant.

The Monterey County VMT Calculator Sketch Tool shows that the project site HBW VMT per agricultural employee is 2.2 miles, whereas the regional average HBW VMT per agricultural employee is 1.8 miles, and the significance threshold HBW VMT per agricultural employee (15% below average) is 1.5 miles. Based on the VMT outputs in the Monterey County VMT Calculator Sketch Tool, the project site's HBW VMT per agricultural employee would exceed the significance threshold HBW VMT per agricultural employee by **0.7 mile**, or **46.67%**. An excerpt from the Monterey County VMT Calculator Sketch Tool showing the project's significance determination is contained in **Attachment B**.

Recommended Mitigation Measures

The Monterey County VMT Calculator Sketch Tool provides various Transportation Demand Management (TDM) strategies that are based on the 2010 California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures publication, which were utilized as mitigation measures to reduce the project's HBW VMT per agricultural employee to the significance threshold or below. The following TDM strategies were applied to mitigate the project's VMT impact to less than significant, as described in the Monterey County VMT Calculator Sketch Tool:

- Parking Management Strategies (TDM Measure #5 under Parking Strategies): Strategies to encourage efficiency in parking facilities and improve the quality of service to parking users. *To provide a project-specific mitigation measure, it is recommended that the project design the parking areas on the project site to prioritize the carpool, vanpool and ride-share spaces, the electric vehicle (EV) spaces/charging stations, and the passenger loading/unloading zone for carpool, vanpool, or ride-share (Uber, Lyft) passengers.*

- Implement Neighborhood Shuttle (TDM Measure #11 under Transit Strategies): Implement project-operated or project-sponsored neighborhood shuttle serving residents, employees and visitors of the project site. *To provide a project-specific mitigation measure, it is recommended that the project coordinate with other cannabis cultivation facilities in the nearby vicinity to implement a neighborhood shuttle for employees to commute to their respective cannabis cultivation employment sites.*

- Mandatory Travel Behavior Change Program with Promotions and Marketing (TDM Measure #13 under Communication and Information Strategies): Involves the development of a travel behavior change program that targets individual's attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Provide information on employer's website that allows employees to research other modes of transportation for commuting. Involves use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.

- Employer Sponsored Vanpool or Shuttle (TDM Measure #16 under Commuting Strategies): Implementation of employer-sponsored employee vanpool or shuttle providing new opportunities for access to connect employees to the project site. *To provide a project-specific mitigation measure, it is recommended that the project implement their own employee vanpool, separate from the recommended neighborhood shuttle, that would transport employees between a designated pick-up/drop-off location and the project site.*

- Preferential Carpool / Vanpool Parking Spaces (TDM Measure #17 under Commuting Strategies): Reserved carpool / vanpool spaces closer to the building entrance. *To provide a project-specific mitigation measure, it is recommended that the project provide carpool and vanpool spaces close to the cannabis processing building (Building "G" in project site plan).*

- Passenger Loading Zones for Carpool / Vanpool (TDM Measure #18 under Commuting Strategies): Provide easy access for carpools or vanpools. *To provide a project-specific mitigation measure, it is recommended that the project provide a passenger loading zone for carpools, vanpools and ride-share vehicles (Uber, Lyft) close to the cannabis processing building (Building "G" in project site plan).*

- On-Site Carts or Shuttles (TDM Measure #19 under Commuting Strategies): Provide on-site cart or shuttle to transport employees across the project site. *To provide a project-specific mitigation measure, it is recommended that the project provide on-site carts or a shuttle to transport employees between the main parking lot and the cannabis cultivation greenhouses and processing building.*

- Emergency Ride Home Program (TDM Measure #20 under Commuting Strategies): Provides an occasional subsidized ride to commuters who use alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late and need a ride when transit service is not available. *To provide a project-specific mitigation measure, it is recommended that the project participate in the Emergency Ride Home Program that is provided by the Transportation Agency for Monterey County (TAMC) and provide reimbursement to employees who use the program.*

- Alternative Work Schedule (TDM Measure #21 under Commuting Strategies): Flextime, Compressed Work Week (CWW), or staggered shifts. *To provide a project-specific mitigation measure, it is recommended that the project provide staggered work shifts that avoid shift transitions during the typical peak commute hours (7-9 AM and 4-6 PM).*

- Ride-Share Program (TDM Measure #23 under Shared Mobility Strategies): Increases vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides. *To provide a project-specific mitigation measure, it is recommended that the project provide one reserved parking space for a ride-share vehicle (Uber, Lyft) near the cannabis processing building (Building "G" in project site plan) and provide ride-share services information to employees on the project's company website.*

- Include Bike Parking Per City Code, Secure Bike Parking, Showers, and Bicycle Repair Station / Services (TDM Measure #30 under Bicycle Infrastructure Strategies): Implements short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations. Implements additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel. On-site bicycle repair tools and space to use them supports on-going use of bicycles for transportation. *To provide a project-specific mitigation measure, it is recommended that the project provide bicycle racks near the cannabis processing building (Building "G" in project site plan), one shower inside Building "G", and a small space near Building "G" that provides a bicycle tire pump and repair tools.*

- EV (Electric Vehicle) Parking Spaces / Stations (TDM Measure #37 under Miscellaneous Strategies): Provide charging station. Credit for GHG reduction. *To provide a project-specific mitigation measure, it is recommended that the project provide one EV parking space/charging station in the main parking lot of the project site, and provide one EV parking space/charging station near the cannabis processing building (Building "G" in project site plan).*

Table 2 provides a summary of the above-listed mitigation measures and the estimated percent VMT reduction per the Monterey County VMT Calculator Sketch Tool. A VMT reduction calculation spreadsheet from the Monterey County VMT Calculator Sketch Tool is provided in **Attachment C**.

TABLE 2
TOTAL VMT REDUCTION WITH RECOMMENDED MITIGATION MEASURES

TDM Strategy/VMT Reduction Measure Per Monterey County VMT Sketch Tool		Description of Measure (Project-Specific)	Calculated HBW VMT Per Employee Reduction (%)
#5	Parking Management Strategies	Design the parking areas on the project site to prioritize the carpool, vanpool and ride-share spaces, the electric vehicle (EV) spaces/charging stations, and the passenger loading/unloading zone for carpool, vanpool, or ride-share (Uber, Lyft) passengers.	1.10%
#11	Implement Neighborhood Shuttle	Coordinate with other cannabis cultivation facilities in the nearby vicinity to implement a neighborhood shuttle for employees to commute to their respective cannabis cultivation employment sites.	16.19%
#13	Mandatory Travel Behavior Change Program with Promotions and Marketing	Provide information on the project's company website that allows employees to research other modes of transportation for commuting, and that includes use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.	4.39%
#16	Employer Sponsored Vanpool or Shuttle	Implement an employee vanpool, separate from the recommended neighborhood shuttle, that would transport employees between a designated pick-up/drop-off location and the project site	2.20%
#17	Preferential Carpool / Vanpool Parking Spaces	Provide carpool and vanpool spaces close to the cannabis processing building (Building “G” in project site plan).	2.20%
#18	Passenger Loading Zones for Carpool / Vanpool	Provide a passenger loading zone for carpools, vanpools and ride-share vehicles (Uber, Lyft) close to the cannabis processing building (Building “G” in project site plan).	2.20%
#19	On-Site Carts or Shuttles or Bikes	Provide on-site carts or a shuttle to transport employees between the main parking lot and the cannabis cultivation greenhouses and processing building, as well as provide bicycles for employees to travel around the project site.	1.10%
#20	Emergency Ride Home Program	Participate in the Emergency Ride Home Program that is provided by the Transportation Agency for Monterey County (TAMC) and provide reimbursement to employees who use the program.	8.79%
#21	Alternative Work Schedule	Provide either a four-day workweek (4+10) and/or staggered work shifts that avoids shift transitions during the typical peak commute hours (7-9 AM and 4-6 PM).	7.69%
#23	Ride-Share Program	Provide one reserved parking space for a ride-share vehicle (Uber, Lyft) near the cannabis processing building (Building “G” in project site plan) and provide ride-share services information to employees on the project’s company website.	10.98%
#30	Include Bike Parking Per City Code, Secure Bike Parking, Showers, and Bicycle Repair Station / Services	Provide bicycle racks near the cannabis processing building (Building “G” in project site plan), one shower inside Building “G”, and a small space near Building “G” that provides a bicycle tire pump and repair tools.	4.39%
#37	EV (Electric Vehicle) Parking Spaces / Stations	Provide one EV parking space/charging station in the main parking lot of the project site, and provide one EV parking space/charging station near the cannabis processing building (Building “G” in project site plan).	2.20%
		Total Percent VMT Reduction With Recommended Mitigation Measures:	**48.61%[1]**

Source: Monterey County VMT Calculator Sketch Tool, Kimley Horn.
[1] Total percent VMT reduction was calculated using the CAPCOA diminishing effectiveness equation, and this value does NOT reflect the sum of the percent VMT reductions for the individual measures.

As shown in Table 2, the total percent VMT reduction with the recommended mitigation measures is calculated at **48.61%.** The minimum percent VMT reduction required to mitigate the project's VMT impact per the Monterey County VMT Calculator Sketch Tool is **46.67%** to achieve the HBW VMT per agricultural employee significance threshold (1.5 miles). Therefore, the recommended mitigation measures would reduce the project's VMT impact to less than significant.

The percent VMT reduction of each individual mitigation measure was taken directly from the TDM output sheet in the Monterey County VMT Calculator Sketch Tool. The Monterey County VMT Calculator Sketch Tool shows the HBW VMT per agricultural employee in miles with the combined recommended mitigation measures, but not the total percent VMT reduction.

The total percent VMT reduction with the recommended mitigation measures that is shown in Table 2 (48.61%) was calculated using the following equation from the 2010 CAPCOA Quantifying Greenhouse Gas Mitigation Measures publication (and also the updated 2021 CAPCOA publication) that diminishes the effectiveness of subsequent VMT reduction measures when proposed simultaneously:

- Overall % VMT Reduction = 1 – (1 – A) x (1 – B) x (1 – C) x (1 – D) …

Where A, B, C, D, etc. are the individual VMT reduction measure percentages.

The Monterey County VMT Calculator Sketch Tool utilizes the above equation to calculate the total VMT reduction with the recommended mitigation measures, but as previously noted, the total percent VMT reduction is not shown, only the project's HBW VMT per agricultural employee in miles with the combined mitigation measures.

Although the total percent VMT reduction shown in Table 2 (48.61%) exceeds the minimum required percent VMT reduction (46.67%) by nearly two percent, the VMT output sheet in the Monterey County VMT Calculator Sketch Tool shows that the project's HBW VMT per agricultural employee with the recommended mitigation measures would be 1.6 miles rather than 1.5 miles and still shows a significant impact. However, it is likely a rounding error in the Monterey County VMT Calculator Sketch Tool that is continuing to show a significant impact, due to the HBW VMT per agricultural employee in miles being rounded to the nearest tenth decimal place. In addition, the VMT output sheet in the Monterey County VMT Calculator Sketch Tool shows that the project's HBW VMT per agricultural employee (in miles) with the recommended mitigation measures would not exceed the line in the graph representing the significance threshold, which confirms that the reported significant impact is likely due to a rounding error. The VMT output from the Monterey County VMT Calculator Sketch Tool with the recommended mitigation measures is contained in **Attachment D**.

Conclusions/Recommendations

The findings of this VMT analysis showed that based on the daily project trips exceeding OPR's Screening Threshold for Small Projects (110 ADT) and the location of the project site in a VMT-inefficient area per the AMBAG screening maps and Monterey County VMT Calculator Sketch Tool, development of the proposed project was determined to result in a significant CEQA transportation impact, and mitigation measures would be required to reduce the project's VMT impact to less than significant.

The Monterey County VMT Calculator Sketch Tool showed that the project site home-based work (HBW) VMT per agricultural employee is 2.2 miles, whereas the regional average HBW VMT per agricultural employee is 1.8 miles, and the significance threshold HBW VMT per agricultural employee (15% below average) is 1.5 miles. Based on the VMT outputs in the Monterey County VMT Calculator Sketch Tool, the project site's HBW VMT per agricultural employee would exceed the significance threshold HBW VMT per agricultural employee by 0.7 mile, or 46.67%.

TDM strategies within the Monterey County VMT Calculator Sketch Tool were applied as mitigation measures to reduce the project's home-based work (HBW) VMT per agricultural employee to the significance threshold or below. The TDM strategies/mitigation measures previously shown in Table 2 were calculated to provide a total percent VMT reduction of 48.61%, which exceeds the minimum required percent VMT reduction to mitigate the project's VMT impact. Therefore, the recommended mitigation measures are anticipated to reduce the project's VMT impact to less than significant.

The proposed 485,174 square-feet of cannabis cultivation greenhouses would not be built at one time, and it may take several years for the full buildout of the greenhouses to occur. New greenhouses at project opening are not anticipated to extend beyond the historic footprint of existing and previous greenhouses (149,981 square-feet). Based on the cannabis cultivation trip generation rate and the trip credit for the existing greenhouses (69,465 square-feet), a total of 155,700 square-feet of cannabis cultivation greenhouses (including the existing greenhouses) could be developed on-site before exceeding the screening threshold for small projects (110 ADT).

It is recommended that the project be allowed to develop up to 155,700 square-feet of cannabis cultivation greenhouses (including the existing greenhouses) before implementation of the recommended mitigation measures are required. It is also recommended that the mitigation measures related to preferential parking spaces are required and implemented first when the 110 ADT Small Project threshold is exceeded based on 155,700 square-feet of greenhouse space, and that the recommended neighborhood shuttle is required and implemented prior to completion of the final cannabis cultivation greenhouse. **Table 3** provides a summary of the recommended implementation schedule of the VMT mitigation measures for the proposed cannabis cultivation facility.

Should you have any questions, please contact either David Mizell or me at (619) 291-0707.

Sincerely,

RICK ENGINEERING COMPANY

Mark Jugar, P.E., T.E., P.T.O.E.
Associate

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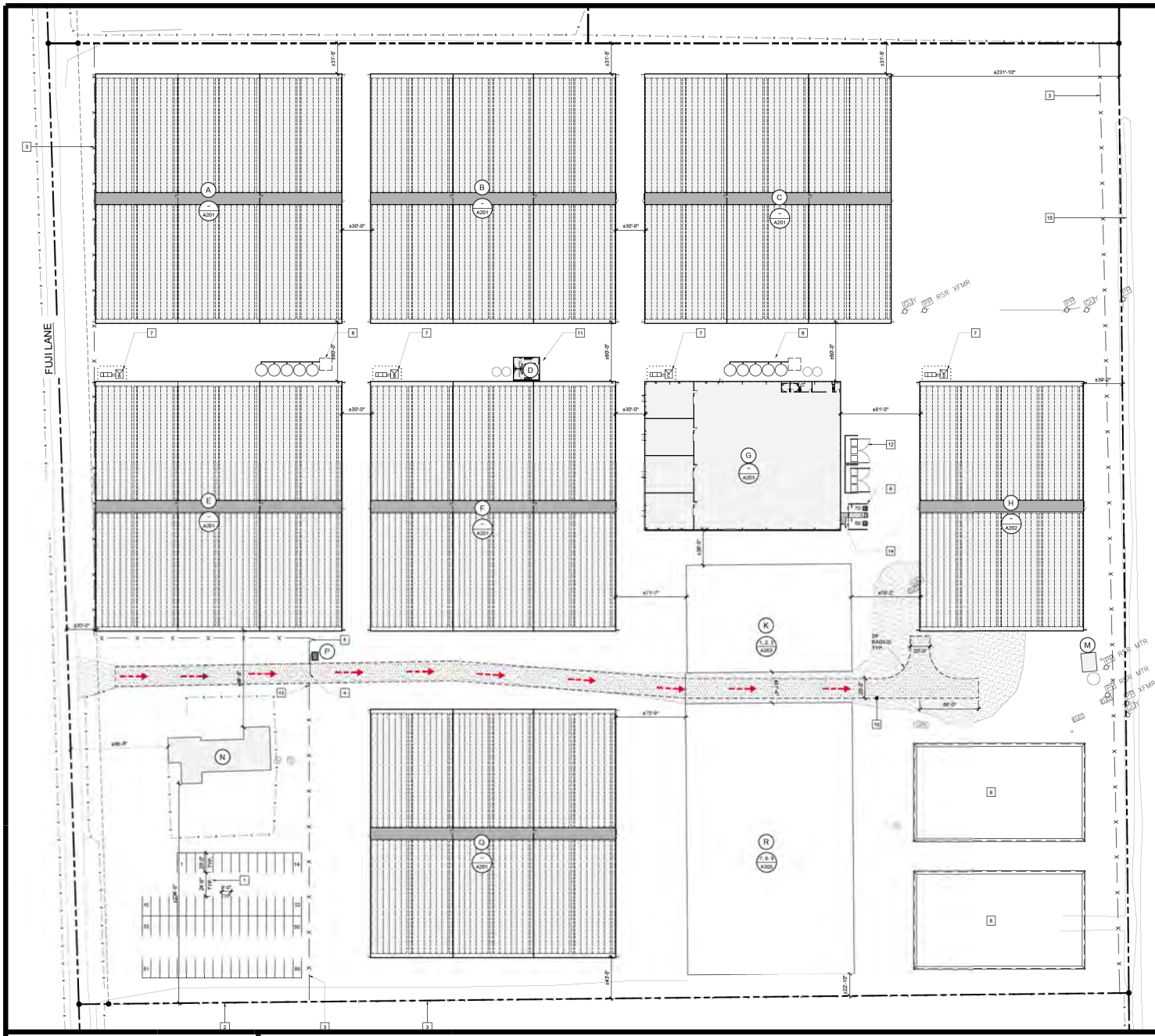
Attachments

TABLE 3
RECOMMENDED IMPLEMENTATION SCHEDULE FOR MITIGATION MEASURES

TDM Strategy/VMT Reduction Measure Per Monterey County VMT Sketch Tool		Recommended Implementation Schedule
#5	Parking Management Strategies	When development of greenhouses exceeds 155,700 square-feet.
#17	Preferential Carpool / Vanpool Parking Spaces	When development of greenhouses exceeds 155,700 square-feet.
#18	Passenger Loading Zones for Carpool / Vanpool	When development of greenhouses exceeds 155,700 square-feet.
#23	Ride-Share Program	When development of greenhouses exceeds 155,700 square-feet.
#30	Include Bike Parking Per City Code, Secure Bike Parking, Showers, and Bicycle Repair Station / Services	When development of greenhouses exceeds 155,700 square-feet.
#37	EV (Electric Vehicle) Parking Spaces / Stations	When development of greenhouses exceeds 155,700 square-feet.
#11	Implement Neighborhood Shuttle	Prior to completion of final cannabis cultivation greenhouse.
#13	Mandatory Travel Behavior Change Program with Promotions and Marketing	Prior to completion of final cannabis cultivation greenhouse.
#16	Employer Sponsored Vanpool or Shuttle	Prior to completion of final cannabis cultivation greenhouse.
#19	On-Site Carts or Shuttles	Prior to completion of final cannabis cultivation greenhouse.
#20	Emergency Ride Home Program	Prior to completion of final cannabis cultivation greenhouse.
#21	Alternative Work Schedule	Prior to completion of final cannabis cultivation greenhouse.

Source: Monterey County VMT Calculator Sketch Tool, Kimley Horn



KEY NOTES

THE KEY NOTES THAT FOLLOW APPLY TO THE DRAWING(S) ON THIS SHEET ONLY. REFER TO FOLLOWING SHEETS FOR NOTES THAT ARE APPLICABLE TO THOSE DRAWINGS.

1. PROPOSED EMPLOYEE PARKING STALLS 9'-0" x 19'-0" TYPICAL.
2. EXISTING PROPERTY LINE.
3. PROPOSED 6'-0" HIGH CHAIN LINK FENCE w/ PRIVACY SLATTING AND BARBED WIRE ON TOP.
4. PROPOSED CHAIN LINK ROLLING ACCESS GATE MIN. 20'-0" OPENING WIDTH. KNOX KEY SWITCH AT ALL ELECTRIC EMERGENCY ACCESS GATES; KNOX PADLOCK AT MANUAL GATES; KNOX KEY BOX ON THE GUARD SHACK OR THE MAIN PROCESSING BUILDING LOCATION TO BE APPROVED BY THE FIRE DISTRICT FOR STORING KEYS TO THE BUILDINGS.
5. PROPOSED PERSONNEL SWINGING GATE, 36" WIDE, HEIGHT TO MATCH FENCE.
6. PROPOSED FERTIGATION CONTAINMENT FOR GREENHOUSES.
7. PROPOSED PG&E ELECTRICAL SERVICE, UNDER SEPARATE PERMIT.
8. PROPOSED STORMWATER RETENTION POND -REFER TO CIVIL DRAWINGS
9. PROPOSED ACCESSIBLE PARKING STALLS (1 / A110)
10. NEW 20 FOOT WIDE FIRE TRUCK PATHWAY. THE MATERIAL SHALL BE AN ALL-WEATHER DRIVING SURFACE OF CONCRETE, ASPHALT OR COMPACTED GRAVEL THAT CAN WITHSTAND THE WEIGHT OF APPARATUS WEIGHING 22 TONS. THE PAVING SECTION SHALL BE DESIGNED BY A LICENSED ENGINEER.
11. PROPOSED RESTROOM BUILDING (1 / A402)
12. PROPOSED TRASH ENCLOSURE / HAZARDOUS MATERIAL STORAGE
13. NEW "UNAUTHORIZED PARKED VEHICLES" SIGN (7 / A110)
14. PROPOSED MINIMUM 48" WIDE CONCRETE ACCESSIBLE PATH OF TRAVEL FROM THE MAIN ENTRANCE OF PROPOSED BUILDING TO ACCESSIBLE PARKING SPACES. THE ACCESSIBLE ROUTE SHALL HAVE A MAX. PATH OF TRAVEL AS INDICATED IS SLIP RESISTANT WITH A MAX. RUNNING SLOPE OF 1:20 AND A MAX. CROSS SLOPE OF 1:48. THE PATH OF TRAVEL SHALL BE 48" CLEAR MINIMUM -TYP. BARRIER FREE ACCESS WOUT ANY ABRUPT VERTICAL CHANGES EXCEEDING 1/2" @ 1:2 MAX. SLOPE, EXCEPT THAT LEVEL CHANGES DO NOT EXCEED 1/4" VERTICAL. THE CONTRACTOR SHALL VERIFY THAT ALL BARRIERS ON THE INDICATED PATH OF TRAVEL HAVE BEEN REMOVED.
15. EXISTING DRAINAGE DITCH.

PROPOSED SITE COVERAGE

LOT SIZE: 24 ACRES = 1,045,440 S.F.

LOT COVERAGE:

GREENHOUSES	485,174 SF	(46.4%)
NON GREENHOUSES SITE COVERAGE TOTAL	34,455 SF	(3.3%)
TOTAL SITE COVERAGE	519,629 SF	(49.7%)

BUILDING LEGEND

BLDG.	DESCRIPTION	OCCUPANCY	STORIES	BLDG. HEIGHT	AREA
A	GREENHOUSE A TYPE 'I'	U	1	<35'	63,082 SF
B	GREENHOUSE B TYPE 'I'	U	1	<35'	63,082 SF
C	GREENHOUSE C TYPE 'I'	U	1	<35'	63,082 SF
D	RESTROOM BUILDING	F-1	1	<35'	600 SF
E	GREENHOUSE E TYPE 'I'	U	1	<35'	63,082 SF
F	GREENHOUSE F TYPE 'I'	U	1	<35'	63,082 SF
G	PROCESSING BUILDING	F-1	11	<35'	29,700 SF
H	GREENHOUSE TYPE 'II'	U	1	<35'	42,111 SF
J	EXISTING GREENHOUSE	U	1	<35'	4,894 SF
K	EXISTING GREENHOUSE	U	1	<35'	18,203 SF
L	EXISTING METAL BUILDING	S-1	1	<35'	4,480 SF
M	EXISTING PUMP HOUSE	F-1	1	<35'	252 SF
N	EXISTING RESIDENCE	F-1	1	<35'	3,855 SF
P	GATE HOUSE	U	1	<35'	48 SF
Q	GREENHOUSE B TYPE 'I'	U	1	<35'	63,082 SF
R	EXISTING GREENHOUSE H	U	1	<35'	46,368 SF
S	EXISTING MODULAR OFFICE	B	1	<35'	820 SF
	TOTAL				519,629 SF

PARKING ANALYSIS

BLD'G.	USE CLASSIFICATION	NET AREA (S.F.)	PARKING FACTOR	PARKING REQUIRED
A	GREENHOUSE A TYPE 'I'	63,082 SF	N/A	-
B	GREENHOUSE B TYPE 'I'	63,082 SF	N/A	-
C	GREENHOUSE C TYPE 'I'	63,082 SF	N/A	-
D	RESTROOM BUILDING	600 SF	1 / 500	-
E	GREENHOUSE E TYPE 'I'	63,082 SF	N/A	-
F	GREENHOUSE F TYPE 'I'	63,082 SF	N/A	-
G	PROCESSING BUILDING	29,700 SF	1 / 500	59.4
H	GREENHOUSE TYPE 'II'	42,111 SF	N/A	-
J	EXISTING GREENHOUSE	4,894 SF	N/A	-
K	EXISTING GREENHOUSE	18,203 SF	N/A	-
L	EXISTING METAL BUILDING	4,480 SF	N/A	-
M	EXISTING PUMP HOUSE	252 SF	1 / 500	0.5
N	EXISTING RESIDENCE	3,855 SF	2 PER UNIT	2
P	GATE HOUSE	48 SF	1 / 500	.1
Q	GREENHOUSE B TYPE 'I'	63,082 SF	N/A	-
R	EXISTING GREENHOUSE H	46,368 SF	N/A	-
S	EXISTING MODULAR OFFICE	820 SF	N/A	-
			TOTAL PARKING SPACES REQUIRED	62
			TOTAL PARKING SPACES PROVIDED	70

ACCESSIBLE PARKING SPACES	REQUIRED	PROVIDED
STANDARD ACCESSIBLE SPACES	2	2
VAN ACCESSIBLE SPACES	1	1

N

NOT TO SCALE

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EXHIBIT 1

PROJECT SITE PLAN

22900 FUJI LANE VMT ASSESSMENT

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ATTACHMENT A

EXISTING OPERATIONS

Since 29 of the 45 project sites were operating with cannabis cultivation facilities when the existing traffic counts were collected in June 2019, the trips for these 29 sites were subtracted from the project area intersections and all the sites were assumed to operate as cut flower operation sites to reflect an "existing baseline without project" condition. These cannabis cultivation trips and cut flower sites were estimated by utilizing trip rates from existing similar operating facilities in the area. These project traffic generation trip rates will be described later in the report.

Exhibit 4A and Exhibit 4B show the adjusted existing volumes for the baseline analysis.

Table 1 shows that all the project study signalized intersections to currently operate at LOS D or better during the AM and PM peak hours.

Table 1 also shows that all the critical movements of the project area unsignalized intersections to currently operate at LOS D or better during the AM and PM peak hours with the exception of:

- US 101/Hartnell Road (SB left – LOS E and LOS F, AM and PM peak)
- US 101/Spence Road (WB left and EB left – LOS F, AM and PM peak)
- US 101/Potter Road (WB right – LOS F, AM and PM peak)

Table 2 shows that all the County roadway segments are currently operating at LOS B or better.

Table 3 shows that all the project area US 101 freeway segments to operate at LOS D or better during the AM and PM peak hours.

PROJECT TRAFFIC GENERATION

Since ITE (Institute of Transportation Engineer)'s *Trip Generation* publication, does not have any published trip generation rates for cannabis cultivation sites or similar type facilities, the traffic generation for the cannabis cultivation sites were estimated utilizing a derived trip rate based on actual traffic counts collected at two similar representative sites within the County during harvest season, which is 15 days out of the calendar year, and non-harvest season. The traffic data was collected at the representative sites' access driveways in April 2019, May 2019 and February 2020 on a daily basis (ADT) and during the AM (7-9) and PM (4-6) peak periods. Taking a weighted average of the two sites' trip rates, the cannabis cultivation sites are estimated to generate 1.05 ADT per 1,000 sf of cultivation square feet, 0.12 AM peak hour trips per 1,000 sf of cultivation square feet and 0.14 PM peak hour trips per 1,000 sf of cultivation square feet. In addition, traffic data from an existing cut flower operation site was also collected to be accounted for in the analysis. This resulted in a trip rate of 0.78 ADT per 1,000 sf of cultivation square feet, 0.05 AM peak hour trips per 1,000 sf of cultivation square feet and 0.05 PM peak hour trips per 1,000 sf of cultivation square feet. **Appendix D** contains the traffic counts and trip generation calculations for the representative sites.

Based on the above trip rates, the traffic generation for each of the cannabis cultivation sites were calculated and summarized in **Table 4** and **Table 5**. It should be noted that the trips summarized, assumes the net additional trips the site would generate assuming the sites were operating as cut flower operations. This is calculated based on the difference between the

cannabis cultivation site trip rates and the cut flower operation trip rates. (0.27 ADT per 1,000 sf of cultivation square feet, 0.07 AM peak hour trips per 1,000 sf of cultivation square feet and 0.09 PM peak hour trips per 1,000 sf of cultivation square feet). **Table 4** shows the near-term project traffic generation for the 45 sites. The total near-term traffic generation for all the sites equates to 2,627 ADT with 641 trips during the AM Peak (513 inbound/128 outbound) and 801 (200 inbound/601 outbound) during the PM Peak. Several of the cultivation sites have anticipated expansion areas that are considered as the long-term buildout in the cumulative scenario. **Table 5** shows the long-term project traffic generation for the 45 sites. The total long-term traffic generation for all the sites equates to 2,759 ADT with 683 trips during the AM Peak (547 inbound/137 outbound) and 845 (211 inbound/634 outbound) during the PM Peak.

To better illustrate the difference in trips between cannabis cultivation rates and cut flower rates, **Table 6** shows the total trips all sites would generate for cannabis cultivation operations and the total trips all sites would generate for cut flower operations along with the net total trips.

TRIP DISTRIBUTION/ASSIGNMENT

The site traffic distribution was estimated based on the sites' proximity to US 101, the nearby major roadways, existing local traffic patterns and existing traffic counts at the project area intersections. **Appendix E** summarizes the project traffic distribution percentages utilized in the analysis. **Exhibit 5A and Exhibit 5B** shows near-term project trip assignment. These project traffic volumes were then assigned to the existing project area intersections. **Exhibit 6A and Exhibit 6B** show the existing + project traffic volumes.

EXISTING + PROJECT OPERATIONS

Table 7 shows that all the project study signalized intersections to continue to operate at LOS D.

Table 7 also shows that all the critical movements of the project area unsignalized intersections to continue to operate at LOS D or better during the AM and PM peak hours with the exception of:

- Old Stage Road/Spence Road (EB left – LOS E, PM peak)
- US 101/Hartnell Road (WB left and SB left – LOS F, AM and PM peak)
- US 101/Spence Road (WB left and EB left – LOS F, AM and PM peak)
- US 101/Potter Road (WB right and SB left – LOS F, AM peak, WB right – LOS F, PM peak)

Table 8 shows that all the County roadway segments continue to operate at LOS B or better.

Table 9 shows that all the project area US 101 freeway segments to continue to operate at LOS D or better during the AM and PM peak hours.

CUMULATIVE (YEAR 2040) TRAFFIC VOLUMES

In order to estimate cumulative traffic volumes, the Association of Monterey Bay Area Governments (AMBAG) regional travel demand model was obtained for both the base year i.e. 2015 and forecast year i.e. 2040, to determine a growth rate for the cumulative traffic volumes (2040). AMBAG staff familiar with the travel demand model confirmed the base model (2015 model) is calibrated and validated against the 2015 traffic counts. The AMBAG forecast year

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TABLE 4
NEAR-TERM TRAFFIC GENERATION

					Proposed Operations				Daily Volumes		AM Peak Hour				PM Peak Hour			
Site Number	RECORD NAME	APN	ADDR FULL LINE#	Parcel size (acres)	Cultivation Building Area (SF)	Processing Building Area (SF)	Distribution Building Area (SF)	Manufacturing Building Area (SF)	Daily Trip Rate per Cultivation Area (trips/ksf)	ADT	AM Peak Trip Rate (trips/ksf)	Total Trips	In	Out	PM Peak Trip Rate (trips/ksf)	Total Trips	In	Out
1	MONTEREY BOTANICALS LLC & GROWERS TRANSPLANTING INC	137-141-011-000	22785 FUJI LN, SALINAS, CA 93908	10	227,827	52,800			0.27	62	0.07	16	13	3	0.09	21	5	15
2	MONTEREY BOTANICALS LLC & GROWERS TRANSPLANTING INC	137-141-014-000	22750 FUJI LN, SALINAS, CA 93908	10	210,460	27,280			0.27	57	0.07	15	12	3	0.09	19	5	14
3	MONTEREY BOTANICALS LLC & GROWERS TRANSPLANTING INC	137-141-010-000	22835 FUJI LN, SALINAS, CA 93908	10	227,827	52,800			0.27	62	0.07	16	13	3	0.09	21	5	15
4	MONTEREY BOTANICALS LLC & GROWERS TRANSPLANTING INC	137-051-025-000	23760 Potter Road	9.95	290,000				0.27	78	0.07	20	16	4	0.09	26	7	20
5	HACKETT MICHAEL L & SYLVIA HACKETT TRS (RIVERVIEW FARMS)	137-051-039-000	23940 POTTER RD, SALINAS, CA 93908	12.3	269,941	7,058			0.27	73	0.07	19	15	4	0.09	24	6	18
6	MONTEREY HOLDING CO INC (QLORA GROUP INC)	137-121-006-000	20180 SPENCE RD, SALINAS, CA 93908	10.96	268,560	16,786			0.27	73	0.07	19	15	4	0.09	24	6	18
7	UCHIDA KEISHIRO & HANAKO TRS & UCHIDA HANAKO (ENCINAL ROAD CULTIVATION)	137-111-014-000	25950 ENCINAL RD, SALINAS, CA 93908	9.88	459,510	4,635			0.27	124	0.07	32	26	6	0.09	41	10	31
8	UCHIDA KEISHIRO & HANAKO TRS & UCHIDA HANAKO (ENCINAL ROAD CULTIVATION)	137-111-015-000	26000 ENCINAL RD, SALINAS, CA 93908	10.57	SHARED W ABOVE	SHARED WITH ABOVE												
9	LUKSIK DANIEL J & JANET S TRS (DJAS LLC)	107-011-006-000	50 ZABALA RD, SALINAS, CA 93908	40.33	140,000	2,400			0.27	38	0.07	10	8	2	0.09	13	3	9
10	GATANAGA KOICHI & SHINOBU TRS	137-141-013-000	22790 FUJI LN, SALINAS, CA 93908	15	236,000	1,350		2,400	0.27	64	0.07	17	13	3	0.09	21	5	16
11	SUR FARMS LLC (QUAIL CREEK FARMS LLC)	137-061-026-000	26900 ENCINAL RD, SALINAS, CA 93908	10	220,000	5,000	5,000	6,000	0.27	59	0.07	15	12	3	0.09	20	5	15
12	HERNANDEZ GUSTAVO RAMIREZ & BARRERA LUCIA N (GRUPO FLOR)	153-011-060-000	18 HARTNELL RD, SALINAS, CA 93908	11.6	82,000	2,264	N	N	0.27	22	0.07	6	5	1	0.09	7	2	6
13	CASTRO PROPERTY RENTALS LLC (GRUPO FLOR)	153-011-058-000	2272 ALISAL RD, SALINAS, CA 93908	9.59	190,606	3,800	N	N	0.27	51	0.07	13	11	3	0.09	17	4	13
14 *	CARDENAS NORMA PEREZ (LCG BUSINESS ENTERPRISES LLC)	137-111-031-000	25600 ENCINAL RD, SALINAS, CA 93908	13.7	57,000	2,529	N	N	1.05	60	0.104	6	5	1	0.126	7	2	5
15	ONITSUKA RYOJI & AKIKO (ONITSUKA BROTHERS LLC)	137-121-022-000	20420 SPENCE RD, SALINAS, CA 93908	20	228,633	6,125	N	700	0.27	62	0.07	16	13	3	0.09	21	5	15
16	SHINHIRA YOSHIHIRO TRS ET AL (VETGROW LLC)	137-021-043-000	20510 SPENCE RD, SALINAS, CA 93908	10.23	154,588	UNKNWON	UNKNOWN	UNKNOWN	0.27	42	0.07	11	9	2	0.09	14	3	10
17	HACKETT MICHAEL L & SYLVIA HACKETT TRS (SATSUMA PACIFIC FARMS)	137-051-024-000	23820 POTTER RD, SALINAS, CA 93908	10	170,484	10,164	UNKNOWN	UNKNOWN	0.27	46	0.07	12	10	2	0.09	15	4	12
18	Ushida	137-141-005	2338 Alisal, Salinas, CA 93908	9.32	204,704	3,200			0.27	55	0.07	14	11	3	0.09	18	5	14
19	YONEMITSU PROPERTIES LP (ALVAREZ BROTHERS LLC)	137-061-032-000	26500 ENCINAL RD, SALINAS, CA 93908	19.38	330000	1320	10320	0	0.27	89	0.07	23	18	5	0.09	30	7	22
20	C QUADRANT LLC (BINHAI HARBOR GROUP)	137-021-033-000	20800 SPENCE RD, SALINAS, CA 93908	10	3,457			33,522	0.27	1	0.07	0	0	0	0.09	0	0	0
21	Western Transplanting, LLC	137-111-033-000	25700 Encinal, Salinas, CA 93906	12.5	170,303	3200	2544	0	0.27	46	0.07	12	10	2	0.09	15	4	11
22	VONNEGUT MARTIN TR ET AL (I GOT 5 ON IT MEMBERSHIP CLUB)	137-021-018-000	20954 SPENCE RD, SALINAS, CA 93908	1.7	N/A	N/A	N/A	3000	0.27	1	0.07	0	0	0	0.09	0	0	0
23	SILVA SERGIO E & CELIA A (MONTEREY VALLEY PRIDE LLC)	153-011-059-000	2262 ALISAL RD, SALINAS, CA 93908	9.7	171,605	3,814	1,179	N/A	0.27	46	0.07	12	10	2	0.09	15	4	12

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TABLE 4 (CONTINUED)
NEAR-TERM TRAFFIC GENERATION

24	MINAMI RONNIE K & HIDEKO TRS (MONTEREY VALLEY PRIDE LLC)	137-121-023-000	20400 SPENCE RD, SALINAS, CA 93908	21.42	237,750	5,144	same building as processing	N/A	0.27	64	0.07	17	13	3	0.09	21	5	16
25	DEL REAL RAMON G & EVANGELINA DEL REAL TRS (CULTIVAR INC)	137-061-029-000	26800 ENCINAL RD, SALINAS, CA 93908	10	263,680	5000	3000	10,214	0.27	71	0.07	18	15	4	0.09	24	6	18
26	Monterey Grove/Hartenbach	153-011-053-000	2242 Alisal , Salinas, CA 93908	22	239400	10000	1850	2500	0.27	65	0.07	17	13	3	0.09	22	5	16
27	EMERALD VALLEY PROPERTY LLC	137-121-004-000	20220 SPENCE RD, SALINAS, CA 93908	10	214,273	12,000	3,590	6,000	0.27	58	0.07	15	12	3	0.09	19	5	14
28	CFP RE FUND I LLC (FLRISH FARMS LLC)	149-031-038-000	26889 ENCINAL RD, SALINAS, CA 93908	47.23	280,769	10,100	2500	450	0.27	76	0.07	20	16	4	0.09	25	6	19
29	MUNDO PM LP (NEW LEAF FAMILY FARMS INC)	137-121-010-000 & 137-121-013-000	20260 SPENCE RD, SALINAS, CA 93908	10	247,000	8,9223(3,922+5,000 in Bld	2,515(515+2,000 in Bldg. E	7,000 (1/2 BLDG. D)	0.27	67	0.07	17	14	3	0.09	22	6	17
30	SALINAS QUALITY INVESTMENTS LLC (SALINAS SPENCE ROAD CARE INC)	137-121-012-000	20240 SPENCE RD, SALINAS, CA 93908	11.5	177,965	7200	3123	0	0.27	48	0.07	12	10	2	0.09	16	4	12
31 *	GROWERS TRANSPLANTING INC (NOBLE FARMS LLC)	137-141-006-000	2340 ALISAL RD, SALINAS, CA 93908	9.33	206700	3276	2100	0	1.0510	217	0.127	26	21	5	0.051	11	3	8
32	GROWERS TRANSPLANTING INC (27020 ENCINAL ROAD LLC)	137-061-050-000	27020 ENCINAL RD, SALINAS, CA 93908	48.91	228216	8000	2000	800	0.27	62	0.07	16	13	3	0.09	21	5	15
33	GROWERS TRANSPLANTING INC (360 ESPINOSA ROAD LLC)	253-012-048-000	370 ESPINOSA RD, SALINAS, CA 93907	30	308,159	All three will be in the second building 12254			0.27	83	0.07	22	17	4	0.09	28	7	21
34	GROWERS TRANSPLANTING INC (360 ESPINOSA ROAD LLC)	253-012-047-000	360 ESPINOSA RD, SALINAS, CA 93907	30.3	611,113	7829	1200	2533	0.27	165	0.07	43	34	9	0.09	55	14	41
35	27040 ENCINAL LLC (214 LEWIS ROAD LLC)	137-061-048-000	27040 ENCINAL RD, SALINAS, CA 93908	42.57	326000	8,000	2,200	800	0.27	88	0.07	23	18	5	0.09	29	7	22
36	23640 POTTER ROAD LLC (ECCA INVESTMENTS PARTNERS LLC)	137-051-027-000	23640 POTTER RD, SALINAS, CA 93908	10	272,603	1025	896	N/A	0.27	74	0.07	19	15	4	0.09	25	6	18
37	CAZARES RODOLFO & HORTENCIA TRS (FAITH & FAMILY FARMS LLC)	137-141-015-000	22730 FUJI LN, SALINAS, CA 93908	10	135,300	1,050	814	0	0.27	37	0.07	9	8	2	0.09	12	3	9
38	LNB VENTURES SALINAS LLC	211-021-014-000	398 NATIVIDAD RD, #A, SALINAS, CA 93906	40	176,004	3,000	2,000	0	0.27	48	0.07	12	10	2	0.09	16	4	12

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TABLE 4 (CONTINUED)
NEAR-TERM TRAFFIC GENERATION

39	LNB VENTURES SALINAS LLC	137-121-005-000	20200 SPENCE RD, SALINAS, CA 93908	10	268,900	5,600	2,200	0	0.27	73	0.07	19	15	4	0.09	24	6	18
40	Valle Del Sol Properties, LLC	137-141-009-000	22900 FUJI LANE, SALINAS, CA 93908	24	149981	19,000	4,480	6,000	0.27	5	0.07	1	1	0	0.09	2	0	1
41	PRSC LLC (MOLECULAR FARMS LLC)	137-051-026-000	23700 POTTER RD, SALINAS, CA 93908	8.359	99288	6685	400 (office)		0.27	27	0.07	7	6	1	0.09	9	2	7
42	Cali Girls Seeds	167-041-006-000	1230 RIVER ROAD, SALINAS, CA 9	0.8	190	0	0	0	0.27	0	0.07	0	0	0	0.09	0	0	0
43	RoVaSe, Inc.	269-061-014-000	26100 OLD STAGE ROAD	10	500	576	0	0	0.27	0	0.07	0	0	0	0.09	0	0	0
44	Azzopardi	139-091-008-000	564 RIVER ROAD, SALINAS , CA 9	5	7,520	1,984	923	0	0.27	2	0.07	1	0	0	0.09	1	0	1
45	RODEO NURSERY	137-121-016-000	2378 Alisal, Salinas, CA 93908	11.56	330,000	UNKNOWN	UNKNOWN	UNKNOWN	0.27	89	0.07	23	18	5	0.09	30	7	22
								TOTAL TRIPS:		**2,627**		**641**	**513**	**128**		**801**	**200**	**601**

Footnote:
* - Actual traffic counts conducted for these sites

ATTACHMENT B

VMT CALCULATOR

Version 1.3 Build Date 7_2_21

PROJECT INFORMATION

Project Name	Fuji Lane Cannabis Cultivation
Address	22900 Fuji Lane
TAZ	
Project Context/Setting	Low Density Suburb
	TAZ# 1368

ANALYSIS YEAR

Analysis Year	2015

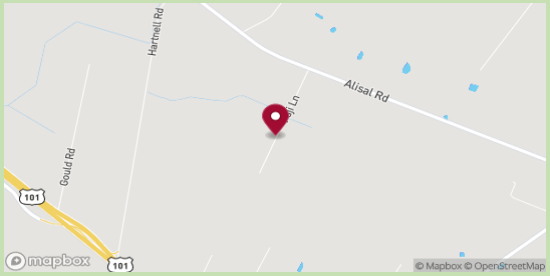
LAND USE INFORMATION

VMT Land Use Type	Agricultural
ITE Trip Gen Land Use	
	#N/A
#N/A	
Mixed-Use Adjustment	0%

PRESUMPTIONS OF LESS THAN SIGNIFICANT IMPACT

- ☐ Affordable Housing
- ☐ Within a 1/2 mile of Major Transit Stop
- ☐ Local Retail (<50,000 Sq Ft)
- ☐ Less than 110 Trips per Day

SEARCH LOCATION | RESET



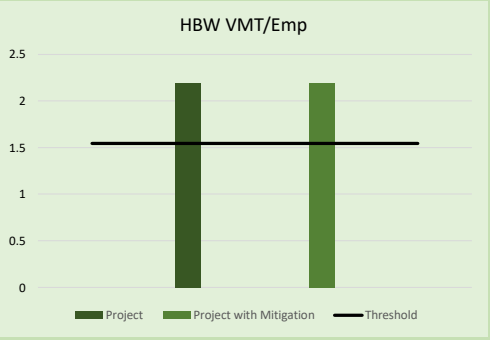
VMT OUTPUT

This tool is only intended for projects of 2,000 trips or less.

	PROJECT	REDUCTIONS	PROJ. WITH MITIGATION
HBW VMT/Emp	2.2	0.0	2.2
Daily Vehicle Trips	#VALUE!	#VALUE!	#VALUE!

Average (HBW VMT/Emp)	1.8
Threshold (15% below Average)	1.5
Significant Impact?	Yes

Monterey County Threshold



TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

- PARKING STRATEGIES
- TRANSIT STRATEGIES
- COMMUNICATIONS & INFORMATION STRATEGIES
- COMMUTING STRATEGIES
- SHARED MOBILITY STRATEGIES
- BICYCLE INFRASTRUCTURE STRATEGIES
- NEIGHBORHOOD ENHANCEMENT STRATEGIES
- MISCELLANEOUS STRATEGIES

ATTACHMENT C

#	Transportation Demand Management Measure	Description	TDM Type	Calculated % Reduction	Calculated Daily Trip Reduction	Calculated HBW VMT/Emp Reduction	VMT Reduction Type	Source
Parking Strategies								
1	Reduce Parking Supply	Changes on-site parking supply to provide less than the amount required by municipal code. Permitted reductions could utilize mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in a Specific Plan Area.	Infrastructure	0.0%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy PDT-1
2	Unbundle Parking	Unbundles parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost.	Incentive	0%	#VALUE!	0	Residential	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy PDT-2
3	Parking Cash-Out	Provide employees a choice of forgoing current parking for a cash payment to be determined by the employer. The higher the cash payment, the higher the reduction.	Incentive	0.0%	#VALUE!	0	Commute	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-15
4	Residential Area Parking Permits	Implementation of residential permit parking zones for long-term use of on-street parking in residential areas.	Incentive	0.00%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy PDT-4
5	Parking Management Strategies	Strategies to encourage efficiency in parking facilities and improve the quality of service to parking users	Incentive	0.50%	#VALUE!	0.010984118	All	-
Transit Strategies								
6	Reduce Transit Headways	Makes transit service more appealing by reducing headways, reducing overall transit trip time, and encouraging riders to switch from auto to transit use.	Incentive / Infrastructure	0.0%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TST-4
7	MST Trolley	Implement project-operated or project-sponsored neighborhood shuttle serving residents, employees, and visitors of the project site	Incentive	0.0%	#VALUE!	0	All	-
8	Transit Rerouting	Coordinate with local transit agency to provide or reroute existing transit services near the site	Infrastructure	0.0%	#VALUE!	0	All	-
9	Transit Stops	Coordinate with local transit agency to provide bus stop near the site	Infrastructure	0.0%	#VALUE!	0	All	-
10	Safe and Well-Lit Access to Transit	Enhance the route for people walking or bicycling to nearby transit (typically off-site). Provide Emergency 911 phones along these routes to enhance safety.	Infrastructure	0%	#VALUE!	0	All	-
11	Implement Neighborhood Shuttle	Implement project-operated or project-sponsored neighborhood shuttle serving residents, employees, and visitors of the project site	Incentive	7.4%	#VALUE!	0.161905905	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-11
12	Transit Subsidies	Involves the subsidization of transit fare for residents and employees of the project site. This strategy assumes transit service is already present in the project area.	Incentive	0%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-4
Communication & Information Strategies								
13	Mandatory Travel Behavior Change Program with Promotions & Marketing	Involves the development of a travel behavior change program that targets individuals attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Provide a website that allows employees to research other modes of transportation for commuting. Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.	Incentive	2%	#VALUE!	0.043936474	All	2013 policy brief by Steven Spears, Marlon Boarnet, and Susan Handy, Policy Brief on the Impacts of Voluntary Travel Behavior Change Programs Based on a Review of the Empirical Literature. https://ww3.arb.ca.gov/cc/sb375/policies/vtbc/vtbc_brief120313.pdf
14	Multimodal Wayfinding Signage	Wayfinding signage orients users to locations of sustainable transportation choices.	Infrastructure	0%	#VALUE!	0	All	San Francisco TDM Technical Justification
Commuting Strategies								
15	Required Commute Trip Reduction Program	Employee-focused travel behavior change program that targets individuals attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits.	Incentive	0.0%	#VALUE!	0	Commute	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-2
16	Employer Sponsored Vanpool or Shuttle	Implementation of employer-sponsored employee vanpool or shuttle providing new opportunities for access to connect employees to the project site.	Incentive / Infrastructure	1.0%	#VALUE!	0.021968237	Commute	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-11

#	Transportation Demand Management Measure	Description	TDM Type	Calculated % Reduction	Calculated Daily Trip Reduction	Calculated HBW VMT/Emp Reduction	VMT Reduction Type	Source
17	Preferential Carpool / Vanpool Parking Spaces	Reserved carpool / vanpool spaces closer to the building entrance.	Infrastructure	1%	#VALUE!	0.021968237	All	-
18	Passenger Loading Zones for Carpool / Vanpool	Provide easy access for carpools or vanpools.	Infrastructure	1%	#VALUE!	0.021968237	All	-
19	On-site Carts or Shuttles or Bikes	Provide on-site cart or shuttle for employees to travel across campus.	Incentive / Infrastructure	1%	#VALUE!	0.010984118	All	-
20	Emergency Ride Home (ERH) Program	Provides an occasional subsidized ride to commuters who use alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available.	Incentive	4%	#VALUE!	0.087872947	Commute	-
21	Alternative Work Schedule or Telework (Telecommuting, Distance-Learning, etc.)	Flextime, Compressed Work Week (CWW), and staggered shifts or use of telecommunications as a substitute for physical travel	Incentive	4%	#VALUE!	0.076888829	Commute	Cambridge Systematics. Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions. Technical Appendices. Prepared for the Urban Land Institute. (Table 5.13) http://www.movingcooler.info/Library/Documents/Moving%20Cooler_Appendix%20B_Effectiveness_102209.pdf
22	On-site Childcare	Provides on-site childcare to remove the need to drive a child to daycare at a separate location.	Infrastructure	0%	#VALUE!	0	Commute	San Francisco TDM Technical Justification
Shared Mobility Strategies								
23	Ride-Share Program	Increases vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides	Incentive	5.0%	#VALUE!	0.109841184	Commute	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-3
24	Car Share Program	Implement car sharing to allow people to have on-demand acccess to a vehicle, as-needed. This may include providing membership to an existing program located within 1/4 mile, contracting with a third-party vendor to extend membership-based service to an area, or implementing a project-specific fleet that supports the residents and employees on -site.	Incentive	0.00%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-9
25	Designated Parking Spaces for Car Share Vehicles	Reserved car share spaces closer to the building entrance.	Incentive	0%	#VALUE!	0	All	-
26	Scooters Share Program	Implement scooter share to allow people to have on-demand access to a scooter, as-needed.					All	-
27	School Carpool Program	Implements a school carpool program to encourage ride-sharing for students.	Incentive	0.0%	#VALUE!	0	School	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-10

#	Transportation Demand Management Measure	Description	TDM Type	Calculated % Reduction	Calculated Daily Trip Reduction	Calculated HBW VMT/Emp Reduction	VMT Reduction Type	Source
Bicycle Infrastructure Strategies								
28	Bike Share	Implement bike share to allow people to have on-demand access to a bicycle, as-needed.	Incentive / Infrastructure	0.0%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-12
29	Implement/Improve On-street Bicycle Facility	Implements or provides funding for improvements to corridors and crossings for bike networks identified within a one-half mile buffer area of the project boundary, to support safe and comfortable bicycle travel.	Infrastructure	0.000%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy LUT-8
30	Include Bike Parking Per City Code, Secure Bike Parking, Showers, and Bicycle Repair Station / Services	Implements short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations. Implements additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel. On-site bicycle repair tools and space to use them supports on-going use of bicycles for transportation.	Infrastructure	2.000%	#VALUE!	0.043936474	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy SDT-6
Neighborhood Enhancement Strategies								
31	Traffic Calming Improvements	Implements traffic calming measures throughout and around the perimeter of the project site that encourage people to walk, bike, or take transit within the development and to the development from other locations.	Infrastructure	0.0%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy SDT-2
32	Pedestrian Network Improvements	Implements pedestrian network improvements throughout and around the project site that encourages people to walk.	Infrastructure	0%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy SDT-1
33	Healthy Food Retail in Underserved Area	Provide on site eating facility/cafeteria	Infrastructure	0%	#VALUE!	0	School	San Francisco TDM Technical Justification
Miscellaneous Strategies								
34	Virtual Care Strategies for Hospitals	Resources to allow patients to access healthcare services or communicate with healthcare staff through online or off-site programs.	Infrastructure	0.0%	#VALUE!	0	Hospital Visitors	-
35	On-site Affordable Housing	Provides on-site affordable housing.	Infrastructure	0.0%	#VALUE!	0	All	2010 California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy LUT-6
36	Delivery Services	Provide delivery services by bicycle, on foot, or in a delivery vehicle that makes multiple stops.	Incentive	0.0%	#VALUE!	0	All	San Francisco TDM Technical Justification
37	EV Parking Spaces/Stations	Provide charging station. Credit for GHG Reduction.	Incentive	1%	#VALUE!	0.021968237	All	-

ATTACHMENT D

VMT CALCULATOR

Version 1.3 Build Date 7_2_21

PROJECT INFORMATION

Project Name	Fuji Lane Cannabis Cultivation
Address	22900 Fuji Lane
TAZ	
Project Context/Setting	Low Density Suburb
	TAZ# 1368

ANALYSIS YEAR

Analysis Year	2015

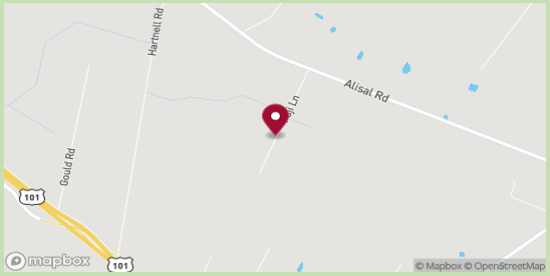
LAND USE INFORMATION

VMT Land Use Type	Agricultural
ITE Trip Gen Land Use	
	#N/A
#N/A	
Mixed-Use Adjustment	0%

PRESUMPTIONS OF LESS THAN SIGNIFICANT IMPACT

- ☐ Affordable Housing
- ☐ Within a 1/2 mile of Major Transit Stop
- ☐ Local Retail (<50,000 Sq Ft)
- ☐ Less than 110 Trips per Day

SEARCH LOCATION | RESET



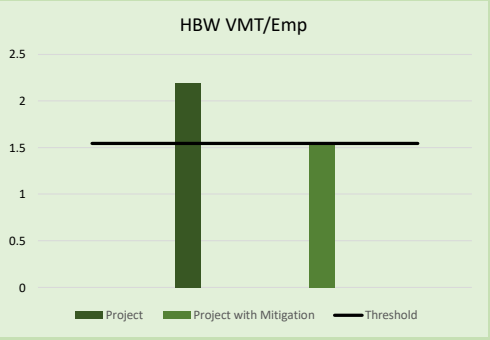
VMT OUTPUT

This tool is only intended for projects of 2,000 trips or less.

	PROJECT	REDUCTIONS	PROJ. WITH MITIGATION
HBW VMT/Emp	2.2	0.6	1.6
Daily Vehicle Trips	#VALUE!	#VALUE!	#VALUE!

Average (HBW VMT/Emp)	1.8
Threshold (15% below Average)	1.5
Significant Impact?	Yes

Monterey County Threshold



TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

- PARKING STRATEGIES
- TRANSIT STRATEGIES
- COMMUNICATIONS & INFORMATION STRATEGIES
- COMMUTING STRATEGIES
- SHARED MOBILITY STRATEGIES
- BICYCLE INFRASTRUCTURE STRATEGIES
- NEIGHBORHOOD ENHANCEMENT STRATEGIES
- MISCELLANEOUS STRATEGIES

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