DRAFT
INITIAL STUDY/NEGATIVE DECLARATION
Assembly Major Use and Amplified Music Use for 456 Lighthouse Avenue Use Permit Application (UP-23-0072)

Prepared By:

City of Monterey
570 Pacific St.
Monterey, CA 93940

Contact: Christy Sabdo, AICP,
Senior Associate Planner

Prepared with the Assistance of:

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Monterey, California 93940

Contact: Erin Harwayne, AICP,
Senior Project Manager

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ENVIRONMENTAL CHECKLIST FORM

1. **Project title:** Assembly Major Use and Amplified Music Use for 456 Lighthouse Avenue

2. **Lead agency name and address:** City of Monterey, 570 Pacific St. Monterey, CA 93940

3. **Contact person and phone number**: Christy Sabdo, AICP, Senior Associate Planner, 831-646-3885

4. **Project location:** The proposed project is located in the northwest side of the City of Monterey on Lighthouse Avenue between Drake Avenue and McClellan Avenue (**Figure 1**). Specifically, the proposed project is located at 456 Lighthouse Avenue on Accessor Parcel Number (APN) 001-063-017-000. The project site is currently developed with a parking lot and existing building that was remodeled in 2020 to include a professional office and warehouse storage facility (**Figure 2**).

5. **Project sponsor's name and address:** Samuel Pitnick, Samuel Pitnick Architects, Inc., P.O. Box 22412, Carmel, CA 93922

6. **General Plan designation:** Mixed Use Neighborhood[1]

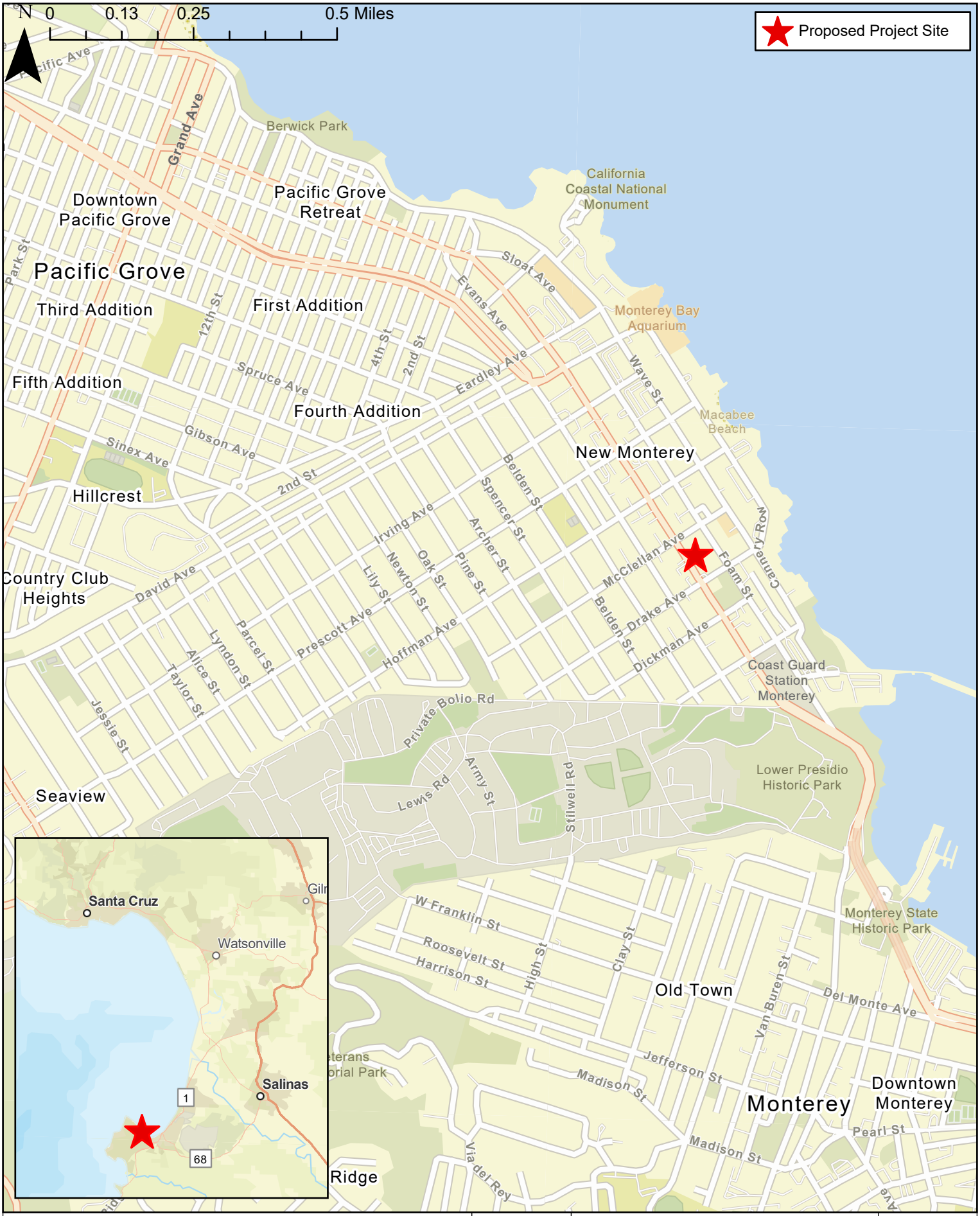
7. **Zoning:** Planned Community – Lighthouse Specific Plan (PC-LH)

8. **Description of project:** The proposed project involves a change in use of an existing two story, 8,057-square-foot building with a Business (B) occupancy group designation. The City of Monterey designates the building's 4,402 square feet of existing warehouse space as a Business (B) occupancy group, which sets the occupancy of the building at 30 individuals. The proposed project would change the warehouse designation and the Business (B) occupancy group to an Assembly Major Use and an Amplified Music Use space and Assembly (A) occupancy group, respectively. This change would facilitate an increase in occupancy from 30 individuals to approximately 314 individuals and allow the current owner of the building to hold private events. The proposed project would also include construction of a new trash enclosure in the northwest corner parking lot and re-striping the parking lot to increase the number of parking spaces. No construction or modifications to the building or parking lot would otherwise occur.

PROJECT LOCATION

The proposed project is located at 456 Lighthouse Avenue (APN 001-063-017-000), Monterey, California, 93940, in Monterey County (**Figure 1**). The land use designation for the project site is Mixed Use Neighborhood and the zoning is Planned Community – Lighthouse Specific Plan (PC-LH). Specifically, the proposed project is located on the northwest side of Lighthouse Avenue between Drake Avenue and McClellan Avenue (**Figure 2**).

[1] On July 16, 2024, the City Council adopted an updated Land Use Element with new land use designations. Prior to adoption of the updated Land Use Element, the City designated the project site as a commercial land use. Under the new Land Use Element, the project site carries a mixed-use neighborhood designation, which permits a full range of residential, retail, employment, entertainment, cultural, public, and personal services (City, 2024b).



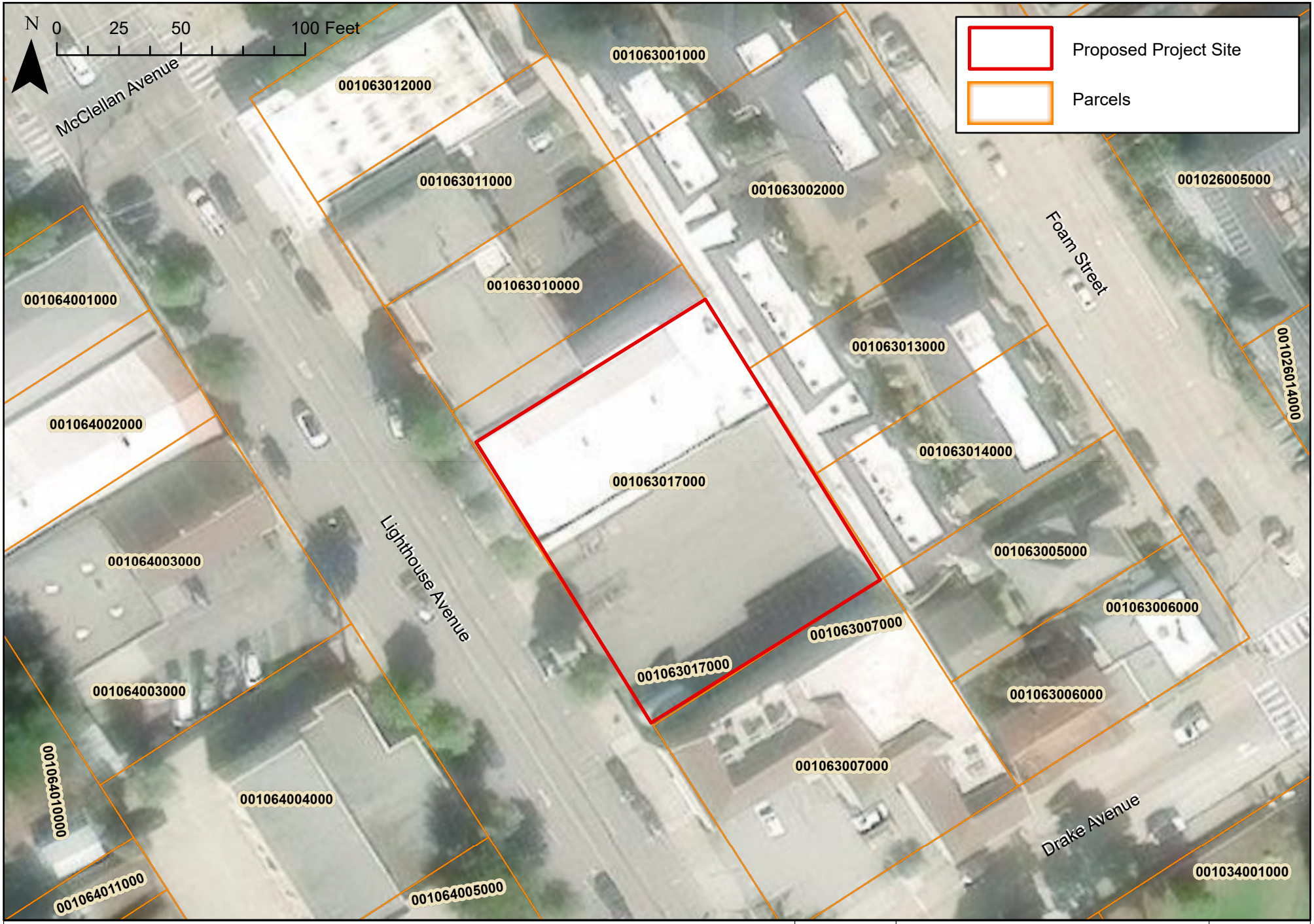
Regional Map

Date
3/28/2024

Scale
N/A

Denise Duffy & Associates, Inc.
Planning and Environmental Consulting

Figure
1



Proposed Project Location

Date
4/12/2024

Scale
N/A

Denise Duffy & Associates, Inc.
Planning and Environmental Consulting

Figure
2

PROJECT BACKGROUND

The current property at 456 Lighthouse has an 8,057 square foot, two story structure with an existing approximately 9,500 square foot parking lot. Prior to the current property owner, the building housed the Hodges Rental All, a party supply business store. Once the current property owner acquired 456 Lighthouse, the building was remodeled in 2020 for use as a private office building and warehouse storage facility. The property carries a Building (B) occupancy group which limits the building to 30 occupants.

PROJECT DESCRIPTION

The project site is located on a 0.38-acre (16,553 square feet) parcel. The property owner, 456 Lighthouse Properties, LLC, is proposing a change in use of 4,402 square feet of the warehouse storage facility to Assembly Major Use – Large Group Assembly and Amplified Music Use to host private events while maintaining 1,684 square feet of professional office space and 1,971 square feet of restrooms and storage space (**Table 1-1**, **Attachment 1**). By changing the proposed use, the occupancy group would change to Assembly (A), increasing the allowable occupancy from approximately 30 individuals to approximately 314 individuals. The property owner does not expect that 314 individuals would occupy the building on any given day during regular business hours. The actual number of employees on-site during business hours for the professional office would be between 25 and 55 people. The regular business hours would remain unchanged. While most private events would be limited to between 150 and 175 people, out of the maximum 12 private events proposed, only three to five private events would reach full capacity of approximately 314 people (this includes any support staff such as vendors, caterers, and security). The number of staff and vendor employees for private events would vary from five to twenty, depending on event need and guest count.

Table 1-1. Proposed Change of Use

Existing Uses	Proposed Uses
Professional Offices (1,684 sf)	Professional Offices (1,684 sf)
Warehouse Storage (including restrooms) (6,373 sf)	Warehouse Storage (including restrooms) (1,971 sf)
Monterey Occupancy Group (Business (B)) Occupancy (30 people)	Assembly Major Use – Large Group Assembly for private events and entertainment (4,402 sf)
	Monterey Occupancy Group (Assembly (A)) Occupancy (approximately 314 people)
	Amplified Music/Sound Use
	ABC License for private events[1]

[1] Vendors that hold their own ABC License (Type 58 Caterer's Permit) would serve and provide alcohol at events.

Specifically, the proposed project would involve hosting between five to twelve private events per year by invitation only. All events would be auto events hosted by the property owner. The events would include product demonstrations and viewings, educational classes, and lectures. All events would be held indoors; however, there may be occasions where certain aspects of the event must be held outdoors in the existing parking lot on-site (e.g., to accommodate car exhibits that would not fit inside). Events would take place both during business hours (8 am to 6 pm) and at night (generally 5 pm to 10 pm) and would typically be three to four hours in length, not including setup or breakdown. Nighttime events would end by 10 pm consistent with the City's noise curfew (Monterey City Code [MCC] Section 22-17.3). The proposed project would host between 150-175 people per event, including staff. However, the property owner estimates three to five events per year would reach the full occupancy of approximately 314 people. Private event staff would include support staff consisting of vendors, caterers, and security; events would require five to twenty people depending on the event need and guest count. Event staff

would not be employed full-time as these events are not regular and only held on occasion throughout the year. Outside vendors would provide all staff for events. There is a large, gated parking lot on the property accessed from Lighthouse Avenue where deliveries would take place.

Events may also include live entertainment and amplified music and offer food and beverages, including alcohol. Live entertainment and amplified music would only occur indoors. Live entertainment, depending on the type of event, may include an emcee, lecturers, and musicians. Amplified music would include live performances, DJ, as well as music played from predetermined playlists. Food and alcohol vendors serving a private event on-site will have appropriate licenses [i.e., California Department of Alcoholic Beverage control (ABC) Type 58 catering license]; otherwise, an ABC license is not required for private events that meet the following criteria:

- Private event that includes a guest list and invitation;
- No money charged for the event; and
- The event occurs in a place that is not used for alcohol sales, service, or consumption.

The on-site parking lot would accommodate up to twenty vehicles and would be accessible during events. However, the parking lot would primarily be reserved for those that require accessible parking and for vendors (e.g., caterers), staff, and security. Private event guests would have multiple options available, including parking spaces on Lighthouse Avenue and other nearby streets, and parking garages on Foam Street (601 Foam Street), Wave Street (700 Wave Street), and Cannery Row (32 Cannery Row and 501 Cannery Row) would provide parking for event attendees. Taxi and rideshare options, such as Uber and Lyft, would also be available to guests.

The proposed project would also include installation of a new trash enclosure in the parking lot. The enclosure would be in the northwest portion of the parking lot, approximately 15 feet wide by 18 feet long with a corrugated metal roof and an aluminum rain gutter. The proposed project would construct the new trash enclosure using 6-foot-high composite wood panels and metal posts. The trash enclosure would contain four, 96-gallon recycling bins and two dumpsters. The proposed project would also involve re-striping the parking lot to increase the number of spaces. No construction or modifications to the building or parking lot would otherwise occur.

The Monterey Peninsula Water Management District (MPWMD) has confirmed water is available for the project. The MPWMD will issue a waiver that states that the primary use of the permitted building is Group I use and any use for assembly purposes must be subordinate to that use, or a new water permit will be required.

The proposed project will also require a Conditional Use Permit to allow Assembly Major Use – Large Group Assembly and Amplified Music Use from the City of Monterey Planning Department. Additionally, the proposed project would need building permits from the City's Building and Safety Division.

Surrounding Land Uses and Setting:

The City designates the land use for the project site as Mixed-Use Neighborhood and the zoning as PC-LH. The property is bounded by other commercial businesses including Creative Property Management (484 Lighthouse Ave.) to the northwest, Baskin Robins (406 Lighthouse Ave.) to the southeast, and the Victorian Inn (487 Foam Street) to the northeast. Additionally, residential land uses are located adjacent to the project site to the southeast (415 Foam Street, 417 Foam Street, 200 Drake Avenue, 220 Drake Avenue, and 240 Drake Avenue).

Other Public Agencies Whose Approval is Required:

- Monterey Peninsula Water Management District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

……X…….I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

..... … .....I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

....I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

....I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

....I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (EIR) or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

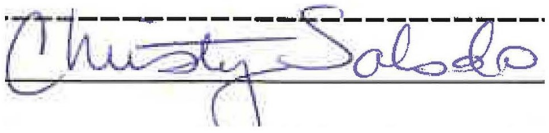
Public Review Period

Begins: September 27, 2024
Ends: October 28, 2024

Public Meeting

Date: November 12, 2024
Time: 4:00 PM
Location: City of Monterey Council Chamber
Reviewing Body: Planning Commission

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

Signature:  **Date:** September 26, 2024

Printed name: Christy Sabdo, AICP
Title: Senior Associate Planner
Address: 570 Pacific Street
Phone Number: 831-646-3885

Attachments:
1. Project Plans
2. Air Quality & Greenhouse Gas Technical Memorandum
3. Noise Impact Assessment
4. VMT Traffic Assessment
5. AB 52 Consultation Notification Letters

c: City Council
POST (Outside City Clerk's Office)
County Clerk, 168 West Alisal Street, 1st Floor, Salinas, CA 93901
State Clearing House, CEQA Submit

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

Note: A copy of this document, as well as informational sources referenced herein, can be reviewed at the City of Monterey Planning Office (570 Pacific Street, Monterey) as well as the City's Website: https://monterey.gov/city_hall/departments/planning/index.php

ENVIRONMENTAL CHECKLIST

I. Aesthetics

SUBJECT AREA: I. AESTHETICS: Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
a) Have a substantial adverse effect on a scenic vista?			X		– City of Monterey General Plan Map 2, Special Places (City, 2005)
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X	– City of Monterey General Plan, Urban Design Element (City 2005) – MCC Chapter 37 (City, 2024c)
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		– City of Monterey General Plan, Urban Design Element (City, 2005) – Project Plans (Attachment 1)
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		– City of Monterey General Plan, Urban Design Element (City, 2005) – Project Plans (Attachment 1)

Existing Setting:

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

As identified in the City's General Plan, all major roads leading to Monterey are scenic corridors. Highway 1, south of the City, is a state designated scenic highway. State Highway 68 (Monterey Salinas Highway) from Highway 1 to the Salinas River is a state and Monterey County designated scenic highway. In addition, Highway 68 along the western boundary of the City and Pacific Street and Lighthouse Avenue are each identified as "proposed scenic roads" in the City's General Plan.

Regulatory Setting:

State

California Scenic Highways Program: The Legislature created the California State Scenic Highway program in 1963. This program's purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The program includes a list of highways that are either designated or eligible for designation as a scenic highway. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

Local

City of Monterey City Code Chapter 37: Chapter 37 of the MCC outlines the preservation of trees and shrubs within the City. Section 37-2.5 Protection of Trees During Construction mandates that all public and private construction projects requiring a building permit shall comply with the tree protection guidelines to safeguard and protect any trees affected by construction (Ord. 3424 Section 13, 2009).

Section 37-8 Removal or Damaging Trees on Private Property; Permit Required states that no person shall remove, damage, relocate, or cause removal, damage, or relocation of any tree on private property without issuance of a permit by the City Forester. Trees may be maintained for their health, but excessive pruning leading to irreparable damage to the tree shall require replacement in addition to any other penalties imposed under these regulations without use of certified arborists. (Ord. 3424 Section 13, 2009).

City of Monterey General Plan: The Urban Design Element of the City's General Plan prioritizes protections for and view of the coastline and central ridge of wooded hills. The General Plan prioritizes preservation of these two features as they are "essential to maintaining the scenic character of the Peninsula" (City, 2005). The General Plan includes Figure 2 Scenic Places which defines special places within the City of Monterey including designated and proposed scenic roads. The City's General Plan includes policies adopted for the purpose of mitigating aesthetic impacts from development projects. The following policies are applicable to the proposed project:

Policy g.7. Use landscaping to screen parking where appropriate.

Policy h.1. Significant natural features within scenic corridors should be preserved and enhanced to the maximum extent possible in the design and construction of scenic entrances. These natural features include ridgelines, hilltops, rock outcroppings, stream and creek beds, scenic vistas, wildlife habitats, Monterey pine and oak groves, and other significant natural vegetation.

Policy h.10. Developments visible from Scenic Entrances should blend into the natural surroundings and not detrimentally impact significant natural features such as the wooded ridgeline, hilltops, etc.

Discussion:

a) The proposed project is located in an urban region of the City along Lighthouse Avenue. The project site is not within a scenic vista and the proposed activities would not expand the proposed project in such a way that a nearby scenic vista would be impacted. However, the City's General Plan identifies the stretch beginning at the intersection of Pacific Street and Soledad Drive to the

intersection of Lighthouse Avenue and David Avenue as a proposed scenic road. The proposed project would not make any physical alterations to the existing 8,057 square foot building. The only construction activities associated with the proposed project would involve installation of a new trash enclosure in the northwest corner of the parking lot and re-striping of the existing parking lot. Therefore, the proposed project would have a less than significant impact on a scenic vista.

b) Highway 1 is a state designated scenic highway from the Monterey-Salinas Highway, also known as State Route 68, to the Carmel River south of the City. The highway traverses the City in a north/south direction and runs through the center of the City. The project site is located in the northwest corner of the City along Lighthouse Avenue and is not near or visible from a state scenic highway. Additionally, the proposed project consists of a change in the use of an existing building with the only construction involving a new trash enclosure and re-striping the existing parking lot. Therefore, the proposed project would not damage scenic resources including trees, rock outcrops, and historic buildings within the viewshed of a state scenic highway. Therefore, no impact would occur.

c) The proposed project is located within an urbanized area of the City, is zoned as Planned Community – Lighthouse Specific Plan (PC-LH) and carries a Mixed-Use Neighborhood land use designation. The building is currently in compliance with the zoning and land use designations. The proposed project involves a change in use of the building with minimal construction that requires installation of a new trash enclosure in the northwest corner of the parking lot and re-striping the parking lot. The proposed project would not necessitate use of heavy machinery for construction and is, thus, unlikely to impact the visual and scenic quality of the existing zoning and land use regulations. Furthermore, the enclosure would have paint that matches the color of the adjacent building.

Additionally, the proposed project would not involve removal of trees or conducting ground disturbing activities adjacent to existing trees. The City's General Plan proposes to designate Lighthouse Avenue as a City scenic road. Since the proposed project involves minimal construction and mainly consists of a change in use for the project site, the impact on the proposed scenic road would be less than significant.

d) The proposed project would not involve nighttime construction requiring temporary lighting measures. The existing building currently has outdoor lighting fixtures, and the proposed project would not install any new, permanent sources of light. While the proposed operations include hosting up to 12 events each year, these events would be primarily held indoors. However, some event exhibits may need to occur in the parking lot due to lack of indoor space. Events would occur during business hours between 8am and 6pm or at night between 5pm and 10 pm. Outdoor lighting would not be necessary during most of the hours specified above with the exception of some of the nighttime hours. Existing lighting on the building to light the parking lot at night would be sufficient to provide lighting for events. The proposed project does not include any new permanent or temporary lighting. For these reasons, the proposed project would have a less than significant impact regarding the creation of a new source of light or glare.

II. Agriculture and Forest Resources

SUBJECT AREA: II. AGRICULTURE AND FOREST RESOURCES	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	- City of Monterey, General Plan Conservation Element (City, 2005) - Important Farmland Finder (California Department of Conservation, 2022)
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	- City of Monterey, General Plan Conservation Element - Important Farmland Finder (California Department of Conservation, 2022)
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220g), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104g)?				X	- City of Monterey, General Plan Conservation Element (City, 2005)
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X	- City of Monterey, General Plan Conservation Element (City, 2005)
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X	- City of Monterey, General Plan Conservation Element (City, 2005) - Important Farmland Finder (California Department of Conservation, 2022)

Existing Setting:

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

Regulatory Setting:

State

Department of Conservation's Farmland Mapping and Monitoring Program (FMMP): The California Department of Conservation (DOC) identifies and designates important farmland throughout the state as part of the Farmland Mapping and Monitoring Program (FMMP). DOC classifies farmland as follows:

- Prime Farmland. Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. These are Class I and Class II soils.
- Farmland of Statewide Importance. Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Unique Farmland. Farmland of lesser quality soils used to produce the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climactic zones in California.
- Grazing Land. Government Code Section65570(b)(3) defines Grazing Land as: "...land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock." The minimum mapping unit for Grazing Land is 40 acres. Grazing Land does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.
- Urban and Built-Up Land. Land occupied by structures with a building density of at least one (1) unit to 1.5 acres, or approximately six (6) structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- Other Land. Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas, not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act of 1965 (Williamson Act): The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is the State's primary program aimed at conserving private land for agricultural use. The California Department of Conversation prepares countywide maps of lands enrolled in the Williamson Act contracts. The Williamson Act provides a voluntary, locally administered program offering reduced property taxes on lands whose owners place enforceable restrictions on land use through contracts between the individual landowners and local governments.

Local

City of Monterey General Plan: The City's General Plan does not provide programs for the protection of agricultural lands or commercial forestry production as neither exist within the boundaries of the City. The Conservation Element specifically states that agricultural lands and commercial forestry production does not exist within the City (City, 2005).

Discussion:

a–b) The City of Monterey does not have any land zoned and used for agricultural production. Specifically, the Conservation Element of the City's General Plan states that there are no commercial agricultural lands within the City (City, 2005). Furthermore, the DOC FMMP identifies the City as having no farmland of statewide importance, with the only designation being "urban and built-up land" (DOC, 2022). For these reasons, the proposed project would have no impact on the conversion of agricultural lands and would not conflict with Williamson Act contracts.

c-d) Similar to agricultural resources, the City's Conservation Element of the General Plan states that there are no commercial forests within the City (City, 2005). Additionally, the proposed project carries a Mixed-Use Neighborhood land use designation, which does not accommodate either agricultural production or commercial forestry. For these reasons, the proposed project would have no impact on existing zoning or conversion of forest land and timberland production as defined in the California Public Resources Code (PRC) Sections 12220(g) and 4526 and in Government Code Section 51104.

e) As stated in the previous impact discussions, the City designates the land use for the proposed project site as Mixed-Use Neighborhood. The City's Conservation Element states there are no commercial agricultural lands or commercial forests within the City (City, 2005). Additionally, the DOC's FMMP identifies land within the City as only "urban and built-up land" having no farmland of any classification (DOC, 2022). Therefore, the proposed project would have no impact on the existing environment which would result in the conversion of farmland or forest land.

III. Air Quality

SUBJECT AREA: III. AIR QUALITY:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?			X		– Air Quality and Greenhouse Gas Technical Memorandum (AMBIENT, 2024a) – Guidelines for Implementing the California Environmental Quality Act (MBARD, 2016). – Vehicle Miles Traveled Assessment (Kimley Horn, 2024).

SUBJECT AREA: III. AIR QUALITY:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X		– Air Quality and Greenhouse Gas Technical Memorandum (AMBIENT, 2024a) – Guidelines for Implementing the California Environmental Quality Act (MBARD, 2016). – Vehicle Miles Traveled Assessment (Kimley Horn, 2024).
c) Expose sensitive receptors to substantial pollutant concentrations?			X		– Air Quality and Greenhouse Gas Technical Memorandum (AMBIENT, 2024a) – Guidelines for Implementing the California Environmental Quality Act (MBARD, 2016).
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X		– Air Quality and Greenhouse Gas Technical Memorandum (AMBIENT, 2024a) – Guidelines for Implementing the California Environmental Quality Act (MBARD, 2016).

Existing Setting:

AMBIENT Air Quality & Noise Consulting (AMBIENT) prepared the *Air Quality & Greenhouse Gas Technical Memorandum* to analyze potential air quality and greenhouse gas emissions that may result from the proposed project (**Attachment 2**). The project site is located in the City of Monterey in Monterey County. The County is in the North Central Coast Air Basin (NCCAB). The air basin covers an area of 5,159 square-miles along the central coast of California, encompassing Monterey, Santa Cruz, and San Benito Counties. Monterey Bay is a 25-mile-wide inlet, which allows marine air at low levels to penetrate the interior. The Salinas Valley is a steep-sloped coastal valley which opens out on Monterey Bay and extends southeastward with mountain ranges of two to three thousand feet elevation on either side. The broad area of the valley floor near the mouth is twenty-five miles wide, narrowing to about six miles at Soledad, which is forty miles inland, and to three miles wide at King City, which is about sixty miles from the coast. At Salinas, near the northern end of the Valley, west and northwest winds occur about one-half the time during the entire year. Although the summer coastal stratus rarely extends beyond Soledad, the extended sea breeze, which consists of warmer and drier air currents, frequently reaches far down the Salinas Valley.

Criteria Air Pollutants

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

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

level ozone resulting from these pollutants could potentially result in significant adverse human health impacts.

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

Toxic Air Contaminants

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

Construction Emissions

Emissions generated during construction are “short-term” in the sense that they would be limited to the actual periods of site development and construction. Short-term construction emissions are typically generated by the use of heavy equipment, the transport of materials, and construction employee commute trips. Construction-related emissions consist primarily of reactive organic gases, nitrogen oxides, DPM, respirable and fine particulate matter, and carbon monoxide. Emissions of reactive organic gasses, nitrogen oxides, DPM, and carbon monoxide are generated primarily by the operation of gas and diesel-powered motor vehicles, asphalt paving activities, and the application of architectural coatings. Respirable and fine particulate matter emissions are generated primarily by wind erosion of exposed graded surfaces. The proposed project would not involve

Sensitive Receptors

Although air pollution can affect all segments of the population, certain groups are more susceptible to its adverse effects than others. Children, the elderly, and the chronically or acutely ill are the most sensitive population groups. These sensitive receptors are commonly associated with specific land uses such as residential dwelling units, schools, day care centers, nursing homes, and hospitals. In addition, certain air pollutants, such as carbon monoxide, only have significant effects if they directly affect a sensitive population. A project would have a significant impact on air quality if it exposes sensitive

receptors to significant amounts of air pollution (MBARD, 2008). The nearest residential uses are designated by the City as multi-family residential, which are located adjacent to and southeast of the project site. Additionally, single family residential areas are located along Hawthorne Avenue, which is west of Lighthouse Avenue. The Victorian Inn, designated as a visitor accommodating facility, is located northeast of and adjacent to the project site. The Big Sur Charter School is not immediately adjacent to the project site but is within one-quarter mile, and the Drake House is an assisted living facility located within 500 feet of the project site to the south.

Regulatory Setting:

Several agencies regulate air quality within the NCCAB. These agencies include the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the Monterey Bay Air Resources District (MBARD). The EPA enforces the national air quality standards, while local agencies may require more stringent regulations.

Federal

U.S. Environmental Protection Agency: The EPA implements national air quality programs, and their mandates are drawn primarily from the Federal Clean Air Act (FCAA). The FCAA was first passed in 1970 and subsequently amended in 1977 and 1990 (AMBIENT, 2024a; CARB, 2024). The EPA establishes and enforces the national ambient air quality standards (NAAQS) across the nation.

State

California Air Resources Board: CARB is the agency responsible for coordination and oversight of both state and local air pollution control initiatives in the state and for implementing the 1988 California Clean Air Act (CCAA). CARB also works with air pollution control districts and management districts to monitor air quality, establishes California ambient air quality standards (CAAQS), and sets emissions standards for new motor vehicles (AMBIENT, 2024a; CARB, 2024). The CAAQS are often more stringent than NAAQS, and these standards are summarized in **Table 3-1** below.

Table 3-1. Summary of Ambient Air Quality Standards

Pollutant	Average Time	California Standards*	National Standards* (Primary)
Ozone (O_3)	1-hour	0.09ppm	–
Ozone (O_3)	8-hour	0.070ppm	0.070ppm
Particulate Matter (PM_{10})	AAM	20µg/m^3	–
Particulate Matter (PM_{10})	24-hour	50µg/m^3	150µg/m^3
Fine Particulate Matter ($PM_{2.5}$)	AAM	12µg/m^3	12µg/m^3
Fine Particulate Matter ($PM_{2.5}$)	24-hour	No Standard	35µg/m^3
Carbon Monoxide (CO)	1-hour	20ppm	35ppm
Carbon Monoxide (CO)	8-hour	9ppm	9ppm
Carbon Monoxide (CO)	8-hour (Lake Tahoe)	6ppm	–
Nitrogen Dioxide (NO_2)	AAM	0.030ppm	0.053ppm
Nitrogen Dioxide (NO_2)	1-hour	0.18ppm	0.100ppb
Sulfur Dioxide (SO_2)	AAM	–	0.03ppm
Sulfur Dioxide (SO_2)	24-hour	0.04ppm	0.14ppm
Sulfur Dioxide (SO_2)	3-hour	–	0.5ppm (1300µg/m^3) **

Pollutant	Average Time	California Standards*	National Standards* (Primary)
Sulfur Dioxide (SO_2)	1-hour	0.25ppm	75ppb
Lead	30-day Average	1.5µg/m^3	–
Lead	Calendar Quarter	–	1.5µg/m^3
Lead	Rolling 3-Month Average	–	0.15µg/m^3
Sulfates	24-hour	25µg/m^3	No Federal Standards
Hydrogen Sulfide	1-hour	0.03ppm (42µg/m^3)	No Federal Standards
Vinyl Chloride	24-hour	0.01ppm (26µg/m^3)	No Federal Standards
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/kilometer-visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent.	No Federal Standards

Ppm=parts per million; ppb=parts per billion; AAM=Annual Arithmetic Mean; µg/m3=micrograms per cubic meter
*For more information on standards visit: http//www.arb.ca.gov.research/aaqs/aaqs2.pdf
**Secondary Standard
Source: CARB, 2024; AMBIENT, 2024a

Local

Monterey Bay Air Resources District: MBARD is primarily responsible for ensuring that NAAQS and CAAQS are not exceeded within the NCCAB. MBARD prepares plans for attainment of ambient air quality standards, adopts and enforces air quality rules and regulations, issues permits for stationary sources of air pollution, inspects stationary sources of air pollution, responds to citizen complaints, and implements programs and regulations required under the FCAA and the CCAA (AMBIENT 2024a; MBARD, 2008). The 2012-2015 Air Quality Management Plan (AQMP) and 2007 Federal Maintenance Plan for maintaining federal ozone standards are examples of reports completed by MBARD to achieve NAAQS and CAAQS. NCCAB Attainment Status for National and California Ambient Air Quality can be found in **Table 3-2** below.

Table 3-2. Attainment Status for the NCCAB

Pollutants	State Designation	Federal Designation
Ozone (O_3)	Nonattainment – Transitional	Attainment
Inhalable Particulates (PM_{10})	Nonattainment	Attainment
Fine Particulates ($PM_{2.5}$)	Attainment	Attainment
Carbon Monoxide (CO)	Monterey Co. – Attainment	Attainment
Carbon Monoxide (CO)	San Benito Co. – Unclassified	Attainment
Carbon Monoxide (CO)	Santa Cruz Co. – Unclassified	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment	Attainment

Source: MBARD, 2017.

Air Quality Significance Threshold Criteria:

MBARD provides guidance in assessing air quality impacts for projects. In 2008, MBARD adopted new CEQA Air Quality Guidelines that included thresholds of significance to assist in the review of projects

under CEQA. Furthermore, the 2016 report, *Guidelines for Implementing the California Environmental Quality Act*, summarizes the significance thresholds. These significance thresholds, all of which except greenhouse gas (GHG) emissions, are MBARD-adopted thresholds and are used in this analysis. **Table 3-3** summarizes MBARD's air quality significance thresholds. Additionally, MBARD also has screening criteria for projects having minimal earthwork activities during construction. If a project would involve minimal earthwork over an estimated 8.1 acres/day, then the project would potentially exceed the recommended threshold of 82 pounds per day (lbs./day) of PM_{10} which would constitute a potentially significant impact (AMBIENT, 2024a). The project site is approximately 0.38 acre. Furthermore, a project involving construction of commercial land uses exceeding 120,000 square feet would be considered to have a potentially significant long-term air quality impact (ABMIENT, 2024a). The proposed project includes an existing building with a total square footage of 8,057 square feet, and no construction activities are associated with the existing building.

Table 3-3. Air Quality Significance Thresholds

Criteria Pollutant	Construction Thresholds Construction of the Project (lbs/day)	Operational Thresholds Operation of the Project (lbs/day)
Nitrogen Oxides (NO_X)	137	137
Reactive Organic Gasses (ROG)	137	137
Particulate Matter (PM_{10})	82	82
Fine Particulate Matter ($PM_{2.5}$)	55	55
Carbon Monoxide (CO)	550	550

Notes:
Construction and operation of a project would also have significant air quality impacts if the project:

- Caused or contributed to a violation of any CAAQS or NAAQS;
- Resulted in a cumulatively considerable net increase of any criteria pollutant that is considered non-attainment in the project region;
- Exceed the health risk public notification thresholds adopted by MBARD;
- Create objectionable odors affecting a substantial number of people; and
- Be inconsistent with the adopted state and federal air quality plans.

Lbs/day = pounds per day.
Source: MBARD, 2016

Discussion:

a-b) Construction

The proposed project involves minimal construction activities consisting of installation of a trash enclosure in the northwest corner of the existing parking lot and re-striping the parking lot to add more parking spaces. As mentioned above, a project with minimal earthwork would potentially exceed 82 lbs./day of PM_{10} if the construction activities occurred over an estimated 8.1 acres/day. The project site is approximately 0.38 acre and construction activities would occur over a portion of the site (i.e., the existing parking lot). The proposed project would also not involve ground disturbing activities. Therefore, short-term air quality emissions associated with construction would be considered less than significant.

Additionally, MBARD considers a project to have a potentially significant long-term air quality impact if construction would occur for commercial land uses that exceeds approximately 120,000

square feet. The proposed project carries a Mixed-Use Neighborhood land use designation, which accommodates commercial uses. The proposed project would involve minimal construction in the parking lot and would not include construction activities for the existing 8,057 square foot building. Therefore, long-term air quality emissions associated with construction would be less than significant.

Operation

New emissions from the proposed project would primarily come from increases in motor vehicle trips. Proposed events would host at most approximately 314 people. Based on a conservative assumption of 314 people per event and an average combined vehicle occupancy rate of 1.5 people per trip for all trips, the air quality and GHG analysis estimates the project would generate a maximum of approximately 419 vehicles per event (AMBIENT, 2024a). Estimating 419 vehicle trips per event, project generated emissions would be less than 2 lbs./day for ROG, NOx, and PM_{10} (AMBIENT, 2024a). Furthermore, the vehicle miles traveled (VMT) analysis, discussed further in **Section 17 Transportation**, provides an estimate of 384 vehicle trips per event and an annualized daily trip equivalent estimate of 42 daily trips when averaging event and employee daily trips over the course of the year (Kimley Horn, 2024). Since 384 vehicle trips per event and 42 daily trips over the course of the year are below the 419 vehicle trips conservatively estimated in the air quality and GHG analysis, the proposed project would not be expected to exceed MBARD air quality standards.[2] Therefore, project generated emissions would not exceed MBARD significance thresholds.

For these reasons, the proposed project would not conflict with or obstruct local air quality plans, nor would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. The project would have a less than significant impact on air quality.

c) As discussed above, sensitive receptors are commonly associated with specific land uses such as residential dwelling units, schools, day care centers, nursing homes, and hospitals. the nearest residential use is located adjacent to and southeast of the project site. Residential areas are also located along Hawthorne Avenue, which is west of Lighthouse Avenue. The Big Sur Charter School is not immediately adjacent to the project site but is within one-quarter mile, and the Drake House is an assisted living facility located within 500 feet of the project site to the south. The project site is not located near a day care center or hospital. The proposed project involves minimal construction and would not exceed any MBARD air quality thresholds of significance. Additionally, the proposed project would not cause a significant increase in traffic generated air pollution and would not significantly increase daily vehicle trips above an established threshold. The air quality and GHG analysis project generated emissions would be less than 2 lbs./day for ROG, NOx, and PM_{10} (AMBIENT, 2024a). This air quality estimate of less than 2 lbs./day is below the established MBARD thresholds identified in **Table 3-3** above. The VMT analysis calculated an annualized daily trip equivalent estimate of 42 daily trips when averaging event and employee daily trips over the course of the year. This daily trip equivalent would be below the 110 daily trip threshold discussed further in **Section 17 Transportation** of this document (Kimley Horn, 2024). Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

[2] The Air Quality and GHG analysis and the VMT analysis used different methodologies to calculate the estimated number of vehicle trips per event based on 314 attendees, the maximum occupancy of the building. The Air Quality and GHG analysis assumed an average vehicle occupancy of 1.5 people and the VMT analysis used an average vehicle occupancy of 1.64. Both are conservative estimates and concluded that air quality and GHG emissions and transportation impacts would be below the thresholds discussed for each environmental impact criteria.

d) No stationary sources of emissions are associated with the proposed project, and most emissions associated with the proposed project would originate from daily vehicle trips to and from the project site. The proposed project would not exceed any of MBARD's air quality thresholds during construction or operation. For these reasons, the proposed project would have a less than significant impact regarding exposing a substantial number of people to other emissions or odors.

IV. Biological Resources

SUBJECT AREA: IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	– City of Monterey, General Plan Conservation Element Goal d, Policies d.1–d-6 and Programs d.1.1–d.6.6 (City, 2005) – City of Monterey, Monterey City Code (MCC), Chapter 37, Preservation of Trees, and Shrubs (City, 2024c)
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	– City of Monterey, General Plan Conservation Element (City, 2005)
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	– City of Monterey, General Plan Conservation Element (City, 2005)
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X	– City of Monterey General Plan, Conservation Element (City, 2005)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		– City of Monterey, Monterey City Code (M.C.C.), Chapter 37, Preservation of Trees, and Shrubs (City, 2024c)
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	– General Plan Draft EIR (City, 2004)

Existing Setting:

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

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

Regulations

Federal

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

Federal Endangered Species Act: Provisions of the Endangered Species Act (ESA) of 1973 (16 USC 1532 et seq., as amended) protect federally listed threatened or endangered species and their habitats from unlawful take. Listed species include those for which proposed and final rules are published in the Federal Register. The ESA is administered by the U.S. Fish and Wildlife Service (USFWS) or National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS). In general, NMFS is responsible for the protection of ESA-listed marine species and anadromous fish, whereas other listed species are under USFWS jurisdiction.

Section 9 of ESA prohibits the take of any fish or wildlife species listed under ESA as endangered or threatened. Take, as defined by ESA, is "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." The ESA defines harm as "any act that kills or injures the fish or wildlife…including significant habitat modification or degradation that significantly impairs essential behavioral patterns of fish or wildlife." Additionally, Section 9 prohibits removing, digging up, and maliciously damaging or destroying federally listed plants on sites under federal jurisdiction. Section 9 does not prohibit the take of federally listed plants on sites not under federal jurisdiction. If there is the potential for incidental take of a federally listed fish or wildlife species, take of listed species can be authorized through either the Section 7 consultation process for federal actions or a Section 10 incidental take permit process for non-federal actions. Federal agency actions include activities on federal land, conducted by a federal agency, funded by a federal agency, or authorized by a federal agency (including issuance of federal permits).

State

California Endangered Species Act: The California Endangered Species Act (CESA) was enacted in 1984. The California Code of Regulations (Title 14, Section 670.5) lists animal species considered endangered or threatened by the state. Section 2090 of CESA requires state agencies to comply with endangered species protection and recovery and to promote conservation of these species. Section 2080 of the Fish and Game Code prohibits "take" of any species the commission determines to be an endangered species or a threatened species. Section 86 of the Fish and Game Code defines “take” as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Section 2081 Incidental Take Permit from the CDFW may be obtained to authorize “take” of any state listed species.

California Native Plant Protection Act: The California Native Plant Protection Act (CNPPA) of 1977 directed CDFW to conduct the legislature’s intent to “preserve, protect and enhance rare and Endangered plants in the State." The CNPPA prohibits importing rare and Endangered plants into California, taking rare and Endangered plants, and selling rare and Endangered plants. The CESA and CNPPA authorized the Fish and Game Commission to designate endangered, threatened, and rare species and to regulate the taking of these species (Sec. 2050-2098, Fish and Game Code). Plants listed as ***rare*** under the CNPPA are not protected under CESA; however, these plants may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research.

California Fish and Game Code: Section 3503 of the Fish and Game Code states that it is “unlawful to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Section 3503.5 prohibits the killing, possession, or destruction of any birds in the orders Falconiformes or Strigiformes (birds-of-prey). Section 3511 prohibits the take or possession of fully protected birds. Section 3513 prohibits the take or possession of any migratory nongame birds designated under the federal Migratory Bird Treaty Act. Section 3800 prohibits the take of nongame birds.

The classification of Fully Protected was the state's initial effort in the 1960's to identify and provide additional protection to those animals that were rare or faced extinction. Lists were created for fish (Section 5515), mammals (Section 4700), amphibians and reptiles (Section 5050), and birds (Section 3511). Most Fully Protected species have also been listed as threatened or endangered species under the more recent endangered species laws and regulations. Fully Protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock.

The CDFW also maintains a list of wildlife “species of special concern.” Although these species have no legal status, the CDFW recommends considering these species during analysis of project impacts to protect declining populations and avoid the need to list them as endangered in the future.

Local

City of Monterey City Code Chapter 37: Chapter 37 of the MCC outlines the preservation of trees and shrubs within the City. Section 37-2.5 Protection of Trees During Construction mandates that all public and private construction projects requiring a building permit shall comply with the tree protection guidelines to safeguard and protect any trees affected by construction (Ord. 3424 Section 13, 2009).

Section 37-8 Removal or Damaging Trees on Private Property; Permit Required states that no person shall remove, damage, relocate, or cause removal, damage, or relocation of any tree on private property without issuance of a permit by the City Forester. Trees may be maintained for their health, but excessive

pruning leading to irreparable damage to the tree shall require replacement in addition to any other penalties imposed under these regulations without use of certified arborists. (Ord. 3424 Section 13, 2009).

The City of Monterey General Plan: The City's General Plan Conservation Element contains a variety of goals, policies, and programs. Its elements protect the character and composition of existing native vegetative communities, as well as provide policy to conserve, manage, and restore habitats for endangered species, and protect biological diversity represented by special-status plant and wildlife species in the City of Monterey (City, 2005).

Policy d.1. Protect existing native plants and promote the use of locally occurring, native vegetation for public and private landscaping and revegetation efforts.

Policy d.2. Discourage the use of plant species on the California Exotic Pest Plant Council lists.

Policy d.3 Protect existing sensitive habitats by careful planning to avoid and/or mitigate significant impacts to habitat areas identified as having high and moderate biological values.

Policy d.4. Protect and manage habitats that support special-status species, are of high biological diversity, or are unusual or regionally restricted. Prepare biotic reports or habitat management plans as needed to ensure protection of habitat values.

Policy d.5. Reduce biotic impacts to a less-than-significant level on project sites by ensuring that mitigation measures identified in biotic reports are incorporated as conditions of approval for development projects. Compliance with the City Tree Ordinance is the mechanism that will be used to address impacts of tree removals. As mitigation for significant impacts, avoidance, replacement, restoration of habitats on- or off-site, or other measures may be required.

Discussion:

a) Implementation of the proposed project involves minor construction activities associated with installation of a new trash enclosure in the parking lot and re-striping of the existing parking lot. No remodeling or expansion of the existing 8,057 square foot building or 9,500 square foot parking lot would occur. The proposed project only involves a change in use of 4,402 square feet from warehouse space to Assembly Major Use. The project site is already developed and paved, and no ground disturbing activities would occur. There are no sensitive habitats or species identified as a candidate, sensitive, or special status species present on the project site. Therefore, no impact would occur.

b-d) As mentioned above, the project site is already paved and developed with an existing building and parking lot. No ground disturbing activities would occur, and the proposed project is located in an urban setting. The project site is not within or adjacent to riparian habitat or federally protected wetlands. There are also no migratory corridors near the project site. For these reasons, the proposed project would have no impact on riparian and wetland habitats or migratory corridors.

e) MCC Chapter 37 defines the City's tree preservation policies for which all development subject to a building permit must comply. The project site is currently developed with an existing building and parking lot, and proposed activities would not involve ground disturbing construction. The only construction activities are minor and involve installation of a new trash enclosure and re-striping the parking lot. Proposed activities associated with the proposed project would not involve

removal or disturbance of trees adjacent to the project site. However, the proposed project would require a City building permit and shall, therefore, comply with the provisions of MCC Chapter 37. The proposed project would have a less than significant impact with regards to local policies or ordinances for biological resources.

f) The City does not have an adopted Habitat Conservation Plan or Natural Community Conservation Plan that addresses the project site. Therefore, the proposed project would have no impact regarding conflicting with a local Habitat Conservation Plan or Natural Community Conservation Plan.

V. Cultural Resources

SUBJECT AREA: V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?			X		– New Monterey Historic Context Statement and Reconnaissance Survey (City, 2013) – City of Monterey, Monterey City Code (MCC), Chapter 38, Zoning Code, Article 15 H Historic Overlay District (City, 2024c)
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X		– Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004 (City, 2004)
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X		– City of Monterey, General Plan (City, 2005)

Existing Setting:

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

Regulatory Setting:

State

California Environmental Quality Act: CEQA requires regulatory compliance for projects involving historic resources throughout the State. Under CEQA, public agencies must consider the effects of their actions on historic resources (Public Resources Code, Section 21084.1). The CEQA Guidelines define a significant resource as any resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) [see Public Resources Code, Section 21084.1 and CEQA Guidelines Section 15064.5 (a) and (b)].

California Public Resources Code: Several sections of the California Public Resource Code (PRC) protect cultural resources located on public land. Under PRC Section 5097.5, no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site (including fossilized footprints), inscriptions

made by human agency, rock art, or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency that has jurisdiction over the lands. Violation of this section is a misdemeanor.

PRC Section 5097.98 states that if Native American human remains are identified within a project area, the landowner must work with the Native American Most Likely Descendant as identified by the Native American Heritage Commission (NAHC) to develop a plan for the treatment or disposition of the human remains and any items associated with Native American burials with appropriate dignity. These procedures are also addressed in Section 15064.5 of the State CEQA Guidelines. California Health and Safety Code Section 7050.5 prohibits disinterring, disturbing, or removing human remains from a location other than a dedicated cemetery.

California Health and Safety Code: California Health and Safety Code Section 7050.5 regulates the treatment of human remains. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to his or her authority. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact the NAHC by telephone within 24 hours.

California Assembly Bill 52: AB 52, in effect since July 2015, provides CEQA protections for tribal cultural resources. All lead agencies approving projects under CEQA are required, if formally requested by a culturally affiliated California Native American Tribe, to consult with such tribe regarding the potential impact of a project on tribal cultural resources before releasing an environmental document. Under California Public Resources Code Sec. 21074, Tribal cultural resources include site features, places, cultural landscapes, sacred places, or objects that are of cultural value to a tribe and that are eligible for or listed on the CRHR or a local historic register, or that the lead agency has determined to be of significant tribal cultural value.

Local

Monterey City Code, Chapter 38, Zoning Code Article 15: Article 15 of MCC defines the H-1 the H-2 zone intended to identify and protect historic resources within the City. Each of these zones may combine with another zone designation. Regions with these H-1 and H-2 zone designations require a Historic Permit for alteration or demolition, and where provisions of Article 15 supersede other zoning regulations where conflicts between zoning designations arise.

City of Monterey General Plan Environmental Impact Report: The General Plan EIR assessed the environmental consequences of the City's current General Plan. The General Plan EIR includes an archeological Sensitivity Map that describes regions of the City which are determined to have a high probability of prehistoric artifacts (City, 2004).

City of Monterey General Plan: The Historic Preservation Element of the City's General Plan identifies the City as one of the most historic cities in the country and recognizes the importance of historical resources to the community. Indeed, much of the City's economic activity occurs among historical sites and the City relies on an active re-use of historic resources. The Historic Preservation Element establishes the following policies relevant to the proposed project (City, 2005):

Policy a.1. Maintain a balanced preservation program with plans, surveys, ordinances to preserve historic resources, and incentives, including permit streamlining, to balance the added costs of maintaining historic resources.

Policy a.4. Utilize the CEQA process for projects located in archaeologically sensitive areas to identify and mitigate potential impacts on archaeological resources.

Discussion:

a) The project site is listed in the New Monterey Reconnaissance Survey with a California Historic Resource Status Code of "7R" meaning identified in the survey; not evaluated. The subject building was constructed over 50 years ago, circa 1956; therefore, the property is potentially historic (City, 2013). However, the proposed project involves a change in use of the existing building to accommodate for Assembly (A) designation of office space to increase the occupancy of 456 Lighthouse, and minor construction activities that include construction of a new trash enclosure and re-striping of the parking lot. No ground disturbing activities or alterations of the existing building would occur. Furthermore, the project site is neither adjacent to a historic building nor would disturb a historic resource as defined in CEQA Section 15064.5. Therefore, the proposed project would have a less than significant impact on historical resources.

b-c) An Archeological City Map of the City from the 2004 General Plan identifies the project site within the area of "High Probability of Prehistoric Artifacts" (City, 2004). However, the proposed project does not involve ground disturbing activities including grading and excavation. Additionally, the project site is already developed, and activities associated with the proposed project (i.e., re-striping the parking lot, installing a new trash enclosure, and accommodating no more than 12 events per year) would not disturb any buried cultural resources including archeological resources and human remains that have the potential to exist. Therefore, implementation of the proposed project would have a less than significant impact on archeological resources or human remains.

VI. Energy

SUBJECT AREA: VI. ENERGY – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		– Project Plans (Attachment 1) – VMT analysis (Kimley Horn, 2024)
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		– Project Plans (Attachment 1)

Existing Setting:

Energy Use and Conservation

For more than two decades, federal, state, and regional energy agencies and energy providers have been focused on reducing growth in fossil fuel-based energy demand, especially in the form of transportation fuels and electricity. Key related environmental goals have sought to reduce air pollutants

and GHGs. Public and private investments in a range of transportation technology, energy efficiency and energy conservation programs and technologies to improve transportation fuel efficiency have been increasing, as has the focus on land use planning as a tool to reduce vehicle trips/lengths and transportation-related energy use.

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

Central Coast Community Energy: Beginning in 2018, all PG&E customers within Monterey, San Benito, and Santa Cruz Counties were automatically enrolled in Central Coast Community Energy (3CE). 3CE is a locally controlled public agency providing carbon-free electricity to residents and businesses. 3CE is a joint power authority and based on a local energy model called community choice energy. 3CE partners with PG&E, which continues to provide billing, power transmission and distribution, customer service, grid maintenance services and natural gas services to Monterey County.

Regulatory Setting:

Energy efficiency, energy conservation, and transportation fuel efficiency (through vehicle trip reduction and improved mileage) goals of the federal and state governments are embodied in many federal, state, and local statutes and policies. The California Energy Code and California Building Standards Code are particularly relevant to the proposed project.

California Renewable Energy Standard

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the State's electricity mix to 20 percent of retail sales by 2010. In 2006, California's 20 percent by 2010 RPS goal was codified under Senate Bill (SB) 107. Under the provisions of SB 107 (signed into law in 2006), investor-owned utilities were required to generate 20 percent of their retail electricity using qualified renewable energy technologies by the end of 2010. In 2008, Executive Order S-14-08 was signed into law and requires retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. PG&E's 2015 electricity mix was 30 percent renewable.

In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 for retail sellers and publicly owned utilities requires them to procure 50 percent of the State's electricity from renewable sources by 2030.

California Building Codes

At the state level, the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.

The 2022 California Green Building Standards Code establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

Discussion:

a) Construction

The proposed project involves re-striping the parking lot and installation of a trash enclosure in the northwest corner of the existing parking lot. The proposed project does not involve construction activities that would otherwise alter the existing parking lot or building, including groundbreaking, demolition, or augmentation of existing facilities on or adjacent to the project site. Since construction activities are minimal, the only feasible use of energy associated with construction would be the transport of needed materials to the project site for the new trash enclosure and re-striping the parking lot. Therefore, the use of gasoline would constitute energy use. The proposed Project would not use energy in a wasteful, inefficient, or unnecessary manner as doing so would raise the costs of construction.

Operation

Office Use

Operation of the proposed project involves a change in use of 4,402 square feet of warehouse storage facility to Assembly Major Use – Large Group Assembly and Amplified Music Use to host private events while maintaining 1,684 square feet of professional office space and 1,971 square feet of restrooms and storage space. The property owner would maintain office use as the primary use of the site. Therefore, the use of energy would be unlikely to increase from current conditions for daily operations at the project site. However, hosting up to 12 events per year and accommodating approximately 314 people would increase the energy use of the site.

Events

The VMT analysis annualized trip generation for these events and estimated a daily trip generation of 18 vehicle trips. This analysis concluded that the overall daily trip equivalent for the proposed project, 18 annualized daily trips for events plus 24 office daily trips, would be 42, which is less than the VMT threshold of 110 daily trips (Kimley Horn, 2024). Furthermore, attendees traveling to the events would not constitute a wasteful, inefficient, or unnecessary use of energy as travel would be necessary to attend the events. Overall, transportation associated with operational events would not constitute a significant impact regarding energy use.

Events would last three to four hours in length and accommodated approximately 314 people at full occupancy. Energy requirements would include electricity to power amplified music systems, musical equipment, necessary materials for lectures (e.g., sound system and projector or monitor for display), and existing building lighting for nighttime events that extend to the parking lot. The use of this electricity would be necessary for events; therefore, energy use would not be wasteful, inefficient, or unnecessary. For these reasons, this impact would be less than significant regarding the use of energy in a wasteful, inefficient, or unnecessary manner.

b) While energy use at the project site would increase associated with increased employees and events, the proposed project would comply with all necessary plans and policies for energy use and efficiency. As discussed above, PG&E provides electricity to the project site. PG&E partners with 3CE to provide energy from renewable sources, and PG&E must comply with existing California policies that require publicly owned utilities to procure 50 percent of the State's electricity from renewable sources by 2030. Furthermore, all buildings in California, including the existing property at 456 Lighthouse Avenue, are subject to Energy Efficiency Standards for

Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24). Compliance with Title 24 is mandatory at the time new building permits are issued by the City, and the proposed project would require a building permit from the City's Building and Safety Division. Therefore, the proposed project would have a less than significant impact with regards to conflict or obstruction of a state or local plan for renewable energy or energy efficiency.

VII. Geology and Soils

SUBJECT AREA: VII. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		– City of Monterey, General Plan Safety Element (City, 2024b) – City of Monterey, General Plan Safety Element Map 12 Fault Zones, and Map 13 Seismic Ground Shaking Maps (City, 2024b) – DOC's California Earthquake Hazard Zone Application mapping tool (EQ Zapp) (DOC, 2021)
ii) Strong seismic ground shaking?			X		– City of Monterey, General Plan Safety Element Goal a, Policies a.1, a.2, a.3, a.4, a.6, a.9, a.11, a.12, and a.13 (City, 2024b)
iii)Seismic-related ground failure, including liquefaction?			X		– City of Monterey, General Plan Safety Element Goal a, Policies a.1, a.2, a.3, a.4, a.6, a.9, a.11, a.12, and a.13 (City, 2024b) – City of Monterey, General Plan Safety Element Map 12 Fault Zones, Map 13 Seismic Ground Shaking, and Map 14 Landslides figures (City, 2024b).
iv) Landslides?			X		– City of Monterey, General Plan Safety Element (City, 2024b) – City of Monterey, General Plan, General Plan Safety Element Map 14 Landslide Hazards (City, 2024b) – Monterey County Parcel Report Web Application (Monterey County, 2024)
b) Result in substantial soil erosion or the loss of topsoil?			X		– City of Monterey, General Plan Safety Element (City, 2024b) – City of Monterey, General Plan, General Plan Safety Element Map 14 Landslide Hazards (City, 2024b) – Monterey County Parcel Report Web Application (Monterey County, 2024)
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X		– City of Monterey, General Plan Safety Element (City, 2024b) – City of Monterey, General Plan, General Plan Safety Element Map 14 Landslide Hazards (City, 2024b) – Monterey County Parcel Report Web Application (Monterey County, 2024)

SUBJECT AREA: VII. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		– City of Monterey, General Plan (City, 2005)
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	– City of Monterey, General Plan (City, 2005)
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	– City of Monterey, General Plan (City, 2005)

Existing Setting:

The City is underlain by a major geologic feature, the Salinian Block, which in turn is underlain by granitic basement rock. The Salinian Block is bounded on the northeast by the San Andreas Fault and on the southwest by the Palo Colorado-San Gregorio Fault. The block is approximately 50 miles wide and 300 miles long. The types of soils and geologic formations that underlie the City are varied, ranging from unconsolidated dune sands along Monterey Bay to exposed granite and sandstone.

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

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

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

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

south, within the City, average erosion rates are believed to be about one to two feet per year (PWA, 2008). Coastal erosion would be a significant factor for any development proposed along the margin of Monterey Bay.

Regulatory Setting:

Federal

National Earthquake Hazards Reduction Program: Implemented by FEMA, the National Earthquake Hazards Reduction Program (NEHRP) pursues research, development, and implementation of earthquake mitigation measures. Passed in 1977, NEHRP is a collaborative effort between federal, state, local governments, universities, research centers, professional societies, trade associations, and businesses. FEMA is the primary agency implementing the research and development of earthquake measures and safety materials. Implementation of these measures and materials is accomplished through the following:

- Providing federal grant programs for states and local governments to implement earthquake mitigating measures;
- engaging businesses, through the QuakeSmart program;
- providing Multi-State National Earthquake Assistance grants for public education of mitigation activities;
- collaborating with universities and non-profit organizations to encourage enforcement of building codes and use of seismic rehabilitation at a regional level;
- training for earthquake readiness and mitigation through National Earthquake Technical Assistance Program;
- providing educational materials and research reports through the FEMA Library.

NEHRP has no regulatory authority and therefore cannot enforce national earthquake standards. All the program's provisions are incumbent upon the state, local government, and business to adopt as appropriate (FEMA, 2023; Locascio, 2023).

State

Alquist-Priolo Earthquake Fault Zoning Act: The Alquist-Priolo Earthquake Fault Zoning Act, passed in 1972, seeks to mitigate surface faulting's hazard to structures for human occupancy. In accordance with this act, the State Geologist established regulatory zones, called "earthquake fault zones," around the surface traces of active faults and published maps showing these zones. In these zones, buildings for human occupancy cannot be constructed across the surface trace of active faults. Because many active faults are complex and consist of more than one branch, each earthquake fault zone extends approximately 200 to 500 feet on either side of the mapped fault trace.

Seismic Hazards Mapping Act: The purpose of the Seismic Hazards Mapping Act of 1990 (PRC Sections 2690–2699.6) is to reduce damage resulting from earthquakes. The Seismic Hazards Mapping Act addresses earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards. Cities and counties are required to regulate development in mapped Seismic Hazard Zones. Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites in Seismic Hazard Zones until appropriate site-specific geologic and/or geotechnical investigations have been conducted and measures to reduce potential damage have been incorporated into the development plans.

Local

City of Monterey Safety Element: The City updated the Safety Element of their General Plan on July 16, 2024, which includes new and revised policies to mitigate seismic and geologic hazards. The following policies are applicable to the proposed project:

Policy a.1. Require that new development be sited and designed to minimize risks from seismic events, including fault rupture, liquefaction, and landslides.

Policy a.2. For new development within seismic and geologic hazard zones, including existing landslide areas, areas of high and moderate risk of landslide (Map 14) and liquefaction (Map 15) risk as well as areas within 660 feet of an identified fault in the late or latest quaternary category (Map 12), require that project proponents submit geotechnical investigation reports prepared by qualified professionals and demonstration that the project conforms to all mitigation measures recommended by the reports prior to City approval.

Policy a.3. Require that buildings intended for human occupancy and critical facilities be set back a safe distance (as determined by a qualified geologist) from surface traces of active and potentially active faults. Potentially active faults should be treated the same as active faults until detailed geotechnical data is submitted demonstrating to the City's satisfaction that a fault is not active.

Policy a.4. Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.

Policy a.6. Continue to regulate development on hillsides where average slope is greater than 15 percent.

Policy a.9. Minimize grading in hillside areas and require erosion prevention by revegetation or other acceptable methods.

Policy a.11. In order to maximize soil and slope stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.

Policy a.12. Require an Erosion and Sediment Control Plan (ESCP) or a Stormwater Pollution Prevention Plan (SWPPP) as required by local, regional, or state regulations.

Policy a.13. Require engineering geology or slope stabilization reports when the excavation and/or grading planned have the potential for slope instability or potential to create unstable slope or soil conditions.

Discussion:

a.i) The DOC's California Earthquake Hazard Zone Application mapping tool (EQ Zapp) identifies earthquake hazard zones related to major fault lines in the state. None of the major fault lines identified in EQ Zapp run through the City of Monterey, and the nearest fault identified is located in the City of Watsonville located about 27 miles north of the City. While the DOC's EQ Zapp mapping tool does not identify faults within the City of Monterey, the City's General Plan Safety Element highlights two fault zones, the Chupines and Monterey Bay-Tularcitos Fault Zones, which contain fault lines that mostly run north/south in the center and eastern portions of the City. A portion of the Monterey Bay-Tularcitos Fault Zone identified as the Sylvan Thrust runs east/west

in the southern portion of the City. In compliance with the City's Safety Element Policy a.3, these potentially active faults are considered active until proven otherwise by detailed geotechnical data. The project site is located in the northwestern corner of the City and away from the two fault zones and their respective fault lines identified in the Safety Element (see Map 12 – Fault Zones – of the Safety Element) (City, 2024b). Specifically, the project site is approximately 1.6 miles west of the Monterey Bay-Tularcitos Faul Zone's Navy Fault, 2.2 miles west of the Del Rey Oaks section of the Chupines Fault Zone, 1.8 miles north of the Monterey Bay-Tularcitos Fault Zone's Sylvan Thrust, and 2.1 miles northwest of the Monterey Bay-Tularcitos Fault Zone's Hatton Canyon Fault.

Map 13 – Seismic Ground Shaking – from the General Plan Safety Element identifies the City as being within seismic shaking zones VII – Very Strong – and VIII – Severe Shaking, with the project site being located in seismic shaking zone VII – Very Strong. Policy a.2 requires submittal of geotechnical investigation reports for projects located within 660 feet of an identified fault in the late or latest quaternary category identified in Safety element Map 12 – Fault Zones. As discussed above, the project site is located greater than 660 feet from an identified fault zone (City, 2024b). Furthermore, the proposed project would require building permits from the City's Building and Safety Division, although the proposed project involves minor construction to install a new trash enclosure and re-stripe the parking lot. Otherwise, the proposed project involves a change in use to increase the occupancy of the building to Assembly (A) and allow for amplified music, and, thus, would not increase the existing risk related to fault rupture. The project site is a developed and existing parcel, and no physical alternations would occur to the existing building. Therefore, a geologic investigation is not necessary for the proposed project. Impacts related to rupture of a known active fault are less than significant.

a.ii-a.iii) While no Alquist-Priolo faults exist within the City, two potentially active fault zones are identified in the General Plan Safety Element. Additionally, the project site is located in seismic shaking zone VII – Very Strong. Therefore, the project site may be subject to strong ground shaking in the event of a major earthquake. The proposed project would have to comply with all policies in the General Plan Safety Element related to seismic hazards. However, as mentioned above, the project site is located further than 660 feet away from the nearest identified active fault zone. Additionally, the project site is located in a region of the City identified as having a low liquefaction potential by both the City's Safety Element (see Map 15 – Liquefaction Susceptibility) and Monterey County's Parcel Report Web Application (City, 2024b; County, 2024). The proposed project does not involve construction or modification related to the existing office building as the proposed project would install a trash enclosure in the northwest corner of the parking lot and re-stripe the existing parking lot. Impacts related to seismic ground shaking and liquefaction would be less than significant.

a.iv, b, c, d) The City's General Plan defines policies to mitigate the occurrence of landslides and their impacts on development. Each of these policies sets limitations for grading on hillsides, requires slope stabilization plans along with grading plans, and requires projects to account for vegetation and loose soils (City, 2024b). Both the City's Safety Element (see Map 14 – Landslide Hazards) and the Monterey County Parcel Report Web Application indicates the proposed project is in an area with low landslide risk (City, 2024b; Monterey County, 2024).

As previously mentioned, the proposed project requires minimal construction that would not necessitate ground disturbing activities and grading. The project site is already developed with an 8,057 square foot building and a 9,500 square foot parking lot. No loose soil exists on the property and no vegetation would require removal as a part of the proposed project. Therefore, the proposed project would have a less than significant impact as it would not increase the risk of

landslide or result in substantial soil erosion, be impacted by lateral spreading, subsidence, liquefaction, expansive soil, or collapse in this region of the City.

e) The proposed project does not have a septic system and is connected to City utilities. The project would have no impact on soils incapable of supporting septic systems.

f) The proposed project does not require ground disturbing activities including excavation or grading. Therefore, the proposed project would have no impact on the destruction of paleontological resources or unique geological features.

VIII. Greenhouse Gas Emissions

SUBJECT AREA: VIII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		– Air Quality and Greenhouse Gas Technical Memorandum (AMBIENT, 2024a) – 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (AMBAG, 2022).
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		– Air Quality and Greenhouse Gas Technical Memorandum (AMBIENT, 2024a) – 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (AMBAG, 2022).

Existing Setting:

AMBIENT Air Quality & Noise Consulting (AMBIENT) prepared the *Air Quality & Greenhouse Gas Technical Memorandum* to analyze potential air quality and GHG emissions that may result from the proposed project (**Attachment 2**). The international scientific community has concluded with a high degree of confidence that human activities are causing an accelerated warming of the atmosphere. The resulting change in climate has serious global implications and consequently, human activities that contribute to climate change may have a potentially significant effect on the environment.

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

Regulatory Setting:

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

State

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

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

Senate Bill 100 and Assembly Bill 1020: SB 100, passed in 2018, requires that 60 percent of the state's electricity supply be generated by renewable resources by December 31, 2030, and that 100 percent be generated by clean energy, including renewables, by 2045. AB 1020, passed in 2022, revises state policy to provide that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales by December 31, 2040, 100 percent to California end-use customers by December 31, 2045, and 100 percent of electricity to serve all state agencies by December 31, 2035.

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

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

California Energy Code: The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the California Building Standards Code, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated every three years by the California Energy Commission as the Building Energy Efficiency Standards to allow consideration and possible incorporation of new energy efficiency technologies and construction methods. The current 2022 Energy Code includes actions and features, which continue to support California's gradual transition away from use of fossil fuels and improve environmental quality.

The 2022 update encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and promote electrification of the vehicle fleet by expanding standards for electric vehicle infrastructure (e.g., electric vehicle charging stations) for residential and non-residential development. The Code is intended to achieve major reductions in interior and exterior building energy consumption.

Local

Monterey Bay Air Resources District: To date, MBARD has not adopted regulations or CEQA guidance for analysis of GHG effects of land use projects; nor has it prepared a qualified GHG reduction plan for use or reference by local agencies.

Association of Monterey Bay Area Governments: Association of Monterey Bay Area Governments (AMBAG) is the federally designated Metropolitan Planning Organization for the counties of Santa Cruz, San Benito, and Monterey. AMBAG is responsible for developing and implementing the long-range metropolitan transportation plan, known as the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). AMBAG adopted the most recent MTP/SCS in 2022, the 2045 MTP/SCS. This plan incorporates CARB targets for lowering GHG emissions in the Monterey Bay Region. Specifically, CARB calls for a six (6) percent reduction in GHG emissions from passenger vehicles by 2035 through land use and transportation planning. The 2045 MTP/SCS demonstrates that the region will meet these targets by "focusing housing and employment growth in urbanized areas; protecting sensitive habitat and open space; and investing in a transportation system that provides residents, workers and visitors with transportation options that are more effective and diverse" (AMBAG 2022).

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

Discussion:

a-b) The proposed project consists of minor construction activities within the existing parking lot, which involve the installation of a new trash enclosure and re-striping the parking lot. No construction would occur with regards to the existing 8,057 square foot building, and the proposed project would not install stationary emissions sources. The primary source of new GHG emissions from the proposed project would be from vehicle trips. The air quality and greenhouse gas technical analysis found that the proposed project would not result in increases in regional VMT that would conflict with AMBAG's 2045 MTP/SCS (AMBIENT, 2024a). Therefore, the proposed project would not generate GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases. For these reasons, the proposed project would have a less than significant impact regarding the generation of GHG emissions that may have a significant effect on the environment and regarding conflict with regulations limiting GHG emissions.

IX. Hazards and Hazardous Materials

SUBJECT AREA: IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	– City of Monterey, General Plan Safety Element (City, 2024b)
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		– City of Monterey, General Plan Safety Element (City, 2024b)
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	– City of Monterey, General Plan Safety Element (City, 2024b)
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	– California Department of Toxic Substances, EnviroStor Database (DTSC, 2024) – State Water Resources Control Board, GeoTracker Database (SWRCB, 2024).
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	– City of Monterey, General Plan Safety Element (City, 2024b) – *Monterey Regional Airport Land Use Compatibility Plan* (Monterey County Airport Land Use Commission, 2019)
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X		– City of Monterey, General Plan Safety Element (City, 2024b) – General Plan Safety Element Map 17 – Emergency Evacuation Routes (City, 2024b).
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X	– General Plan Safety Element Map 11 – Fire Hazard Severity Zones and Critical Infrastructure (City, 2024b)

Existing Setting:

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. Hazardous materials and

waste can result in public health hazards if improperly handled, released into the soil or groundwater, or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer.

Review of the California Department of Toxic Substances Control's (DTSC) EnviroStor database and the State Water Resources Control Board's (SWRCB) GeoTracker database confirmed that the project site is not a hazardous materials site and is not adjacent to any site considered an active hazardous materials site.

Regulatory Setting:

City of Monterey General Plan and General Plan EIR

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

Hazardous Materials: In terms of hazardous materials usage, the City uses many types of hazardous wastes throughout the City in residential, commercial, and industrial applications. The Monterey County Environmental Health Division is responsible for managing the use, storage, and disposal of hazardous materials in amounts over a specific threshold (the threshold varies among uses and types of materials). The Environmental Health Division keeps an inventory of hazardous materials users and is responsible for collaborating with users to develop plans that ensure people safely use, store, transport, and dispose of materials.

The City is a member of the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), which is a regional effort for reducing and eliminating natural and humanmade hazard risks (City, 2024b). The MJHMP includes a local annex, which assesses risks related to earthquake, wildfire, flooding, drought, landslide, insect infestation, extreme weather, severe wind, hazardous materials accidents, terrorist attack, and other hazards specific to the City. The Safety Element of the General Plan incorporates the MJHMP and the City's local annex by reference (City, 2024b).

Fire: There are generally two main types of fire hazards: (1) fires within urban areas that primarily involve specific sites and structures; and (2) fires within undeveloped or minimally developed areas, commonly called wildland fires. Most of the land within the present city limits is urban and developed. The Monterey Fire Department (MFD) provides a complete range of fire protection, prevention, and educational services in the Cities of Monterey, Pacific Grove, Carmel-by-the-Sea, and Sand City, as well as to the Naval Postgraduate School, La Mesa Village, and the Monterey Regional Airport; and responds to both structure and wildland fires within the City. There are six fire stations within the area served by MFD. MFD operates several fire prevention programs and has prepared a Community Wildfire Protection Plan (CWPP) that outlines local priorities for wildfire risk mitigation and provides a roadmap of actions for a community to address the wildfire threat. The CWPP provides a comprehensive list of local, state, and federal agencies with responsibility for fire protection (City, 2024b). If the City does not have the capacity to safely manage a structural or wildland fire, it can request additional firefighting resources through the Monterey County Mutual Aid Plan. The Monterey County Mutual Aid Plan enables any jurisdiction that participates in the plan to receive support from fire protection services of other jurisdictions that participate in implementing the plan. Response times to nearly all areas of the City are within the Department's recommended range of five to seven minutes. Other agencies with responsibility for wildland fire prevention and protection services in the City include: the Monterey County Regional Fire District; the Presidio of Monterey Fire Department; the U.S. Forest Service (USFS) Monterey Ranger District; and the California Department of Forestry and Fire Protection (CALFIRE) (City, 2024b).

The MCC Chapter 13, Fire Protection, adopted the 2007 California Fire Code pursuant to Monterey City Ordinance No. 3398 (effective January 1, 2008). The City Council adopted amendments to this chapter of the code, as well as amendments to the City's General Plan Map 14, Showing Fire Hazard Severity Zones, on June 2, 2009, to comply with legislation (Government Code Section 51175). This legislation calls for the CALFIRE Director to evaluate fire hazard severity in Local Responsibility Areas and make a recommendation to the local jurisdiction when the Very High Fire Hazard Severity Zone (VHFHSZ) exists. Based on the findings of the CALFIRE Director, there are both High and Very High Fire Hazard Severity Zone within the City of Monterey City limits.

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

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

Additionally, the City relies upon the Emergency Operations and Local Hazard Mitigation plans, which are based on the principles of the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS). The primary emergency access and evacuation routes include State Routes 1, 68, and 218 along with major thoroughfares within the City including Lighthouse Avenue, Pacific Street, Del Monte Avenue, Freemont Street, Mark Thomas Drive, and Aguajito Road (City, 2024b).

Discussion:

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

regulations, rules, statutes, and ordinances applicable to the proposed project. Therefore, the proposed project would have no impact related to the routine transportation, use, or disposal of hazardous materials.

b) The proposed project would require minor construction for the installation of a trash enclosure and to re-stripe the existing parking lot. Short-term impacts may occur during construction as hazardous materials may be temporarily stored and used on site during construction activities, including petroleum products, solvents, paints, and cleaners used for construction and construction equipment. Any necessary hazardous materials would be stored securely onsite according to best management practices (BMPs) and applicable regulations and City requirements. Waste products resulting from construction activities would be stored, handled, and recycled or disposed of in accordance with federal, state, and local laws. Therefore, the proposed project would have a less than significant impact on the accidental release of hazardous materials into the environment.

c) The Big Sur Charter School is the only school within one-quarter mile of the proposed project site. However, the proposed project does not propose to emit or handle acutely hazardous materials. The proposed project would comply with all federal, state, and local regulations to reduce the potential for impacts related to hazardous materials. Thus, no impacts would occur regarding hazardous materials emissions or release within one-quarter mile of a school.

d) DTSC's EnviroStor Database and SWRCB's GeoTracker Database does not list an active hazardous materials site within the vicinity of the proposed project (DTSC, 2024; SWRCB, 2024). Therefore, the project site and adjacent properties are not located on a hazardous materials site pursuant to Government Code Section 65962.5, and no impact would occur.

e) The project site is located about 4.4 miles northwest of the Monterey Regional Airport. The proposed project is located within the Airport Influence Area, but not located within an airport safety zone (i.e., runway protection, inner approach/departure, inner turning, etc.) as identified on Exhibit 4C of the Comprehensive Airport Land Use Plan for the Monterey Regional Airport (Monterey County Airport Land Use Commission, 2019). Additionally, noise compatibility studies pursuant to 14 CFR Part 150 establishes the site as outside of the 2033 CNEL Noise Exposure Contour. The extent of this contour is identified in Exhibit 2D of the Comprehensive Airport Land Use Plan for the Monterey Regional Airport (Monterey County Airport Land Use Commission, 2019). Therefore, the proposed project would have no impact in relation to an airport related safety hazard for people residing or working in the project area.

f) Lighthouse Avenue provides access to City evacuation routes for residents and visitors in the northwest portion of the City as identified in the General Plan Safety Element Map 17 – Emergency Evacuation Routes. The proposed project is located on Lighthouse Avenue. However, proposed construction and operation would not result in any conditions not already assumed in the emergency response or emergency evacuation plans. Therefore, the proposed project would have a less than significant impact on emergency response plans or evacuation routes.

g) The proposed project is located in an urban environment and outside of the high and very high fire hazard severity zones identified in the General Plan Safety Element Map 11 – Fire Hazard Severity Zones and Critical Infrastructure (City, 2024b). Therefore, the proposed project would have no impact on the potential for exposing people or structures to wildland fires.

X. Hydrology and Water Quality

SUBJECT AREA: X. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		– Monterey City Code (MCC) Chapter 31.5, Storm Water Management (City, 2024c) – General Plan Public Facilities Element Policy I.2 (City, 2005) – Project Plans (Attachment 1) – Monterey 2031 General Plan Update Environmental Impact Report (City, 2024a)
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		– City of Monterey General Plan (City, 2005) – MPWMD, 2023
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?			X		– MCC Chapter 31.5, Storm Water Management (City, 2024c) – General Plan Public Facilities Element Policy I.2 (City, 2005) Project Plans (Attachment 1)
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X	– FEMA Flood Map Service Center, 2017 FIRM Map (FEMA, 2017) – General Plan Safety Element Map 16 – Flood Hazard Areas and Tsunami Evacuation Zone (City, 2024b).
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X		– MPWMD, 2023

Existing Setting:

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

Flooding

Areas of the City of Monterey are located in 100-year and 500-year flood zones and are subject to significant storm wave inundation that causes erosion of coastal bluffs and potential damage to property. As shown on the FEMA Flood Insurance Rate Maps (FEMA, 2017) the proposed project site is located outside both the 100-year and 500-year floodplains. California, in particular, has numerous potentially active submarine faults offshore and therefore is at risk of a tsunami. However, the proposed project site is not subject to flood hazard from tsunamis, or seismic sea waves, which are generated by submarine earthquakes, volcanic eruptions, and landslides. Nor is the proposed project subject to coastal flooding, wave action, storm surge and seismic effects, and related issues. The General Plan Safety Element includes Map 16 – Flood Hazard Areas and Tsunami Evacuation Zone – which displays the 100-year coastal, 100-year, 500-year, and areas of undetermined flood hazard zones as well as the tsunami evacuation zone for the City. The project site is located outside of each of these zones (City, 2024b).

Water Quality and Storm Water Regulation

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

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

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

Water Supply

It is the goal of the City of Monterey and the General Plan to obtain a long-term, sustainable water supply, including evaluation of water supply options outside the present MPWMD framework. Water is supplied to most of the Monterey Peninsula by the California American Water Company (CalAm). Most of the City is serviced by Cal-Am; however, about 126.8 acres of land at Fort Ord is within the Marina Coast Water District (MCWD) future study area.

The Monterey Peninsula is subject to a Cease-and-Desist Order (CDO) imposed by the SWRCB on CalAm in 2009 (CDO WR 2009-060). Both the CDO and the action by the California Public Utilities Commission (CPUC) (Decision 11-03-048 rendered March 24, 2011) implemented a water moratorium on customers of California American Water. All projects are subject to both orders for Change or Intensification of Use and the addition of New Connections.

According to the General Plan, the City had reached the limits of its allocation and still has very little water available to meet the City's goals. MPWMD has not provided a stable, long-term source of water, and many of the alternatives proposed by the district would provide only enough water for short-term needs.

The City has a limited amount of water available for new residential or commercial development. To mitigate this problem, the City has incorporated programs to address water capacity, including giving preference in the City's water allocation process to projects meeting fair-share housing goals and to affordable housing projects. In addition, the City of Monterey has established an internal allocation system, whereby water allotments are established for residential, commercial, and industrial uses.

Regulatory Setting:

Federal

National Flood Insurance Program: FEMA established the National Flood Insurance Program (NFIP) to reduce flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes FEMA FIRM rate maps that identify Special Flood Hazard Areas (SFHA). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Federal Clean Water Act: The Federal Clean Water Act (33 USC 1251-1376) regulates discharges into U.S. waters through issuance of NPDES permit, administered through the SWRCB and the State RWQCB in California. The 1987 Amendments to the Federal Clean Water Act require that stormwater discharges to waters of the U.S. be regulated under the NPDES. The SWRCB issued a draft statewide General Permit in July 2010. The Central Coast RWQCB oversees the statewide General Permit regarding the management of stormwater runoff from construction sites over one (1) acre in size. Provisions of the statewide General Permit indicate that discharges of material other than storm- water into waters of the U.S. are prohibited; that stormwater discharges shall not cause or threaten to cause pollution, contamination, or nuisance; and that stormwater discharges not contain hazardous substances. The statewide General Permit also requires the implementation of BMPs to achieve compliance with water quality standards. A BMP is defined as any program, technology, process, siting criteria, operating method, measure, or device that controls, prevents, removes, or reduces discharge of pollutants into bodies of water. Any project that will disturb over one (1) acre is required to file a "Notice of Intent" with the RWQCB with submittal of a Stormwater Pollution Prevention Plan (SWPPP) prior to Project construction.

State

California Porter-Cologne Act: The Porter-Cologne Act delegates authority to the SWRCB to establish regional water quality control boards. The Central Coast RWQCB has authority to use planning, permitting, and enforcement to protect beneficial uses of water resources in the project region. Under the Porter-Cologne Water Quality Control Act (California Water Code Sections 13000- 14290), the RWQCB is authorized to regulate the discharge of waste that could affect the quality of the state's waters, including projects that do not require a federal permit through the USACE. To meet RWQCB 401 Certification standards, all hydrologic issues related to a project must be addressed, including the following:

- Wetlands
- Watershed hydrograph modification
- Proposed creek or riverine related modifications
- Long-term post-construction water quality

Any construction or demolition activity that results in land disturbance equal to or greater than one acre must comply with the Construction General Permit, administered by the SWRCB. The Construction General Permit requires the installation and maintenance of BMPs to protect water quality until the site

is stabilized. The Proposed Project would not disturb more than one acre of soil and is therefore not required to obtain coverage under the RWQCB NPDES General Storm Water Permit.

Local

MCC Chapter 31.5: Storm water design requirements for public and private development projects are mandated by the State and Central Coast RWQCB through the City's Phase II municipal storm water permit coverage. Through MCC Chapter 31.5 Article 2 Urban Storm Water Quality Management and Discharge Control, the City implements storm water regulations in compliance with SWRCB Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004 Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (NPDES General Permit). This includes the implementation and enforcement of the Central Coast RWQCB No. R3-2013-0032 Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region to reduce pollutants in storm water discharges from land development to the maximum extent practicable and to protect water quality.

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

City of Monterey General Plan: The Public Facilities Element of the General Plan provides the following policy pertaining to storm water management applicable to the proposed project:

Policy I.2. The City of Monterey will comply with requirements from State regulatory agencies related to urban runoff quality. This includes the required implementation of the National Pollution Discharge Elimination System (NPDES) Phase II six minimum measures. These include:

1. Public Education and Outreach
2. Public Participation/Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Runoff Control
5. Post-Construction Runoff Control
6. Pollution Prevention/Good Housekeeping

Discussion:

a, c) The proposed project would require building permits from the City for minor construction activities. These construction activities include installation of a new trash enclosure in the parking lot and re-striping of the existing parking lot to create more vehicle spaces. The proposed project is in an urban environment and the project site is already paved and developed. There are also no waterways on or adjacent to the project site.

A condition of approval from the City mandates that the proposed project shall employ temporary BMPs during construction for erosion and sediment control, which include prevention of non-storm water discharges. The developer shall also maintain proper waste management practices to protect water quality in the City's storm drains per MCC Section 31.5-15(c) and (d), the City's

Phase II Small Municipal Stormwater General Permit, and the Statewide Construction Stormwater General Permit. Implementation of BMPs and compliance with MCC Section 31.5-15(c) and (d), the City's Phase II Small Municipal Stormwater General Permit, and the Statewide Construction Stormwater General Permit would ensure this impact would be less than significant.

b, e) The City is located in the Central Coast Hydrologic Region and adjacent to the Salinas Valley Groundwater Basin and Seaside Subbasin. However, the City's planning area does not intersect with nearby groundwater basins (City, 2024a). Therefore, the project site is not located directly over a groundwater basin, and, thus, would not interfere with groundwater recharge. However, the proposed project is within the jurisdiction of MPWMD and supplied by CalAm who sources water from the nearby Seaside Groundwater Basin. MPWMD has informed the developers that it will support the proposed project as long as the City's Use Permit includes a condition that states events at the project site are subordinate to the office use. Therefore, the proposed project would provide enough water to serve operational use of the site and would have a less than significant impact on groundwater resources and management.

d) The project site is not within a flood hazard zone per the General Plan Safety Element Map 16 – Flood Hazard Areas and Tsunami Evacuation Zone – and the FEMA FIRM map for the project site (City, 2024b; FEMA, 2017). Therefore, no impact would occur.

XI. Land Use and Planning

SUBJECT AREA: XI. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Physically divide an established community?				X	– City of Monterey, General Plan, Land Use Element. (City, 2024b) – City of Monterey, Lighthouse Specific Plan (City, 2016)
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		– City of Monterey, General Plan (City, 2005; City, 2024b) – City of Monterey, Lighthouse Specific Plan (City, 2016; City, 2023) – City of Monterey, MCC Chapter 38, Zoning Ordinance (City, 2024c) – MCC 22-17.3 (City, 2024c)

Existing Setting:

Located between the California coastline and the Santa Lucia Mountains, the City of Monterey encompasses a total area of approximately 8.67 square miles and 3.5 square miles of water within the Monterey Bay. The natural setting defines the boundaries of the community, and the physical form of the city is characterized by a combination of natural features, historic architecture, and urban development.

Commercial and office uses account for about 9 percent of all land within the City limit, concentrated largely in the historic downtown core and along key corridors in the northern part of the city, including Lighthouse Avenue, Munras Avenue, Abrego Street, and North Fremont Street. Adjacent to these commercial/office areas are multifamily residential uses, which account for 6 percent land within the city, transitioning to single-family neighborhoods, which account for 19 percent. In the southern part of the city, the Ryan Ranch Office Park and the Garden Road area feature an array of office and employment uses, while the Del Monte Shopping Center is a major regional retail center. Public and institutional uses,

including hospitals, schools, religious facilities, and government offices account for the largest share, at 24 percent of all land within the City limit. Reflecting the role of the military in shaping the development of the community from Spanish colonial times through the 20th Century, military installations account for 16 percent of all land use within the City limit today, including approximately 128 acres on the site of the former Fort Ord military base, which was decommissioned and closed in 1994. Parks and open space account for 16 percent, while only 7 percent is vacant. Although not located within the City limit, the Monterey Regional Airport borders the city on three sides, occupying 496 acres (City, 2024b).

Regulatory Setting:

Local

City of Monterey General Plan: The City's General Plan is the comprehensive, long-term document for physical development within the City meant to govern land use through implementation of the Zoning Ordinance. The Land Use Element provides a comprehensive framework to guide development and conservation in Monterey over time, establishing land use classifications, development intensity standards, and a range of goals and policies that will guide decision-making for the next 10 to 20 years. The Land Use Plan Element provides a Land Use Plan that defines the four land use categories within the City (i.e., Residential (very low, low, and medium density); Mixed Use (commercial, mixed-use neighborhood, employment, and visitor accommodation facility), Other (public/institutional, parks/recreation/open space, and Highway 68 Area Plan), and Overlays (airport compatibility overlay, and multifamily residential overlay). The proposed project carries a Mixed-Use Neighborhood land use designation, which allows for multiple functions within the same building or adjacent to one another in the same vicinity; and permits a full range of residential, retail, employment, entertainment, cultural, public, and personal service uses. The following policy further defines each land use category:

Policy 1.a. Residential. The Residential category is further divided into the following three sub-categories:

> Very Low Density Residential. The Very Low-Density Residential category allows for residential development at less than two dwellings per acre. It provides for single-family housing and accessory dwelling units on large lots in areas with scenic and natural resources where the preservation of those resources is a central goal.
>
> Low Density Residential. The Low-Density Residential category allows for residential development at two to eight dwellings per acre. This designation applies in established residential neighborhoods and is intended to provide for the continuation of detached single-family residences of varying sizes and accessory dwelling units.
>
> Medium Density Residential. The Medium Density Residential category allows for residential development of up to thirty dwellings per acre. The intent of this designation is to provide for a mix of attached, detached, and/or mixed residential uses with a range of densities and housing types, including duplexes, condominiums, and apartments.

Mixed Use. The Mixed-Use category is further divided into the following four sub-categories:

> Commercial. The Commercial category designates areas for a wide range of commercial uses, including retail, office, service, and visitor-oriented commercial uses. Sites with this designation may be developed with standalone commercial use, two or more commercial uses, or mixed use. Allowable non-residential floor area ratio is between 0.25 and 3.0 FAR. On smaller parcels, additional FAR may be permitted to achieve the desired vision

for the area. Residential uses are also permitted in a standalone or mixed-use format at up to 30 dwelling units per acre. Mixed use projects must meet both residential and non-residential intensity standards.

Mixed Use Neighborhood. The Mixed-Use Neighborhood category is intended to promote pedestrian-oriented places that layer compatible land uses, public amenities, and attractions together at various scales and intensities. It allows for multiple functions within the same building or adjacent to one another in the same general vicinity to foster a mix of uses that encourages people to live, work, play, and shop in close proximity. A full range of residential, retail, employment, entertainment, cultural, public, and personal service uses is permitted. Allowable non-residential floor area ratio is up to 2.0 FAR. On smaller parcels, additional FAR may be permitted to achieve the desired vision for the area. The maximum permitted residential density is 30 dwelling units per acre; however, higher density projects are allowed in certain areas and under certain conditions as defined in the zoning ordinance, specific plans, or area plans. Mixed use projects must meet both residential and non-residential intensity standards.

Employment. The Employment category provides for business parks, office, and light industrial uses in the vicinity of the Monterey Regional Airport. It features a mix of lot sizes to accommodate small businesses as well as larger campus-style uses. Permitted uses include administrative and professional offices, light manufacturing, and research and development. Secondary and accessory uses such as restaurants, cafes, printers, and office supply stores to serve the needs of employees and businesses are encouraged. Allowable non-residential floor area ratio is up to 0.8 FAR. Employment areas can also support multifamily housing to serve the local workforce.

Visitor Accommodation Facility. This category provides for a range of short-term lodging facilities to accommodate visitors to Monterey, including hotels, motels, bed and breakfasts, inns, hostels, and other similar facilities. Accessory uses typically associated with commercial lodging, such as retail shops, restaurants, beauty and barber shops, and facilities for conferences and meetings, are also permitted. Allowable non-residential floor area ratio is between 0.25 and 3.0 FAR. On smaller parcels, additional FAR may be permitted to achieve the desired vision for the area. Vacation timeshare rentals and residential uses are not permitted.

Other. The Other category is further divided into the following three sub-categories:

Public/Institutional. This category applies to all publicly-owned facilities and those private facilities operated to serve the general public except for parks and recreation facilities. Included in this category are public schools, military facilities, the airport, cemetery, large public parking facilities, hospitals, museums, conference center, and some publicly-owned historic buildings.

Parks, Recreation, and Open Space. This category applies to all parks and recreation facilities such as neighborhood, community, and county parks; community centers; and greenbelt and other open space areas.

Highway 68 Area Plan. Development and resource conservation in this nearly 5,000-acre area south of Highway 68 at the southeastern gateway to the city is governed by the voter-approved Highway 68 Area Plan, which guides individual plans and proposals.

Overlays. The Overlays category is further divided into the following two sub-categories:

Multifamily Residential Overlay. The Multifamily Residential Overlay is intended to increase opportunities for a range of housing types to meet the needs of the local workforce and address a shortage of supply. Multifamily housing of two or more units, such as duplexes, townhomes, apartments, and condominiums, is permitted on sites within the MFR-O at densities of up to 60 dwelling units per acre.

Airport Compatibility Overlay. The Airport Compatibility Overlay applies to properties in Airport Safety Zones 1 through 6 as identified in the Monterey Regional Airport Land Use Compatibility Plan (ALUCP) in order to support ongoing airport operations and ensure public safety. The purpose of the overlay is to resolve conflicts with respect to permitted development types and intensities on properties in the vicinity of the Monterey Regional Airport that have resulted from adoption of the ALUCP in 2019. Existing uses are permitted to continue on sites within the AC-O, and new development and expansion of existing uses shall only be permitted where the compatibility criteria or the infill exemption criteria of the ALUCP can be met. Development in the AC-O with the potential to conflict with the ALUCP's land use compatibility policies and criteria must be referred to the Airport Land Use Commission for compatibility review.

Lighthouse Specific Plan: The Lighthouse Specific Plan supplements the General Plan by providing a neighborhood specific plan for a region of the City. The main vision of this plan is to produce a mixed-use neighborhood which encourages residences, retail shops, and services in close proximity to each other. The Land Use and Development Chapter, Chapter Four (4), identifies permitted (P) and conditionally permitted (CP) uses within the Lighthouse planning area (see **Table 11-1**).

Table 11-1: Permitted and Conditionally Permitted Uses

Uses	Lighthouse Avenue Character Area	Foam Street Character Area	801 Lighthouse Avenue	321 Foam Street
Amplified Music	C	C	(See note 3)	(See note 4)
Assembly – Major	C	C	(See note 3)	(See note 4)
Assembly – Minor	C	C	(See note 3)	(See note 4)
Food and Beverage Sales – Major	C	C	(See note 3)	(See note 4)
Food and Beverage Sales – Minor	P	P	(See note 3)	(See note 4)
Makerspace	C	C	(See note 3)	(See note 4)
Massage Establishment	NP	C	(See note 3)	(See note 4)
Outdoor Seating, Uses, and Activities[1]	C	C	(See note 3)	(See note 4)
Park and Recreation Facilities	P	P	(See note 3)	(See note 4)
Parking – Subgrade and At Grade[2]	P	P	(See note 3)	(See note 4)
Residential – Minor and Major (first floor; three units or less) Residential Minor and Major (first floor; four units or more)	P* ** C * **	P** C* **	(See note 3)	(See note 4)
Residential – Minor and Major (above first floor)	P**	P**	(See note 3)	(See note 4)

Uses	Lighthouse Avenue Character Area	Foam Street Character Area	801 Lighthouse Avenue	321 Foam Street
Retail – Major	C	C	(See note 3)	(See note 4)
Retail – Minor	P	P	(See note 3)	(See note 4)
Restaurant – Major	C	C	(See note 3)	(See note 4)
Restaurant – Minor	P	P	(See note 3)	(See note 4)
Service – Major	C	C	(See note 3)	(See note 4)
Service – Minor	P	P	(See note 3)	(See note 4)
Temporary Uses	C	C	(See note 3)	(See note 4)
Utility – Major	C	C	(See note 3)	(See note 4)
Utility – Minor	P	P	(See note 3)	(See note 4)
Visitor Accommodating Facility	As Allowed in the City Charter and City Code	As Allowed in the City Charter and City Code	(See note 3)	(See note 4)

[1] Outdoor seating not associated with dining (such as plaza benches) does not require a Use Permit.
[2] Parking in front of buildings is not permitted.
[3] Development on Hawthorne Street side of this parcel – Refer to Multifamily Residential (R-3) uses in the Zoning Code. All other development standards and guidelines in the Specific Plan apply.
[4] Development on this parcel – Refer to Open Space (O) uses in the Zoning Code. All other development standards and guidelines in the Specific Plan apply.
*New residential first floor uses in the Lighthouse Avenue Character Area are prohibited with the exception that existing or previously used residential uses can continue as permitted uses.
**Use Permit required if density exceeds 30 units per acre.
P – Permitted
C – Conditionally Permitted
Source: Lighthouse Specific Plan, page 48 (City, 2016) and Amendment to Lighthouse Specific Plan (Resolution No. 23-082 C.S.) (City, 2023).

Discussion:

a) The project site is already developed with an 8,057 square foot building and an approximately 9,500 square foot parking lot. The proposed project would not expand the square footage of the existing building and parking lot. Additionally, the project site is surrounded by other commercial businesses (i.e., Creative Property Management and Baskin Robins) and a visitor accommodating facility (i.e., the Victorian Inn). The project site is also adjacent to five residential properties to the southeast (415 Foam Street, 417 Foam Street, 200 Drake Avenue, 220 Drake Avenue, and 240 Drake Avenue). Since the project site consists of existing infrastructure that will not expand outside of the parcel, the proposed project would not divide an established community.

b) The project site carries a mixed-use neighborhood land use designation as defined in the City's General Plan Land Use Element (City, 2024b). Additionally, the project site is located within the Lighthouse Specific Plan, a special planning area within the City. The Lighthouse Specific Plan conditionally permits Assembly Major Use and Amplified Music Use designations (see **Table 11-1)**.

The proposed project involves a change in the use of an existing 8,057 square foot building from Business to Assembly Major Use and Amplified Music Use for the purpose of hosting no more than 12 private events per year. Specifically, the proposed project would convert 4,402 square feet from warehouse storage to Assembly Major Use and Amplified Music Use while preserving 1,684 square feet of professional office space and 1,971 square feet for storage and restroom space. The events would include the presence of vendors to supply food and beverages, amplified noise (i.e., music or guest speaker), and live entertainment. All amplified noise would occur indoors only and is intended to serve as background noise to each event as opposed to serving as the central purpose of each event. Nighttime events would end by 10 pm consistent with the

City's noise curfew (MCC Section 22-17.3). Professional office space, which already exists under the current conditions of the project site, is permitted under the mixed-use neighborhood classification (MCC Section 38-15(u)). The Assembly Major Use and Amplified Music Use requires a Conditional Use Permit under the Lighthouse Specific Plan (see **Table 11-1**).

The proposed project involves activities permitted or conditionally permitted as defined in the City's General Plan, Lighthouse Specific Plan, and City Code and, thus, does not conflict with a land use plan, policy, or regulation. The use of amplified noise would constitute a potential environmental impact; however, as previously mentioned, the proposed project would be subject to a conditional use permit covering both Assembly Major Use and Amplified Music Use at the project site. Therefore, the proposed project would comply with local regulations as defined by the terms of required Conditional Use Permit. The proposed project would have a less than significant impact regarding conflict with a land use policy, plan, or regulation adopted to mitigate an environmental effect.

XII. Mineral Resources

SUBJECT AREA: XII. MINERAL RESOURCES – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	– City of Monterey, General Plan Conservation Element (City, 2005) – City of Monterey, General Plan EIR (City, 2004)
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X	– City of Monterey, General Plan Conservation Element (City, 2005) – City of Monterey, General Plan EIR (City, 2004)

Existing Setting:

The City of Monterey does not have any mineral resources within the City limits.

Discussion:

a–b) No mineral resources exist within the proposed project site and, therefore, no impact to mineral resources would occur.

XIII. Noise

SUBJECT AREA: XIII. NOISE – Would the project result in:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		– City of Monterey, General Plan Noise Element goals, policies, and programs (City, 2005) – MCC Zoning Ordinance Section 38-11 (City, 2024c). – AMBIENT Noise Impact Assessment (AMBIENT, 2024b). – Traffic Counts (TAMC 2024).

SUBJECT AREA: XIII. NOISE – Would the project result in:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
b) Generation of excessive groundborne vibration or groundborne noise levels?			X		– AMBIENT Noise Impact Assessment (AMBIENT, 2024b).
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X		– City of Monterey, General Plan Noise Element goals, policies, and programs (City, 2005) – AMBIENT Noise Impact Assessment (AMBIENT, 2024b).

Existing Setting:

The City of Monterey General Plan identified the major noise sources affecting the community as motor vehicles (autos, trucks, buses, motorcycles) and aircraft. Motor vehicles and aircraft continue to be the primary noise sources. Some events at the fairgrounds have also generated noise complaints. No stationary source, such as an industrial plant, is known to create noise at an unacceptable level (City, 2005).

AMBIENT prepared the *Noise Impact Assessment* to analyze potential noise impacts that may result from the proposed project (**Attachment 3**). The assessment identified that vehicle traffic predominantly influenced ambient noise levels in the vicinity of the project site, and that factors time of day and distance from major roadways influenced local noise levels. The general daytime ambient noise levels in the general vicinity of the project site range from 58 to 69 A-weighted decibels (dBA) (AMBIENT, 2024b).

The surrounding land uses consist of both commercial and residential uses. The nearest noise-sensitive receptors would be located at a hotel adjacent to the proposed project's eastern property line. The nearest residential use is located adjacent to and southeast of the project site. Additionally, residential areas are located along Hawthorne Avenue, which is west of Lighthouse Avenue. Scholze Park is located southeast of the project site along Drake Avenue (AMBIENT 2024b).

Regulatory Setting:

City of Monterey City Code Zoning Ordinance Section 38-11:

The MCC identifies performance standards to address noise associated with public nuisances. The City's Performance Standards are identified below in Table 13-1. The City illustrates specifically prohibited noises and applicable exemptions, and MCC Section 38-112 establishes acceptable periods for construction as noted below: (City, 2024c; AMBIENT, 2024b)

- Construction Hours. The hours for all construction, alteration, remodeling, demolition and repair activities which are authorized by a valid City Building Permit, as well as the delivery and removal of materials and equipment associated with these activities, are limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday and 10:00 a.m. to 5:00 p.m. Sunday.
- Exceptions. A permit to allow an exception to these hours may be issued by the Zoning Administrator following Notice and Public Hearing, in accord with Monterey City Code section 38-

159 et seq. Requests for exceptions must show that compliance with the hour limitations would be impractical and that the exception is necessary to accommodate unique factors specific to the property. The exception shall be for a limited duration and may be conditioned to require renewal after a period of three months.

- Exceptions for Oversized Vehicle Deliveries. Oversized vehicles with a valid City of Monterey Transportation Permit, that are allowed by the transportation permit conditions to travel at night, are exempt from the limitation on construction hours. Oversized vehicle deliveries are authorized for delivery only and are subject to all of the provisions of the transportation permit. No construction activities are permitted with oversized delivery.
- Appeals. Decisions of the Zoning Administrator may be appealed by any person, in accordance with Monterey City Code section 38-203 et seq.
- Notice of Construction Hours. The limitations on construction hours shall be noted on the City Building Permit and approved building plans.

Thresholds of Significance:

Table 13-1. City of Monterey Noise Level Performance Standards per MCC 38-111

Zone of Property Receiving Noise	Maximum Allowable Noise Level (dB)
Open Space District (OS)	60
Residential District (R)	60
Public and Semi-Public Districts (PS)	60
Commercial Districts (C)	65
Industrial Districts (I)	70
Planned Development (PD)	Study Required

Notes:

1. Duration and Timing. The noise standards above shall be modified as follows to account for the effects of time and duration on the impact of noise levels:
   a. In R districts, the noise standard shall be 5 dB lower between 10:00 p.m. and 7:00 a.m.
   b. Noise that is produced for no more than a cumulative period of five minutes in any hour may exceed the standards above by 5 dB.
   c. Noise that is produced for no more than a cumulative period of one minute in any hour may exceed the standards above by 10 dB.
2. Director May Require Acoustic Study. The Community Development Director may require an acoustic study for any proposed projects which could have, or create, a noise exposure greater than that deemed acceptable. (Ord. 3653 Section 19, 2022; Ord. 3472 Section 1, 2012)
3. Noise Measurement. Noise shall be measured at an appropriate distance from the source with a sound level meter, which meets the standards of the American National Standards Institute (ANSI Section S1.4 1979, Type 1 or Type 2). Noise levels shall be measured in decibels. The unit of measurement shall be designated as Db. A calibration check shall be made of the instrument at the time any noise measurement is made.
4. Noise Attenuation Measures. The Community Development Director may require the incorporation into a project of any noise attenuation measures deemed necessary to ensure that noise standards are not exceeded. (Ord. 3653 Section 19, 2022; Ord. 3472 Section 1, 2012)
5. Appeals. Decisions of the Community Development Director may be appealed by the applicant to the Planning Commission in accordance with Article 27. (Ord. 3653 Section 19, 2022; Ord. 3472 Section 1, 2012)

Source: City of Monterey, 2024c; AMBIENT, 2024b.

The noise assessment evaluated noise levels in comparison to the City's noise level performance standards outlined in **Table 13-1**. The newly proposed non-transportation noise levels associated with the proposed project would be considered potentially significant if the predicted daytime noise levels would exceed 60 dBA energy equivalent noise level (L_{eq}) at residential land uses or 65 dBA L_{eq} at nearby commercial land uses (AMBIENT, 2024b).

Discussion:

a) Construction activities associated with the proposed project involve construction of a new trash enclosure in the northwest corner of the existing parking lot and re-striping the parking lot to increase the number of parking spaces. No construction activities would otherwise occur to the existing parking lot or building. Additionally, the proposed construction activities would not require ground disturbing or earthmoving activities. Therefore, no construction would occur that would result in a significant increase in exterior noise levels at nearby land uses (AMBIENT, 2024b).

Operational use of the site would involve a maximum of 12 private events per year. Long-term noise impacts associated with these events would stem from on-site noise and a potential increase in traffic noise along the adjacent roadways. On-site stationary noise and off-site vehicle traffic noise are further discussed below.

On-Site Stationary Noise Sources

The proposed project would facilitate a change in use of the existing building that would allow the property owner to hold up to 12 private events per year with a maximum occupancy of approximately 314 individuals. These events would include product demonstrations and viewings, educational classes, lectures, and amplified music (indoors only). Events would be held indoors when possible. If certain exhibits or activities cannot fit inside, activities may be held outdoors in the adjacent on-site parking lot. Events would either take place between 8am and 6pm or 5pm and 10pm, not including setup and breakdown. The Noise Impact Assessment modeled noise associated with the proposed project using the SoundPlan computer model based on a maximum representative operational noise level of 79 dBA L_{eq} at approximately 10 feet. This noise level is a conservative estimate of larger events involving the use of amplified sound and live music based on noise sources being placed at the exterior roll-up door facing the parking lot. **Table 13-2** illustrates operational exterior stationary source noise levels at nearby existing land uses.

Table 13-2 – Predicted Operational Noise Levels at Nearby Land Uses

Modeled Receiver	Land Use Type	Predicted Noise Level (dBA L_{eq})	Daytime Noise Standard[1]	Exceeds Daytime Noise Standard?
R1	Hotel-1st Floor	40.0	65	No
R1	Hotel-2nd Floor	40.8	65	No
R1	Hotel-3rd Floor	44.8	65	No
R2	Hotel-1st Floor	42.7	65	No
R2	Hotel-2nd Floor	43.4	65	No
R2	Hotel-3rd Floor	46.5	65	No
R3	Residential	36.7	60	No
R4	Commercial	57.4	65	No
R5	Residential	41.0	60	No
R6	Residential	38.6	60	No

Notes:
1. Based on City of Monterey noise level performance standards for daytime hours of operation (see Table 13-1). Refer to Figure 5 for modeled receiver locations (see Appendix B).

Source: AMBIENT, 2024b

As described in **Table 13-2**, exterior noise levels at nearby land uses would range from approximately 37to 57 dBA L_{eq}. As previously mentioned, the analysis calculated noise level predictions on a conservative estimate of an exterior noise level of 79 dBA L_{eq} approximately 10

feet from the door of the existing building, which would be the loudest anticipated noise level associated with the proposed project's on-site events (AMBIENT, 2024b). The noise levels range identified in **Table 13-2** is below the daytime noise standards for each land use adjacent to the project site (i.e., hotel/visitor serving, residential, and commercial). Therefore, the proposed project would have a less than significant impact for operational on-site stationary noise.

Off-Site Vehicle Traffic Noise:

The noise assessment conservatively estimates 314 people per event and an average combined vehicle occupancy rate of 1.5 people per vehicle for all trips. Therefore, the proposed project would generate a maximum of approximately 419 vehicles per event, although the actual trip generation would likely be less (AMBIENT, 2024b). A doubling of vehicle traffic on local roadways is typically required before a noticeable increase (e.g., 3dB or greater) in traffic noise levels would occur. Lighthouse Avenue accommodates approximately 52,321 to 53,025 vehicles per day (TAMC 2024; AMBIENT, 2024b). The proposed project would not cause existing traffic volumes to double on local roadways. Furthermore, the VMT analysis, discussed further in **Section 17 Transportation**, provides an estimate of 384 vehicle trips per event and an annualized daily trip equivalent estimate of 42 daily trips when averaging event and employee daily trips over the course of the year (Kimley Horn, 2024). The estimated daily and event vehicle trips do not represent a doubling of local vehicle traffic. Therefore, this impact would be less than significant.

b) No off-road construction equipment or construction activities requiring grading, demolition, or paving would cause short-term increases in groundborne vibration levels. The proposed project requires construction of a trash enclosure in the northwest portion of the parking lot and re-striping the existing parking lot. Ground disturbing activities are not associated with the proposed project; therefore, any vibration generated by the proposed project would not be significant (AMBIENT, 2024b). This impact would be less than significant.

c) The project site is not located within two miles of the Monterey Regional Airport, which is located approximately three miles southeast. The project site is also not located within the noise contours of the Monterey Regional Airport, and implementation of the proposed project would not expose sensitive receptors to aircraft noise levels or impact airport operation (City, 2005; AMBIENT, 2024b). This impact would be less than significant.

XIV. Population and Housing

SUBJECT AREA: XIV. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	– City of Monterey, General Plan (City, 2005) – *2023 – 2031 Regional Housing Needs Allocation Plan for the 6th Housing Element Cycle* (AMBAG, 2024)
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	– City of Monterey, General Plan (City, 2005) – *2023 – 2031 Regional Housing Needs Allocation Plan for the 6th Housing Element Cycle* (AMBAG, 2024)

Existing Setting:

According to the *2023-2031 Regional Housing Needs Allocation Plan for the 6th Housing Element Cycle* approved by AMBAG in November 2022, the City of Monterey was identified with a future housing need in Monterey of 3,654 new dwelling units for the period of 2023 - 2031. The City's General Plan is required to show adequate sites for the 3,654 units to comply with state law requirements. On July 16, 2024, the City Council adopted the 6th Housing Element Cycle for the 2023 – 2031 planning period. Following the City Council meeting, the City submitted the adopted housing element to the California Department of Housing and Community Development (HCD) on August 5, 2023, and is awaiting HCD's review and determination.

Discussion:

a-b) The proposed project will not create a need for new or expanded services or substantially induce growth in the area. The project site is currently used for private business operations and would not involve the creation of or incentivizing of new homes or businesses. The proposed project also would not displace housing units or people. As such, no impact would occur.

XV. Public Services

SUBJECT AREA: XV. PUBLIC SERVICES	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
a) Fire protection?			X		– City of Monterey General Plan, Public Facilities Element (City, 2005)
b) Police protection?			X		– City of Monterey General Plan, Public Facilities Element (City, 2005)
c) Schools?				X	– City of Monterey General Plan, Public Facilities Element (City, 2005)
d) Parks?				X	– City of Monterey General Plan, Public Facilities Element (City, 2005)
e) Other public facilities?			X		– City of Monterey General Plan, Public Facilities Element (City, 2005) – MPWMD, 2023

Existing Setting:

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

Regulatory Setting:

Local

City of Monterey General Plan: The Public Facilities Element of the General Plan describes the location, service, and adequacy of existing and proposed public facilities. The following policies would be relevant to the proposed project:

Program a.3.2. Mitigate the impacts of proposed developments through means such as increased use of transit and water conservation.

Policy c.1. Require built-in fire protection for new and existing structures to minimize the need for additional fire facilities.

Policy n.1. Continue to provide specific waste reduction and recycling programs for users, such as manufacturing, restaurant, business, military, and residential customers.

Policy n.2. Encourage the development of commercial composting and educational programs.

Policy n.3. Implement waste and recycling enclosure standards for all new developments and remodels.

Discussion:

a-b) The only physical modifications to the project site include installation of a new trash enclosure and re-striping the parking lot. Otherwise, the proposed project would not require any alterations to the existing building and parking lot. However, the proposed project would change the use designation of 4,402 square feet of the existing building from warehouse space to Assembly Major Use and Amplified Music Use. This change in use designation would increase the occupancy limitation from 30 individuals to 314 individuals. In association with the proposed project activities, the proposed project would comply with the 2022 California Fire Code.

The operation of the proposed project would involve no more than 12 private events per year, which would be staffed by local vendors and outside security, serve food and beverages including alcohol, and include live or amplified music. These private events would host between 150 and 314 individuals. While 12 private events per year would not involve a major increase in demand for fire and police services, both services may need to respond in the event of a fire hazard, medical, or other emergency incident. The project would not require the construction or expansion of fire and police facilities. Therefore, would not result in physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire and police services. The proposed project constitutes a less than significant impact on fire and police department services.

c) The proposed project is within the boundary of the Monterey Peninsula Unified District (MPUSD). However, the proposed project would not introduce new housing opportunities or contribute directly or indirectly to school attendance or use of school facilities. Therefore, the proposed project would have no impact on local schools.

d) The proposed project is not located adjacent to recreational facilities or land classified as open space and would not directly or indirectly impact the use of City parks. Therefore, the proposed project would have no impact on recreational facilities.

e) As mentioned above, the operation of the proposed project would consist of no more than 12 private events per year hosting between 150 and 314 people. As a result, use of wastewater, water, and solid waste services would increase. Event vendors would be responsible for removing all waste and recycling materials after each event.

The MPWMD has agreed to support the proposed operation as a Group 1 use as long as the City's Use Permit specifies that events at the project site are subordinate to professional office use (MPWMD, 2023). The project would not require construction or expansion of other public facilities for wastewater, water, and solid waste services; therefore, would not result in physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives. This impact would be less than significant regarding other public facilities including waste management, water, and wastewater.

XVI. Recreation

SUBJECT AREA: XVI. RECREATION	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	– City of Monterey General Plan, Public Facilities Element (City, 2005) – City of Monterey General Plan, Open Space Element (City, 2005)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X	– City of Monterey General Plan, Public Facilities Element (City, 2005) – City of Monterey General Plan, Open Space Element (City, 2005)

Existing Setting:

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

Regulatory Setting:

Local

City of Monterey General Plan: The Open Space Element of the General Plan guides preservation of open space land, defined as any land or water that is essentially unimproved and devoted to open-space use. For the City of Monterey, open space encompasses the shoreline and beaches; the lake fronts of

Lake EL Estero, Del Monte Lake, Roberts Lake, and Laguna Grande; City parks; and various greenbelts. The proposed project is not located within or adjacent to an open space land use area.

The Public Facilities Element of the General Plan describes the location, service, and adequacy of existing and proposed public facilities. The Public Facilities Element identifies parks and recreation facilities as one of the major public facilities within the City. The proposed project would not interfere directly or indirectly with recreational facilities.

Discussion:

a) The proposed project would not increase the demand for recreation facilities. Therefore, the proposed project would have no impact on recreational facilities.

b) The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur.

XVII. Transportation

SUBJECT AREA: XVII. TRANSPORTATION – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X		– City of Monterey, General Plan, Circulation Element (City, 2024b) – City of Monterey VMT Policy (City, 2021) – Kimley Horn VMT Assessment (Kimley Horn, 2024)
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X		– City of Monterey VMT Policy (City, 2021) – Kimley Horn VMT Assessment (Kimley Horn, 2024)
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	– Project Plans (Attachment 1)
d) Result in inadequate emergency access?			X		– City of Monterey, General Plan, Circulation Element (City, 2024b)

Existing Setting:

Kimley Horn prepared the *VMT Assessment* to analyze traffic and vehicle miles traveled impacts associated with the proposed project (**Attachment 4)**. The proposed project is located in the northwest portion of the City at 456 Lighthouse Avenue. Lighthouse Avenue is a major arterial connecting with both downtown Monterey and the City of Pacific Grove. The following state and local polices are applicable to the proposed project.

<u>Roadway Classification</u>

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

Vehicle Miles Traveled Standard

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

City of Monterey VMT Policy

The City of Monterey's VMT policy was adopted in March 2021 and provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects. The City's policy is based on guidelines published by the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. The City's screening thresholds are intended to identify when a project should be expected to cause a less than significant impact without conducting a detailed VMT evaluation. The City's screening thresholds are based on project size, maps, transit availability, and provision of affordable housing. The City of Monterey's VMT thresholds of significance are summarized below for each of these components (City, 2021; Kimley Horn, 2024):

City policy recommends that projects that generate or attract fewer than 110 trips per day generally may constitute a less than significant impact on VMT.

- Residential – 15% below existing county-wide average VMT per capita.
- Office – 15% below existing county-wide average work VMT per employee.
- Retail – net regional change using the county as the basis.
- Other Employment – 15% below existing county-wide average work VMT per employee for similar land uses.
- Other Customer – net regional change using the County as the basis (City, 2021).

Daily Trip Generation Estimates

Traffic analysis for the proposed project evaluated daily site-generated traffic for two different uses. The analysis focused on VMT related to office use and VMT associated with the use of the project site for events. The office component of the proposed project was analyzed consistent with the City guidelines through use of the City's online VMT calculator to evaluate the average daily work VMT per employee against the City's threshold (Kimley Horn, 2024). As identified above, the City's threshold for office use is 15 percent below the existing county-wide average work VMT per employee. This number is calculated as 18.9 VMT per employee. The estimated VMT associated with the proposed project would sit at approximately 15.08 VMT per employee, and generate 24 daily trips (Kimley Horn, 2024).

Event spaces are not a typical land use type; therefore, an alternative analysis methodology was developed to assess VMT impacts. Since the proposed project would use the event space infrequently and VMT is measured using a "typical day", the data had to be annualized (Kimley Horn, 2024). Specifically, the total annual trips and associated VMT for the event space was converted into an

equivalent daily number of trips and daily VMT per attendee. The analysis used a representative sample from Replica mobility data platform to calculate the event space VMT, which is a mobility data and analytics product that provides estimates of trip making characteristics within a defined region. Replica provides analyses based on GPS location data, travel surveys, spend data, census demographics, and annual vehicle counts. Replica provided a summary of the origins of trips made to the City for recreational event purposes on a typical weekday and weekend in the Fall of 2023 (Kimley Horn, 2024). The analysis used this data as a proxy for future trips associated with the proposed project by estimating the average trip length of future attendees, scaled to match the number of trips generated by each event assuming the expected maximum attendance at these events. The daily VMT for the event space is total annual VMT generated by 12 events at maximum capacity of 314 people averaged over 260 workdays per year (Kimley Horn, 2024). The average annualized daily trip generation associated with the proposed project's event space use would be 18 daily trips, while the average annualized daily VMT from event traffic is 226 daily VMT based on an average one-way trip length of 12.7 miles (Kimley Horn, 2024).

Based on this analysis, the daily trips are 24 daily trips for office daily use and 18 daily trips for annualized event space daily use, totaling 42 daily trips. The results of the analysis are summarized in **Table 17-1** below.

Table 17-1. Project VMT Analysis Results

Metric/Characteristic	Condition	VMT
Travel Characteristics of the City of Monterey	Total Daily Recreational Vehicle Trips	19,792
Travel Characteristics of the City of Monterey	Average Vehicle Trip Length (mi)	12.7
Travel Characteristics of the City of Monterey	Number of workdays per year	260
Travel Characteristics of the City of Monterey	Monterey County Average VMT/employee	22.3
Travel Characteristics of the City of Monterey	City of Monterey Threshold VMT/employee	18.9
Transportation Metrics for Project Office Space	Daily Trip Generation (ITE 712 Small Office Building)	24
Transportation Metrics for Project Office Space	Average VMT/employee	15.1
Transportation Metrics for Project Office Space	Below Threshold?	Yes
Travel Characteristics of Project Event Space	Maximum Event Attendees	314
Travel Characteristics of Project Event Space	Assumed Vehicle Occupancy	1.64
Travel Characteristics of Project Event Space	Assumed Auto Mode Share	100%
Travel Characteristics of Project Event Space	Number of Auto Trips Per Event	384
Travel Characteristics of Project Event Space	Maximum Number of Events Per Year	12
Transportation Metrics for Event Space	Total Annual Trips from Event Traffic	4,608
Transportation Metrics for Event Space	Average Daily Trip Generation from Event Traffic	18
Transportation Metrics for Event Space	Total Generated VMT Per Event	4,894
Transportation Metrics for Event Space	Total Generated VMT Per Year	58,732
Transportation Metrics for Event Space	Average Daily VMT from Event Traffic	226

Source: Kimley Horn, 2024

Discussion:

a-b) The proposed project would not be inconsistent with either local programs, plans, policies, or ordinances governing the circulation system or CEQA Guidelines Section 15064.3(b) as VMT analysis determined that project activities would fall below the existing VMT thresholds. The City's threshold for office use is 15 percent below the existing county-wide average work VMT per employee, or 18.9 VMT per employee. The estimated VMT associated with the proposed project would be approximately 15.1 VMT per employee, and generate 24 daily trips (Kimley Horn, 2024). Furthermore, the average annualized daily trip generation from event traffic is 18 daily trips, and 226 average annualized daily VMT. The City does not have a threshold for event space since this land use type is atypical. However, the City's small projects criteria states that a project generating

fewer than 110 trips per day is presumed to result in a less than significant impact (Kimley Horn, 2024). The total daily trip equivalent for the proposed project would be 42 daily trips, which is below the 110 daily trip threshold. Therefore, this impact would be less than significant.

c) The proposed project would not increase hazards due to geometric design features or incompatible uses, nor would the proposed project result in inadequate emergency access. The proposed project would change the use designation of the building, converting the existing warehouse space into a private event space. The proposed project would also re-stripe the parking lot and install a trash enclosure in the northwest corner of the parking lot. No ground disturbing construction activities would occur, and all construction would remain within the footprint of the existing building and parking lot. No construction or modification to the roadways, sidewalks, or any intersections would occur. Therefore, no impact would occur.

d) Lighthouse Avenue provides access to City evacuation routes for residents and visitors in the northwest portion of the City as identified in the General Plan. The proposed project is located on Lighthouse Avenue. However, proposed construction and operation would not result in any conditions not already assumed in the emergency response or emergency evacuation plans. Therefore, this impact would be less than significant regarding inadequate emergency access.

XVIII. Tribal Cultural Resources

SUBJECT AREA: XVIII. TRIBAL CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing on the California Register of Historical Resources, or in a local register of historical resources as defined by PRC section 5020.1(k), or			X		– City of Monterey General Plan, Historic Preservation Element (City, 2005) – Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update (City, 2004)

SUBJECT AREA: XVIII. TRIBAL CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X		– City of Monterey General Plan, Historic Preservation Element (City, 2005) – Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update (City, 2004)

Existing Setting:

The City is located within the ethnographic territory, Indigenous homeland, and language family of the Ohlone/Costanoan-Esselen Nation (OCEN). The City mailed letters on May 9, 2024, to the appropriate Tribes (**Attachment 5**). However, the City received no request for consultation within the 30-day time frame required by AB 52.

Regulatory Setting:

State

California Public Resources Code: Several sections of the California PRC protect cultural resources located on public land. Under PRC Section 5097.5, no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site (including fossilized footprints), inscriptions made by human agency, rock art, or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency that has jurisdiction over the lands. Violation of this section is a misdemeanor.

PRC Section 5097.98 states that if Native American human remains are identified within a project area, the landowner must work with the Native American Most Likely Descendant as identified by the NAHC to develop a plan for the treatment or disposition of the human remains and any items associated with Native American burials with appropriate dignity. These procedures are also addressed in Section 15064.5 of the state CEQA Guidelines. California Health and Safety Code Section 7050.5 prohibits disinterring, disturbing, or removing human remains from a location other than a dedicated cemetery.

California Health and Safety Code: California Health and Safety Code Section 7050.5 regulates the treatment of human remains. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to his or her authority. If the coroner recognizes the human remains to be those of a Native American or has reason

to believe that they are those of a Native American, he or she shall contact the NAHC by telephone within 24 hours.

State Assembly Bill 52: Assembly Bill 52 (AB 52), effective July of 2015, established a new category of resources for consideration by public agencies when approving discretionary projects under CEQA, called Tribal Cultural Resources. AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached. Under AB 52, Tribal Cultural Resources are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
  - Included or determined to be eligible for inclusion in the CRHR, or
  - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- Resources determined by the lead agency to be TCRs.

AB 52 notification and consultation applies to projects for which a Notice of Intent or Notice of Availability is issued after the effective date of AB 52 in 2015. Notification and consultation are not required for projects covered by a prior EIR or Mitigated Negative Declaration (MND) that either predates AB 52 or that has already complied with AB 52.

Native American Heritage Commission: The NAHC was created by statute in 1976, is a nine-member body appointed by the Governor to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands) in California. The Commission is responsible for preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintaining an inventory of Native American sacred sites located on public lands, and reviewing current administrative and statutory protections related to these sacred sites.

Local

City of Monterey General Plan: The Historic Preservation Element of the City's General Plan identifies the City as one of the most historic cities in the country and recognizes the importance of historical resources to the community. In addition to historic resources, the Historic Preservation Element also seeks to preserve archaeological resources. The Historic Preservation Element establishes the following policies relevant to the proposed project:

Policy a.4. Utilize the CEQA process for projects located in archaeologically sensitive areas to identify and mitigate potential impacts on archaeological resources.

City of Monterey General Plan Environmental Impact Report: The General Plan EIR assessed the environmental consequences of the City's most recent General Plan update. The General Plan EIR includes an Archeological Sensitivity Map that describes regions of the City which are determined to have a high probability of prehistoric artifacts (see Figure 8 of the General Plan EIR) (City, 2004).

Discussion:

a.i-ii) In compliance with AB 52, the City sent AB 52 notification letters on May 9, 2024, to three Native American Tribes that have requested consultation. These letters were sent to the Ohlone Costanoan Esselen Nation, the Esselen Tribe of Monterey County, and the KaKoon Ta Ruk Band of Ohlone-Costanoan. The City did not receive requests for consultation from any of the Tribes notified under AB52. Additionally, the project site is already developed, and activities associated with the proposed project (i.e., re-striping the parking lot, installing a new trash enclosure, and accommodating no more than 12 events per year) would not disturb any potentially buried Tribal cultural resources including human remains. Therefore, the proposed project would have a less than significant impact regarding Tribal cultural resources.

XIX. Utilities and Service Systems

SUBJECT AREA: XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X		– City of Monterey General Plan, Public Facilities Element (City, 2005) – Project Plans (Attachment 1)
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X		– MPWMD, 2023
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		– Project Plans (Attachment 1)
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X		– City of Monterey General Plan, Public Facilities Element (City, 2005)
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X		– City of Monterey, General Plan Public Facilities Element subsection k (City, 2005)

Existing Setting:

Wastewater

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

Monterey's sewage is conveyed through pipelines to the Monterey One Water (M1W) sewer treatment plant in the City of Marina for treatment and disposal. Per M1W, sixty percent (60%) of incoming wastewater is highly treated through their water recycling facility and distributed for irrigation uses on farmlands in northern Monterey County. M1W performs secondary treatment of the remaining wastewater, which is then discharged though an ocean outfall two miles into Monterey Bay.

Local sewer collection pipelines of various capacities exist underground within the City and eventually flow to larger sewer mains that feed into the M1W interceptor pipeline. The interceptor pipeline receives sewer flows from both Pacific Grove and Monterey and carries those flows to the wastewater treatment plant. The City's existing sewer collection system is an aged one and requires on-going maintenance and rehabilitation. The existing capacity of the system is adequate to convey the sewer loads generated.

Water Supply – Potable Water

The Planning Area is served by CalAm. It is the goal of the City and the General Plan to obtain a long-term, sustainable water supply, including evaluation of water supply options outside the present MPWMD framework. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the district.

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

City of Monterey Allocation

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

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

The MPWMD has adopted rules that allow the transfer of water between uses and adjacent sites under the same ownership, though these rules are under strict regulation by MPWMD. The City conducted an inventory of water usage and availability to determine the presence of water credits on a particular site that may be available for expanded use.

Storm Water

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

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

Monterey's discharge of storm water to local surface waters is regulated by the federal CWA, NPDES Permit Program, and the California Porter-Cologne Act, and permitted through the Central Coast RWQCB. The City storm water permit and ordinance require local regulation of water pollution and prevention through the mandated implementation of BMPs to protect the water quality of local waterways.

Solid Waste

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

Regulatory Setting:

State

California Green Building Standards Code: In January 2023, California adopted the most recent version of the California Green Building Standards Code, which establishes mandatory green building standards for new and remodeled structures in California. These standards include a mandatory set of guidelines and more stringent voluntary measures for new construction projects, to achieve specific green building performance levels.

Local

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

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

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

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

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

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

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

The commercial water use factor associated with the historical use(s) may be used when a use is either being abandoned or permanently reduced to a lower intensity use; a quantification of water saved may be used when inefficient equipment is replaced with highly water efficient equipment; or historic records may be used to determine the past (abandoned) use. With a few exceptions, the water use credit is valid for 60 months and can be extended for 60 months. After the 60-month period, any remaining unused

water use credit expires. Water use credits affected by the CDO will be reinstated at its conclusion with a term equal to the amount of time the CDO impacted the credit.

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

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

City of Monterey General Plan: The Public Facilities Element of the General Plan provides the following policies related to the reduction and recycling of solid waste applicable to the proposed project:

Policy n.1. Continue to provide specific waste reduction and recycling programs for users, such as manufacturing, restaurant, business, military, and residential customers.

Policy n.3. Implement waste and recycling enclosure standards for all new developments and remodels.

Discussion:

a) The project site is already developed and hosts an existing business with existing utility connections. The proposed operation plan includes changing the use of 4,402 square feet of the building to Assembly Major Use to increase the occupancy threshold of the building from 30 individuals to 314 individuals. During normal operations, the building would host between 25 and 55 employees, and the events would host between 150 and 314 individuals. The increase in occupancy would increase the use of resources supplied by utilities at the project site. However, the largest demand would occur during private events, of which no more than 12 would occur each year. Otherwise, operation of the existing building would mirror existing conditions. Therefore, the proposed project would not require or result in relocation or construction of a new utility service facility, which would constitute a less than significant impact.

b) The proposed project is within the jurisdiction of MPWMD and supplied by CalAm. MPWMD has informed the developers that it will support the proposed project as long as the City's Use Permit includes a condition that events at the project site are subordinate to the office use (MPWMD, 2023). Therefore, the proposed project would have enough water to serve the operational use of the site for the foreseeable future. Therefore, the proposed project would have a less than significant impact regarding access to sufficient water supplies.

c) As mentioned above the proposed project would increase the overall occupancy threshold of the building from 30 individuals to 314 individuals. During normal business hours, when the building operates as a professional office, between 25 and 55 employees would work on site. No more than 12 private events would occur each year, and these events would host between 150 and 314 individuals. While more people would increase the amount of wastewater generated, the overall generation of wastewater from these events would be infrequent and is therefore unlikely to have a significant impact on wastewater service. Other than events, operation of the existing building would mirror existing conditions at the project site. Therefore, the impact would be less than significant.

d-e) Construction of the proposed project would be minimal and not result in a significant generation of solid waste materials. The proposed project would only involve installation of a new trash enclosure in the existing parking lot and re-striping the existing parking lot. No ground disturbance or demolition activities would occur that would generate a substantial amount of solid waste.

Increasing occupancy of the building and hosting private events would increase output of solid waste generation at the project site. However, the proposed project would host no more than 12 private events per year. Additionally, local vendors would supply all food and beverages, and the vendors would be responsible for removing solid waste and recycling from the premises at the end of each event. For these reasons, the proposed project would have a less than significant impact regarding generation of solid waste and compliance with solid waste reduction statutes.

XX. Wildfire

SUBJECT AREA: XX. WILDFIRE – Would the Project:	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X		– City of Monterey General Plan, Safety Element (City, 2024b)
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X	– City of Monterey General Plan, Safety Element (City, 2024b) – City of Monterey, General Plan, General Plan Map 12-Showing Steep Slopes (City, 2005) – FEMA Flood Map Service Center, 2017 FIRM Map (FEMA, 2017) – Monterey County Parcel Report Web Application (Monterey County, 2024)
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X	– City of Monterey General Plan, Safety Element (City, 2024b)
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X	– City of Monterey, General Plan, General Plan Map 12-Showing Steep Slopes (City, 2005) – City of Monterey General Plan, Safety Element (City, 2024b) – FEMA Flood Map Service Center, 2017 FIRM Map (FEMA, 2017) – Monterey County Parcel Report Web Application (Monterey County, 2024)

Existing Setting:

The County of Monterey is characterized by moderate to very high fire hazards. Based on factors such as fuels, terrain, and weather, CALFIRE recommends or adopts fire hazard severity zones (FHSZ) in local and state responsibility areas, respectively (CALFIRE, 2024a; CALFIRE, 2024b). California Building

Code Chapter 7a includes provisions for the construction of new buildings within very high fire hazard severity zones (VHFHSZ) to improve the ignition resistance of buildings.

CALFIRE identifies the land within the jurisdiction of the City as a local responsibility area (LRA), and the project site does not border a state responsibility area (SRA); however, the City does boarder an SRA to the south (CALFIRE, 2024a; CALFIRE, 2024b). Fire protection for the project site falls under the jurisdiction of the MFD.

MFD provides a complete range of fire protection, prevention, and educational services in the Cities of Monterey, Pacific Grove, Carmel-by-the-Sea, and Sand City, as well as to the Naval Postgraduate School, La Mesa Village, and the Monterey Regional Airport. Other agencies with responsibility for wildland fire prevention and protection services in the planning area include: the Monterey County Regional Fire District; the Presidio of Monterey Fire Department; the U.S. Forest Service (USFS) Monterey Ranger District; and the CALFIRE.

MFD has prepared a Community Wildfire Protection Plan (CWPP) that outlines local priorities for wildfire risk mitigation and provides a roadmap of actions for a community to address the wildfire threat. The CWPP provides a comprehensive list of local, state, and federal agencies with responsibility for fire protection (City of Monterey, 2024b).

Regulatory Setting:

State

Public Resources Code Section 4201 – 4204: Sections 4201 through 4204 of the California Public Resources Code direct the CALFIRE to map Fire Hazard Safety Zones (FHSZs) within SRAs, based on relevant factors such as fuel, terrain, and weather. Mitigation strategies and building code requirements to reduce wildland fire risks to buildings within SRAs are based on these zone designations.

Government Code Section 51175-51189: Sections 51175 through 51189 of the California Government Code directs CalFire to recommend FHSZs within LRAs. Local agencies are required to designate Very High Fire Hazard Safety Zones (VHFHSZs) in their jurisdiction within 120 days of receiving recommendations from CALFIRE and may include additional areas not identified by CalFire as VHFHSZs.

Local

City of Monterey General Plan: The City of Monterey General Plan Safety Element identifies goals and policies related to natural and humanmade hazards, emergency management, public facility services, and identifies emergency evacuation routes throughout the City. Map 11 of the General Plan identifies fire hazard areas within the City. Map 16 of the General Plan shows flood hazard areas and tsunami evacuation zone. Map 17 of the General Plan shows emergency evacuation routes, including SR 1 and SR 68. The following policies are applicable to the proposed project (City, 2024b):

Policy a.23. Maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires, including requirements for compliance with applicable provisions of the California Building Code, the California Fire Code, Board of Forestry Fire Safe Regulations, and California Government Code sections 51175 and 51189 related to Very High Fire Hazard Severity Zones.

Discussion:

a) The project site is not within a state or City fire hazard zone, nor does the project site border a state or City fire hazard zone (see General Plan Safety Element Map 11 – Fire Hazard Severity Zones and Critical Facilities/Infrastructure) (City, 2024b). Lighthouse Avenue provides access to City evacuation routes for residents and visitors in the northwest portion of the City as identified in the General Plan Safety Element (see Map 17 – Emergency Evacuation Routes) (City, 2024b). The proposed project is located on Lighthouse Avenue. However, proposed construction and operation would not result in any conditions not already assumed in the emergency response or emergency evacuation plans. Therefore, the proposed project would have a less than significant impact on emergency response plans or evacuation routes.

c) The proposed project would not require installation or maintenance of associated infrastructure that may exacerbate wildfire risks. The project site is developed and located within an urban area within the City, and construction includes installation of a trash enclosure and re-striping the parking lot. Additionally, the project site is not within a state or City designated fire hazard zone (City, 2024b). Therefore, the proposed project would have a less than significant impact regarding the installation or maintenance of infrastructure that may exacerbate fire risk.

b, d) The proposed project site is currently developed and located within urban area of the City. The FEMA FIRM map for the project site and the General Plan Safety Element Map 16 – Flood Hazard Areas and Tsunami Evacuation Zone – show that the project site is outside of a flood hazard zone (City, 2024b; FEMA, 2017). Additionally, the General Plan Safety Element Map 11 – Fire Hazard Severity Zones and Critical Facilities/Infrastructure – shows that the project site is not within and does not border a City or state fire hazard zone. Both the City's Safety Element (see Map 14 – Landslide Hazards) and the Monterey County Parcel Report Web Application indicate the proposed project is in an area with low landslide risk (City, 2024b; Monterey County, 2024). For these reasons, the proposed project would have a less than significant impact regarding the exposure of people or structures to significant risks of flooding, landslides, and slope instability as a result of post-fire runoff. The proposed project would also have a less than significant impact on exposing people to pollutant concentrations from wildfire or uncontrolled spread of wildfire.

XXI. Mandatory Findings of Significance

SUBJECT AREA: XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X		Please refer to analyses in previous sections.

SUBJECT AREA: XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X		Please refer to analyses in previous sections.
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		Please refer to analyses in previous sections.

Discussion:

a-c) The proposed project consists of minor construction involving the installation of a trash enclosure in the northwest corner of the parking lot and re-striping the parking lot to add parking spaces. No other construction is associated with the proposed project. Additionally, the proposed project would convert 4,402 square feet of existing warehouse space to Assembly Major Use space to host a maximum of 12 private events per year. Overall, the analyses contained in this document finds a less than significant impact on the environment from actions associated with the proposed project. The proposed project would not substantially degrade the quality of the environment, reduce habitat of fish or wildlife species, or adversely affect species' populations or those considered threatened or endangered. Additionally, the proposed project would not have cumulatively considerable impacts, nor would the proposed project have environmental effects that would cause substantial adverse effects on human beings. Therefore, the proposed project would have an overall less than significant impact.

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Attachment 1
Project Plans

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EXISTING SITE PHOTOS

STREET VIEW OF (E) BUILDING & PARKING LOT

STREET VIEW OF (E) BUILDING

PLUMBING FIXTURE CALCULATIONS FOR A-3 ASSEMBLY OCCUPANCY								
		WATER CLOSETS		URINALS	LAVATORIES		DRINKING FOUNT.	SERVICE SINK
	OCC. LOAD	MALE	FEMALE	MALE	MALE	FEMALE		
REQUIRED PER CPC TABLE 422.1	314	2 (101-200)	4 (101-200)	2 (101-200)	1 (1-200)	2 (101-200)	2 (251-500)	1
PROVIDED	314	2	4	2	2	2	LOCATION T.B.D.	1

1. TOTAL PROPOSED OCCUPANCY = 314 OCCUPANTS
   50% MALE = 157 OCCUPANTS
   50% FEMALE = 157 OCCUPANTS
2. PER 2022 CBC 11B-213.3 AT LEAST (1) ACCESSIBLE WATER CLOSET & LAVATORY SHALL BE PROVIDED.
3. SERVICE SINK ALREADY EXISTING IN UTILITY ROOM #104.

SHEET INDEX

SCOPE OF WORK

PROPOSED CHANGE IN USE & OCCUPANCY, OF AN AN (E) 8,057 SF COMMERCIAL BUILDING, FROM 'B - BUSINESS' TO 'A - ASSEMBLY'. NO CHANGES TO FLOOR AREA ARE PROPOSED. THE FOLLOWING IS A BREAKDOWN OF THE AREA OF EACH (P) USE:

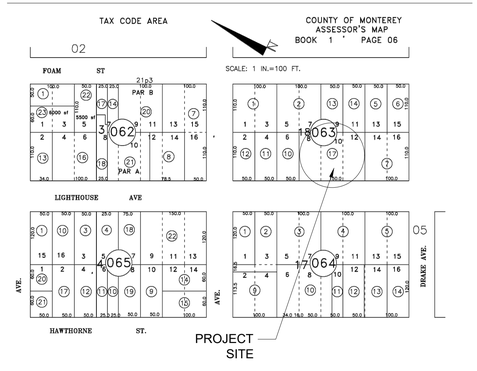
PROFESSIONAL OFFICE = 1,684 SF
ASSEMBLY MAJOR = 4,402 SF
RESTROOMS & STORAGE = 1,971 SF
TOTAL = 8,057 SF

CONSTRUCT NEW REQUIRED TRASH ENCLOSURE IN NORTHWEST CORNER OF (E) PARKING LOT.

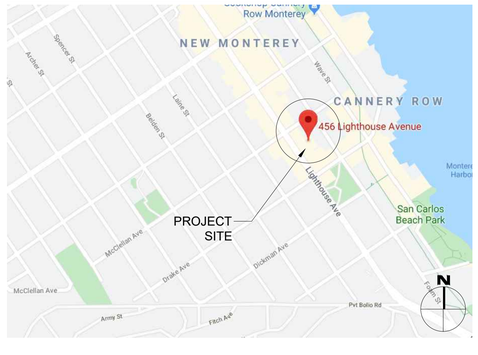
CITY OF MONTEREY CONDITIONS OF APPROVAL

1. DURING CONSTRUCTION, THE DEVELOPER SHALL EMPLOY TEMPORARY CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPS) FOR EROSION AND SEDIMENT CONTROL AND PREVENTION OF NON-STORM WATER DISCHARGES. THE DEVELOPER SHALL IMPLEMENT GOOD HOUSEKEEPING AND WASTE MANAGEMENT PRACTICES TO PROTECT WATER QUALITY IN THE CITY'S STORM DRAIN SYSTEM AS REQUIRED BY CITY CODE SECTION 31.5-15 (C) AND (D), THE CITY'S PHASE II SMALL MUNICIPAL STORMWATER GENERAL PERMIT, AND THE STATEWIDE CONSTRUCTION STORMWATER GENERAL PERMIT, AS APPLICABLE. A SITE-SPECIFIC PLAN FOR DURING-CONSTRUCTION STORMWATER MANAGEMENT AND BMP IMPLEMENTATION SHALL BE SUBMITTED TO THE CITY WITH THE CONSTRUCTION DRAWINGS, SUBJECT TO REVIEW AND APPROVAL OF THE PUBLIC WORKS DIRECTOR OR DESIGNEE PRIOR TO ISSUANCE OF CONSTRUCTION PERMITS FOR THE PROJECT.

PARCEL MAP



VICINITY MAP



PROJECT TEAM

OWNER	456 PROPERTIES, LLC C/O PHIL LABOSKY 1690 TACOMA WAY REDWOOD CITY, CA 94063 PHONE: (650) 785-0729
ARCHITECT	SAMUEL PITNICK ARCHITECTS, INC. LICENSE # C-34362 PO BOX 22412, CARMEL, CA 93922 PHONE: (831) 241-1895 SAMUELPITNICK@GMAIL.COM

PROJECT INFORMATION

PROPERTY ADDRESS	456 LIGHTHOUSE AVENUE MONTEREY, CA 93940
APN	001-063-017-000
ZONING	PC-LH (PLANNED COMMUNITY - LIGHTHOUSE SPECIFIC PLAN)
TYPE OF CONSTRUCTION	TYPE III-B
(E) OCCUPANCY GROUP (P) OCCUPANCY GROUP	B - BUSINESS A - ASSEMBLY
(E) OCCUPANCY (P) OCCUPANCY	30 OCCUPANTS 314 OCCUPANTS
(E) USE CLASSIFICATION (P) USE CLASSIFICATION	WAREHOUSING & STORAGE / OFFICE ASSEMBLY MAJOR / OFFICE
YEAR BUILT	1956 (REMODELED 2020)

BUILDING INFORMATION & LOT COVERAGE

LOT SIZE	16,500 SF
(E) FLOOR AREA:	
(E) BASEMENT	1,165 SF
(E) FIRST FLOOR	5,727 SF
(E) SECOND FLOOR	1,165 SF
TOTAL	8,057 SF (NO CHANGE PROPOSED)

MISCELLANEOUS

WATER SOURCE	CAL AM
WASTE DISPOSAL SYSTEM	SEWER - MONTEREY ONE WATER
TREES TO BE REMOVED	NONE
GRADING ESTIMATES	NONE
(E) BUILDING SPRINKLERED	YES

BUILDING CODE INFO

THIS PROJECT SHALL COMPLY WITH THE FOLLOWING:

2022 CALIFORNIA BUILDING CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA ENERGY CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA GREEN BUILDING STANDARDS CODE
ADA ACCESSIBILITY GUIDELINES (ADAAG)

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY SURVEY AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND SHALL NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES.
2. CONTRACTOR SHALL PROTECT EXISTING TREES AND ROOT SYSTEM. ALL EXCAVATION AROUND EXISTING TREES SHALL BE MADE BY HAND.
3. CULTURAL, ARCHAEOLOGICAL, HISTORICAL, OR PALEONTOLOGICAL RESOURCES NOTIFICATION: "STOP WORK WITHIN 50 METERS (165 FEET) OF UNCOVERED RESOURCE AND CONTACT THE CITY OF CARMEL AND A QUALIFIED ARCHAEOLOGIST IMMEDIATELY IF CULTURAL, ARCHAEOLOGICAL, HISTORICAL, OR PALEONTOLOGICAL RESOURCES ARE UNCOVERED".
4. THE ISSUANCE OF A PERMIT SHALL NOT PREVENT THE BUILDING OFFICIAL FROM REQUIRING THE CORRECTION OF ERRORS ON THESE PLANS OR FROM PREVENTING ANY VIOLATION OF THE CODES ADOPTED BY THE CITY, RELEVANT LAWS, ORDINANCES, RULES AND/OR REGULATIONS
5. CONTRACTOR TO OBTAIN AN 8-1-1/DIG ALERT TICKET PRIOR TO PERMIT ISSUANCE AND TO MAINTAIN THE TICKET IN ACTIVE STATUS AND ON SITE FOR INSPECTION THROUGHOUT THE PROJECT.
7. ANY WORK NOT SPECIFICALLY CALLED FOR OR SPECIFIED, BUT NECESSARY TO COMPLY WITH THE INTENT OF QUALITY & COMPLETENESS SHALL BE PERFORMED AS PART OF THIS PROJECT.
8. ADDITIONAL EXIT SIGNS MAY BE REQUIRED DURING FINAL INSPECTION. EXACT LOCATION OF EXIT SIGNS MAY BE ALTERED DURING FINAL INSPECTION.

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REVISIONS	DATE

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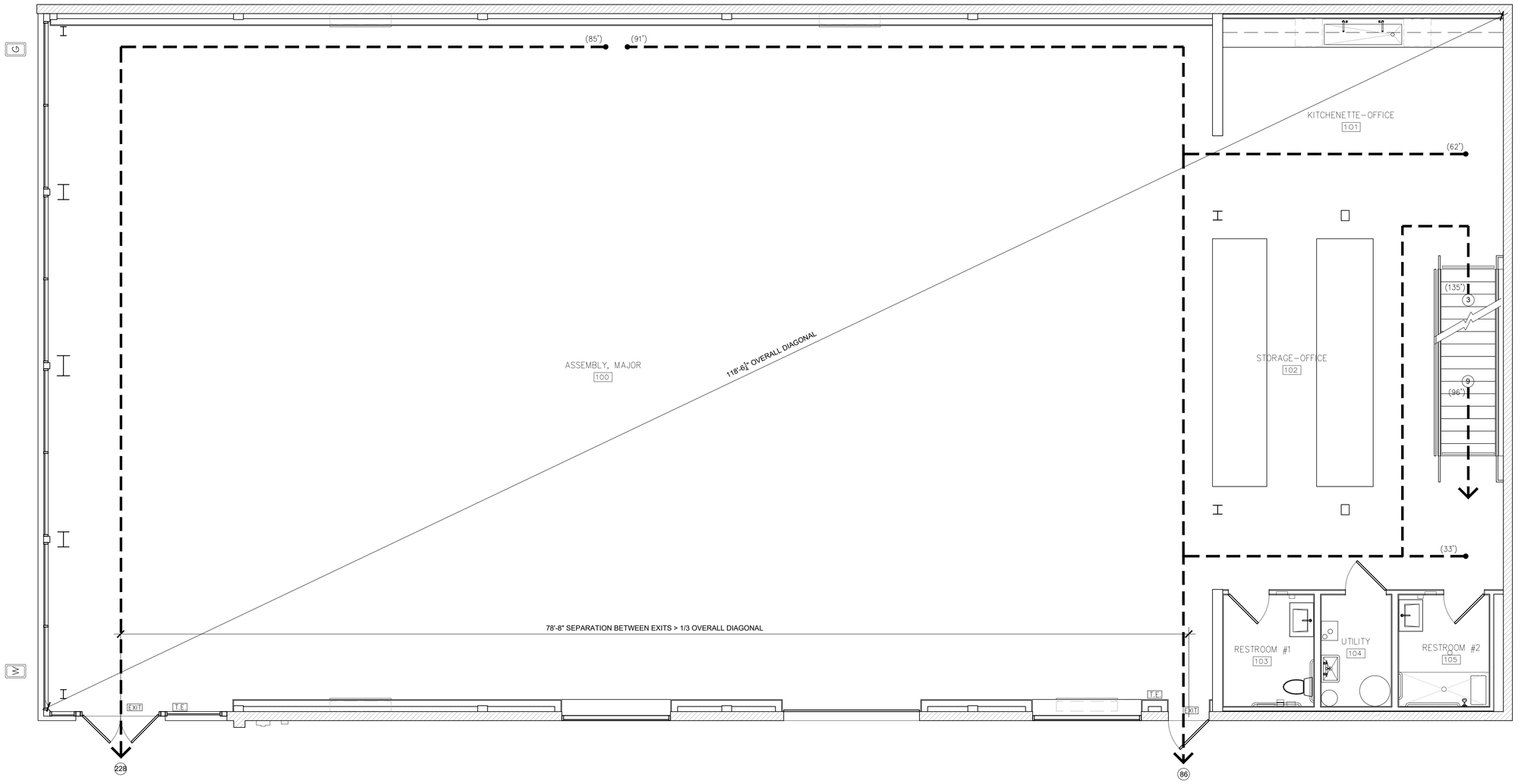
PROJECT INFORMATION

Scale: SEE DWG.
Drawn By: SBP
Job: -

G1.0

11/15/2023



1 PROPOSED OCCUPANCY PLAN

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

0' 2' 4' 8'

N

PROPOSED OCCUPANCY & MEANS OF EGRESS

1. MAXIMUM OCCUPANT LOAD IS 314 OCCUPANTS.
2. MAXIMUM OCCUPANCY SHALL BE POSTED IN A CONSPICUOUS PLACE NEAR THE MAIN EXIT OR EXIT ACCESS DOORWAY.
3. POSTED SIGNS SHALL BE PERMANENT, LEGIBLE, AND MAINTAINED BY THE OWNER.
4. REFER TO CEILING PLAN FOR LOCATION OF ILLUMINATED EXIT SIGNS.
5. MAX. EGRESS PATH OF TRAVEL = 250' (WITH SPRINKLER SYSTEM) PER CBC TABLE 1017.2

T.E. TACTILE EGRESS SIGNAGE, REFER TO DETAILS ON SHEET G1.3 FOR MORE INFORMATION. CONTRACTOR TO INSTALL ADDITIONAL SIGNAGE AS REQUIRED FOR INSPECTOR SIGN-OFF.

EXIT ILLUMINATED EXIT SIGN

PROPOSED OCCUPANCY SCHEDULE

ROOM #	ROOM NAME	ROOM FUNCTION PER TABLE 1004.5	AREA (SF)	OCC. LOAD FACTOR	OCC. LOAD
001	BASEMENT STORAGE	'ACCESSORY STORAGE'	875 SF	1 / 300	2.9 (3)
002	RESTROOM	N/A	290 SF	N/A	-
100	WAREHOUSE	'ASSEMBLY - UNCONCENTRATED'	4,402 SF	1 / 15	293.4 (294)
101	KITCHEN	'BUSINESS AREAS'	334 SF	1 / 150	2.2 (3)
102	STORAGE (KITCHEN)	'BUSINESS AREAS'	473 SF	1 / 150	3.1 (4)
103	RESTROOM #1	N/A	52 SF	N/A	-
104	UTILITY	'MECH. EQUIP. ROOM'	40 SF	1 / 300	0.1 (1)
105	RESTROOM #2	N/A	52 SF	N/A	-
200	OFFICE	'BUSINESS AREAS'	719 SF	1 / 150	4.7 (5)
201	OFFICE / STORAGE	'BUSINESS AREAS'	158 SF	1 / 150	3.1 (4)
202	RESTROOM #3	N/A	158 SF	N/A	-
				TOTAL =	314

EXISTING OCCUPANCY SCHEDULE

ROOM #	ROOM NAME	ROOM FUNCTION PER TABLE 1004.5	AREA (SF)	OCC. LOAD FACTOR	OCC. LOAD
001	BASEMENT STORAGE	'ACCESSORY STORAGE'	1,165 SF	1 / 300	3.8 (4)
100	WAREHOUSE	'WAREHOUSES'	4,402 SF	1 / 500	8.8 (9)
101	KITCHEN	'BUSINESS AREAS'	334 SF	1 / 150	2.2 (3)
102	STORAGE (KITCHEN)	'BUSINESS AREAS'	473 SF	1 / 150	3.1 (4)
103	RESTROOM #1	N/A	52 SF	N/A	-
104	UTILITY	'MECH. EQUIP. ROOM'	40 SF	1 / 300	0.1 (1)
105	RESTROOM #2	N/A	52 SF	N/A	-
200	OFFICE	'BUSINESS AREAS'	719 SF	1 / 150	4.7 (5)
201	OFFICE / STORAGE	'BUSINESS AREAS'	158 SF	1 / 150	3.1 (4)
202	RESTROOM #3	N/A	158 SF	N/A	-
				TOTAL =	30

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OCCUPANCY & EGRESS PLAN

Scale: SEE DWG.
Drawn By: SBP
Job: -

G1.1

05/18/2023

1 EXISTING SITE PLAN
SCALE: 1/16"=1'-0"

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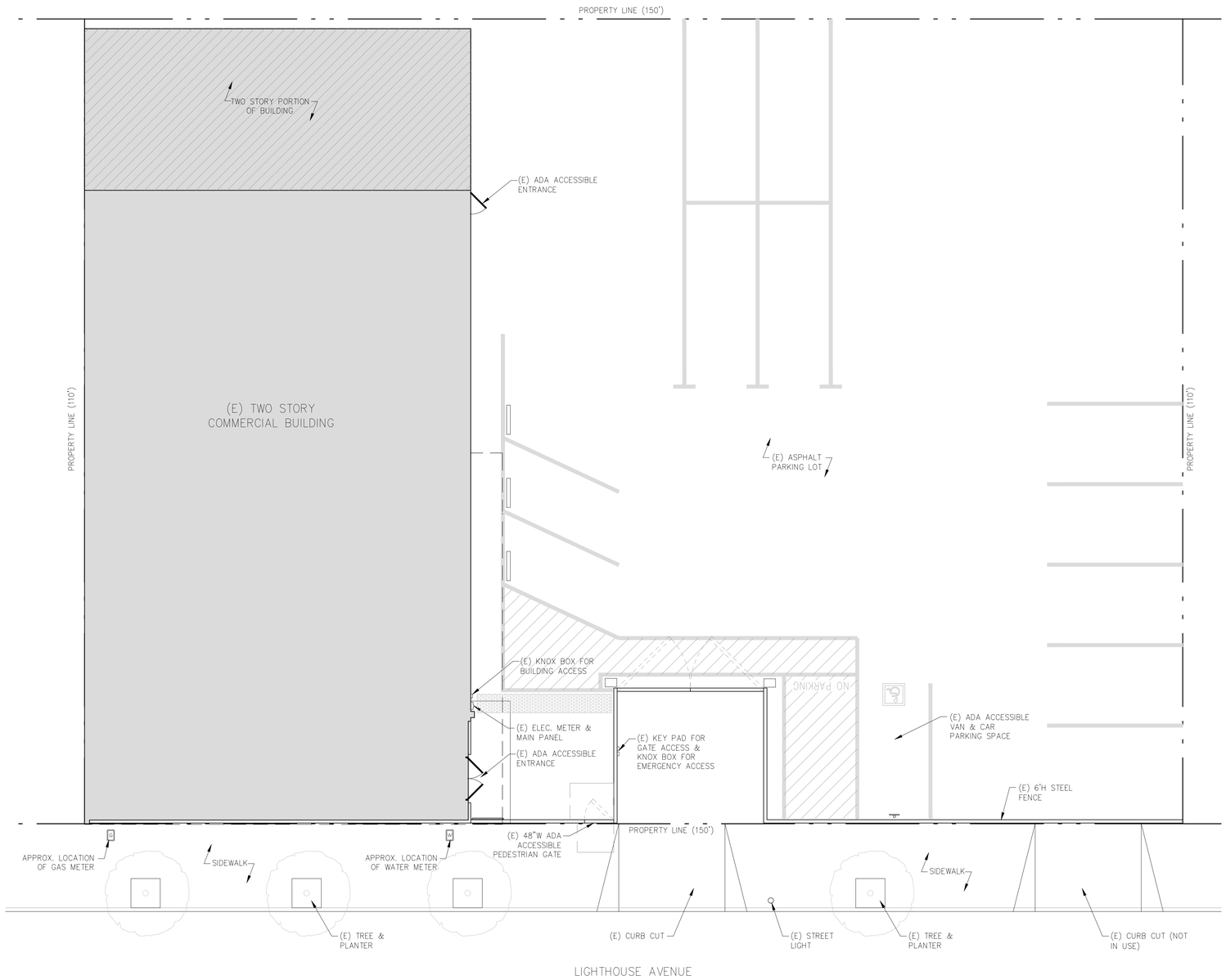
EXISTING SITE PLAN

Scale: SEE DWG.
Drawn By: SBP
Job: -

A1.0

05/18/2023



1 EXISTING SITE PLAN
SCALE: 1/8"=1'-0"

0' 4' 8' 16'

N

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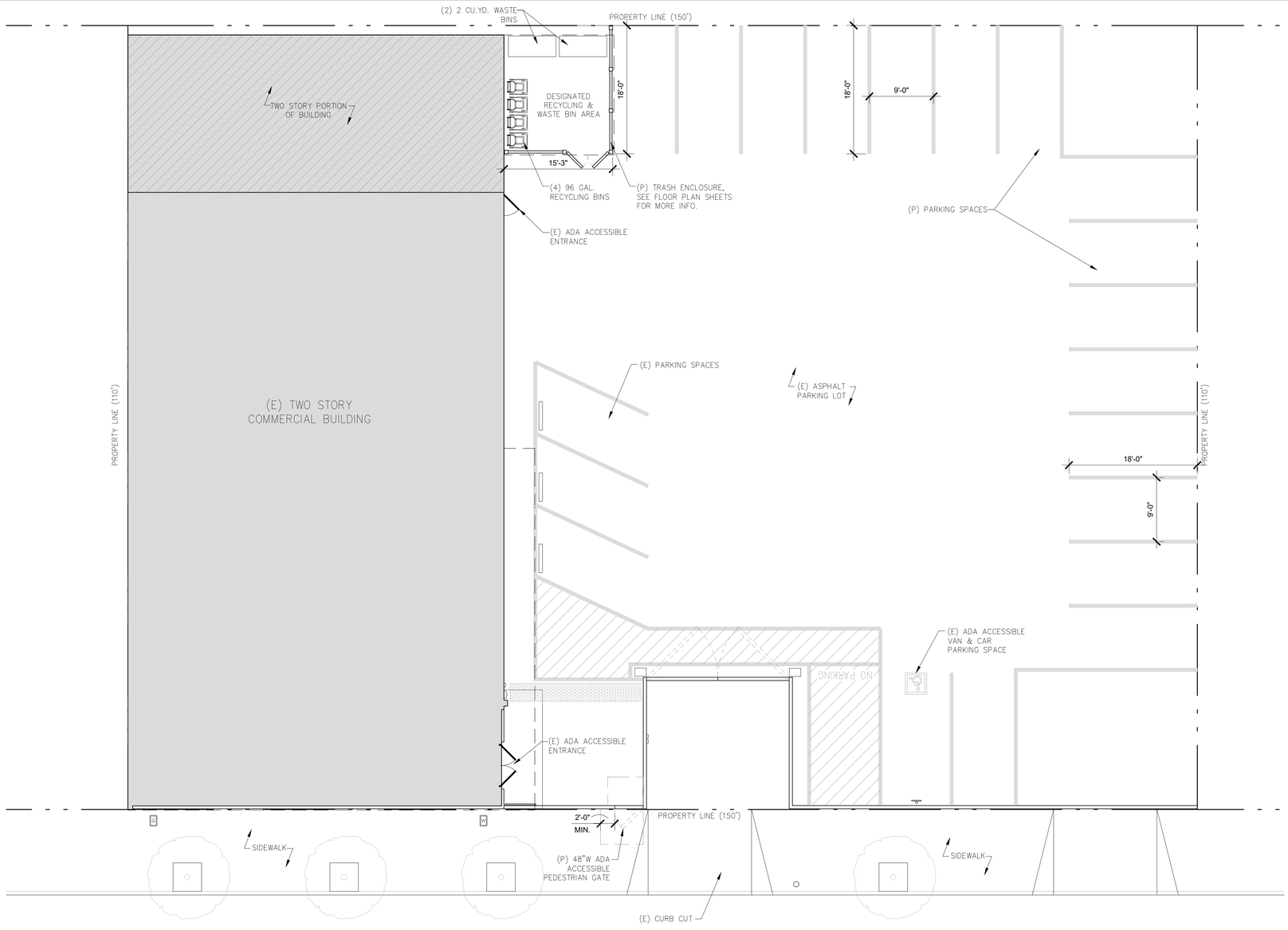
ARCHITECTURAL

EXISTING SITE PLAN

Scale: SEE DWG.
Drawn By: SBP
Job: -

A1.1

05/18/2023



1 PROPOSED SITE PLAN
SCALE: 1/8"=1'-0"

0' 4' 8' 16'

N

SITE PLAN NOTES

1. THE ACCESSIBLE PATH OF TRAVEL IS A MINIMUM 48" WIDE, SHALL NOT EXCEED 5% (1:20) SLOPE, AND CROSS SLOPES ALONG THE PATH OF TRAVEL SHALL NOT EXCEED 2% (1:48).

PARKING NOTES

1. PER TABLE 11B-202.2, (1) ADA ACCESSIBLE PARKING SPACE IS REQUIRED FOR PARKING LOTS WITH UP TO 25 SPACES.
2. PER CITY OF MONTEREY SECTION 38-115, BUSINESS OFFICES REQUIRE (1) PARKING SPACE REQUIRED FOR EVERY 275 SF FLOOR AREA.
   - 6,086 SF OF BUSINESS AREA PROPOSED EXCLUDING STORAGE, MECHANICAL & RESTROOMS.
   - 6,068 SF / 275 SF = 22.13 PARKING SPACES REQUIRED
3. PROPOSED PARKING = (1) ADA ACCESSIBLE SPACE
   (19) STANDARD PARKING SPACES
   (20) ~~PARKING SPACES TOTAL~~
4. PER CITY OF MONTEREY SECTION 38-117, REDUCED PARKING MAY BE PERMITTED IF:
   - THE PARKING DEMAND WILL BE LESS THAN THE REQUIREMENT IN SCHEDULE A OR B; AND
   - THE PROBABLE LONG-TERM OCCUPANCY OF THE BUILDING OR STRUCTURE, BASED ON ITS DESIGN, WILL NOT GENERATE ADDITIONAL PARKING DEMAND; OR
   - THERE IS SIGNIFICANT PUBLIC PARKING WITHIN A REASONABLE DISTANCE THAT HAS BEEN PROVIDED OR WILL BE PROVIDED WITHIN A REASONABLE TIME.

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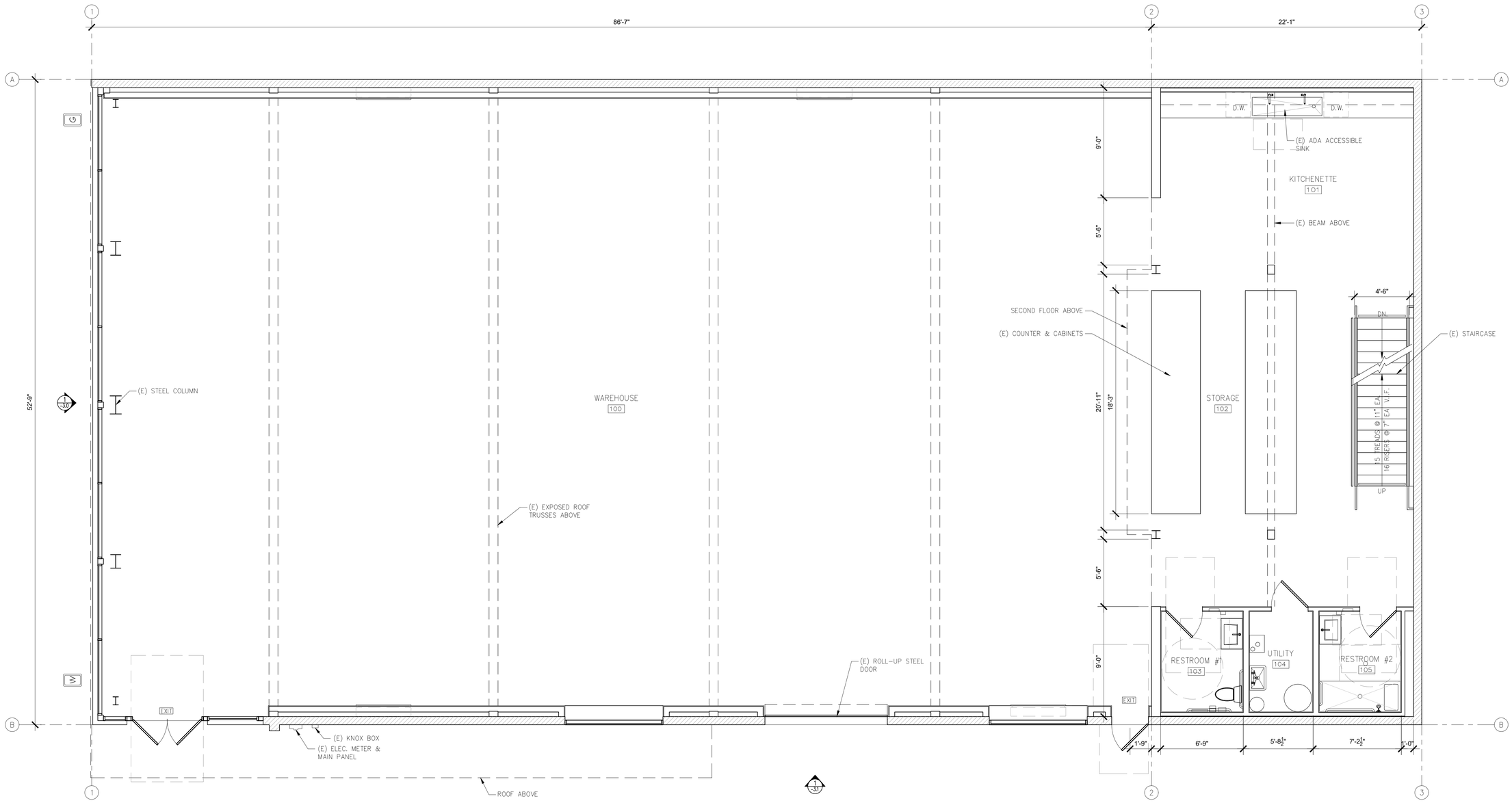
PROPOSED SITE PLAN

Scale: SEE DWG.
Drawn By: SBP
Job: -

A1.2

11/15/2023



1 EXISTING FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"

0' 2' 4' 8'

WALL TYPE LEGEND:
- (E) 2X WOOD STUD WALL
- (E) 8" CMU BLOCK WALL
- (E) WALL TO REMOVE

456 LIGHTHOUSE AVENUE

456 LIGHTHOUSE AVE.
MONTEREY, CA
93940

LICENSED ARCHITECT
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STATE OF CALIFORNIA

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PHONE: (831) 241-1895
EMAIL: SAMUEL.PITNICK@GMAIL.COM

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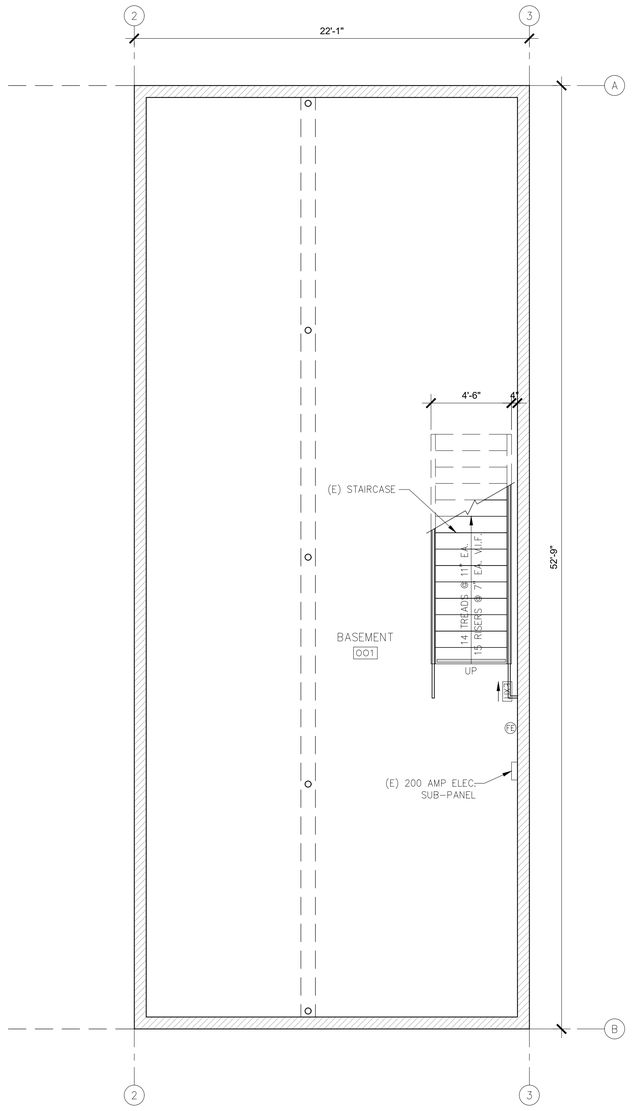
EXISTING FIRST FLOOR PLAN

Scale: SEE DWG.
Drawn By: SBP
Job: -

A2.0

11/15/2023



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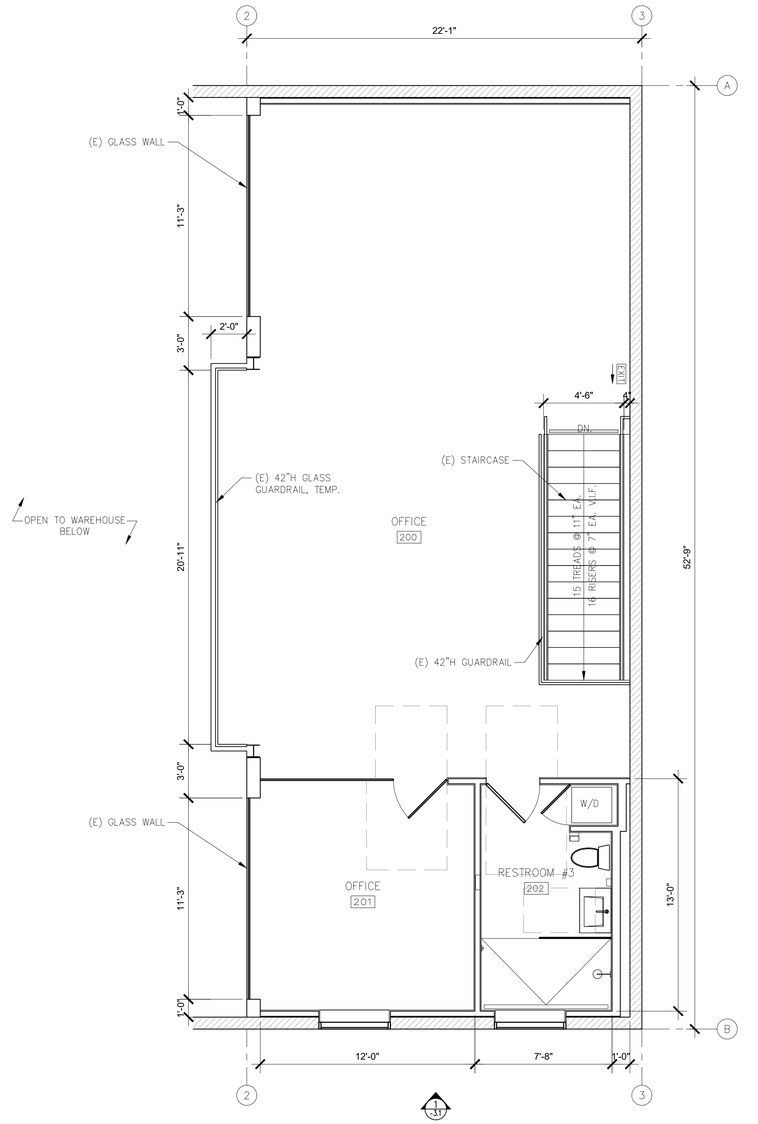
SCALE: 1/4"=1'-0"



1 EXISTING SECOND FLOOR PLAN
SCALE: 1/4"=1'-0"

WALL TYPE LEGEND:

- (E) 2X WOOD STUD WALL
- (E) 8" CMU BLOCK WALL
- (E) WALL TO REMOVE

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EXISTING BASEMENT & 2ND FLOOR PLAN

Scale: SEE DWG.
Drawn By: SBP
Job: -

A2.1

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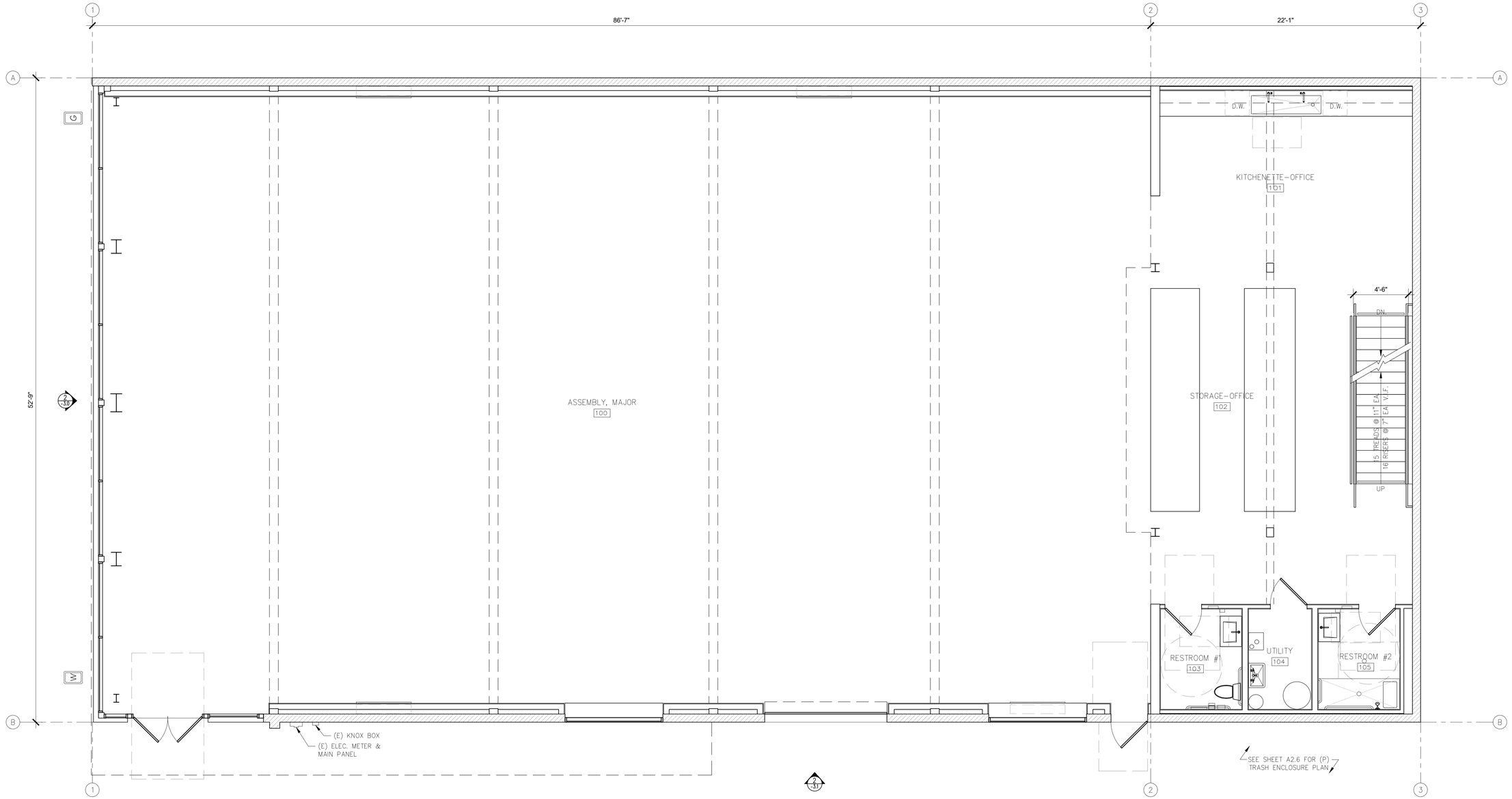

1 PROPOSED FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"

WALL TYPE LEGEND:

- (E) 2X WOOD STUD WALL
- (E) 8" CMU BLOCK WALL
- (P) 2X WOOD STUD WALL
- (P) 8" CMU BLOCK WALL

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PROPOSED FIRST FLOOR PLAN

Scale: SEE DWG.
Drawn By: SBP
Job: -

A2.2

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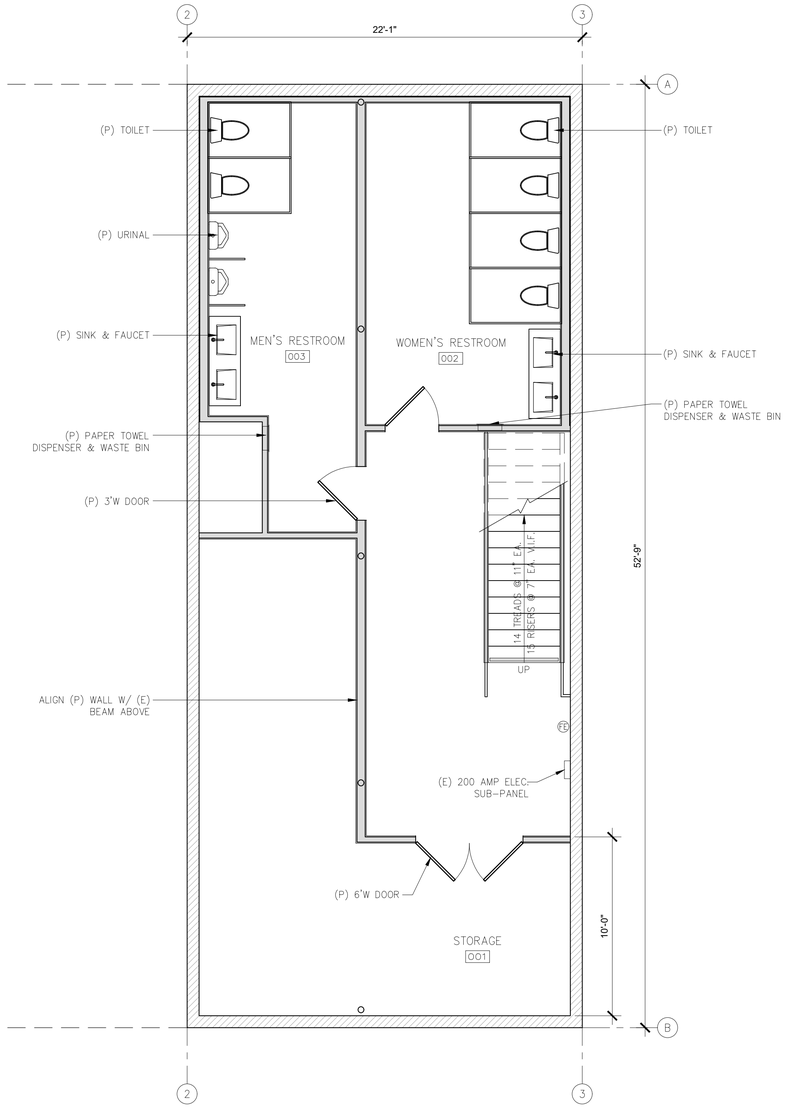
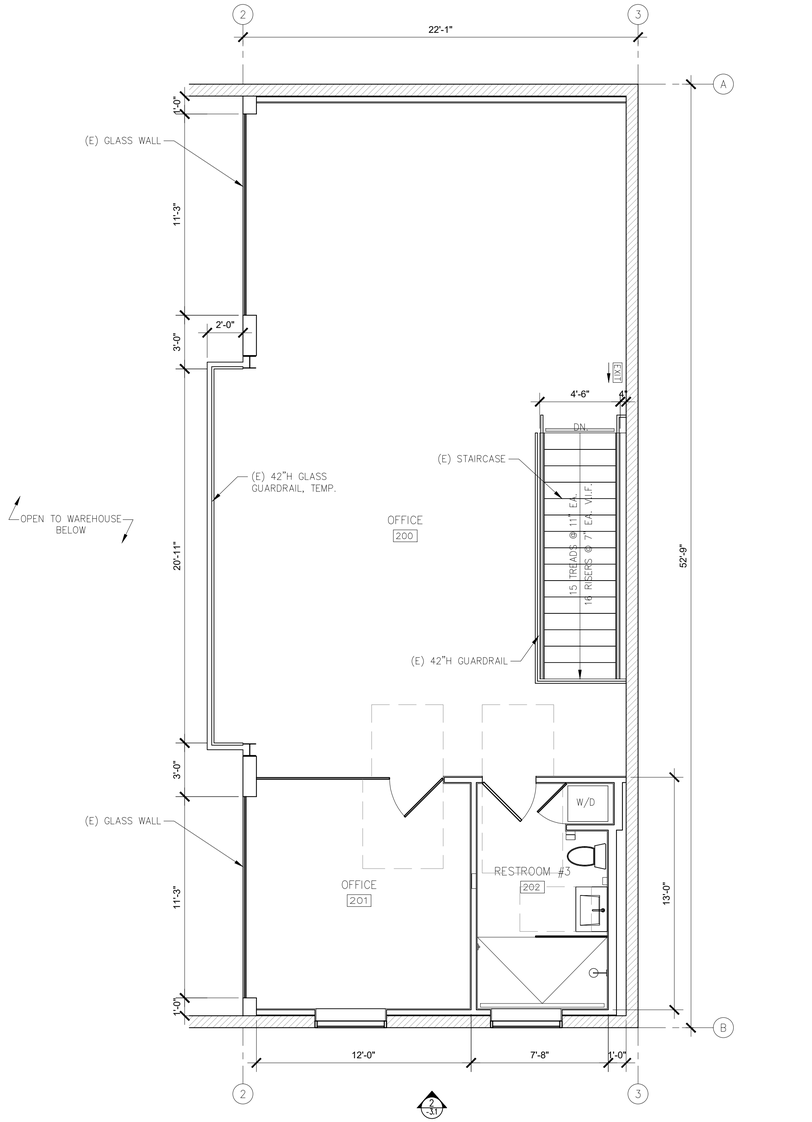


2 PROPOSED BASEMENT FLOOR PLAN

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

0' 2' 4' 8'



1 PROPOSED SECOND FLOOR PLAN

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

0' 2' 4' 8'

WALL TYPE LEGEND:

- (E) 2X WOOD STUD WALL
- (E) 8" CMU BLOCK WALL
- (P) 2X WOOD STUD WALL
- (P) 8" CMU BLOCK WALL

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PROPOSED BASEMENT & 2ND FLOOR PLAN

Scale: SEE DWG.
Drawn By: SBP
Job: -

A2.3

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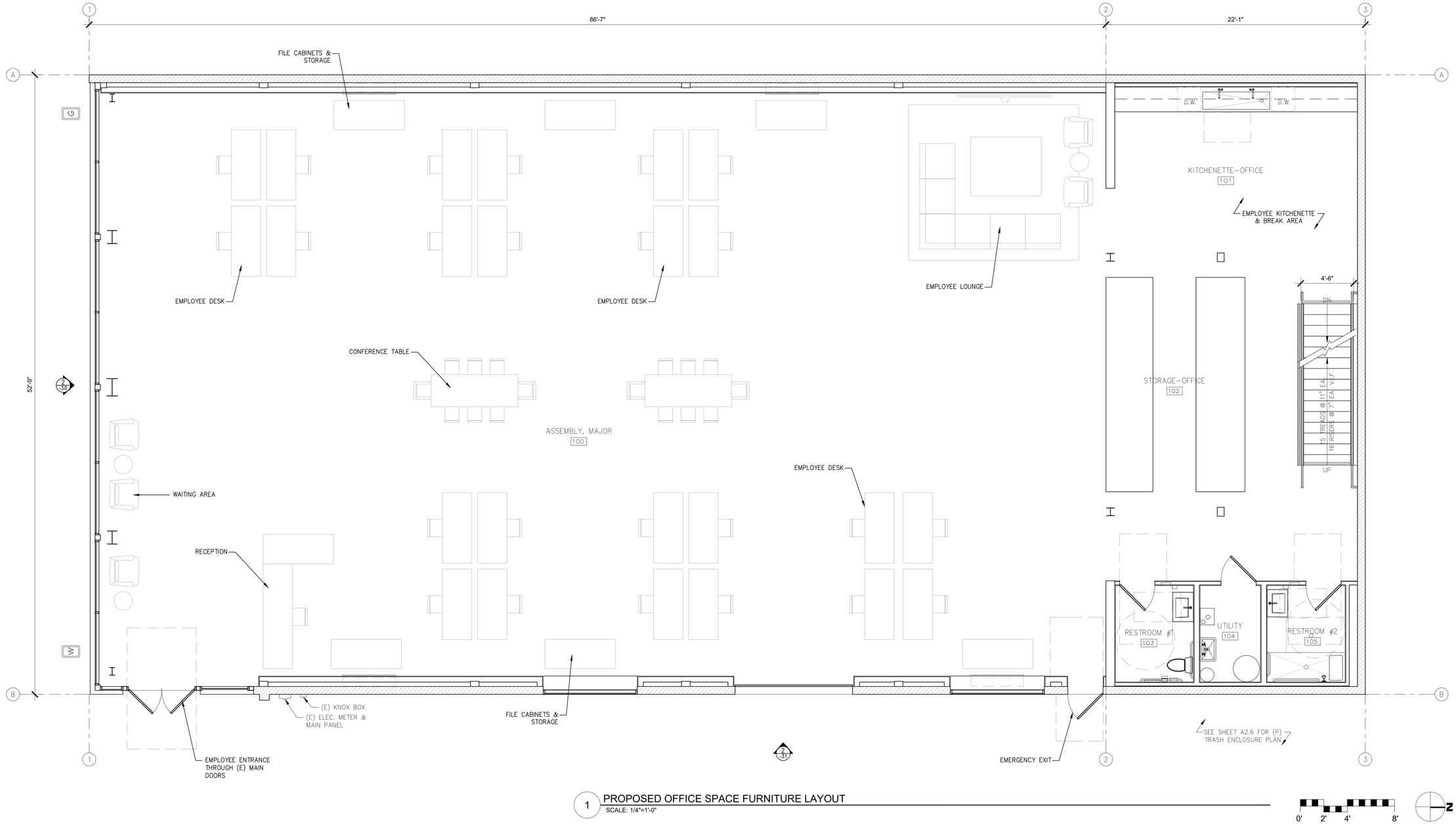

1 PROPOSED OFFICE SPACE FURNITURE LAYOUT
SCALE: 1/4"=1'-0"

0' 2' 4' 8'

WALL TYPE LEGEND:
- (E) 2X WOOD STUD WALL
- (E) 8" CMU BLOCK WALL
- (P) 2X WOOD STUD WALL
- (P) 8" CMU BLOCK WALL

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PROPOSED OFFICE SPACE LAYOUT

Scale: SEE DWG.
Drawn By: SBP
Job: -

A2.4

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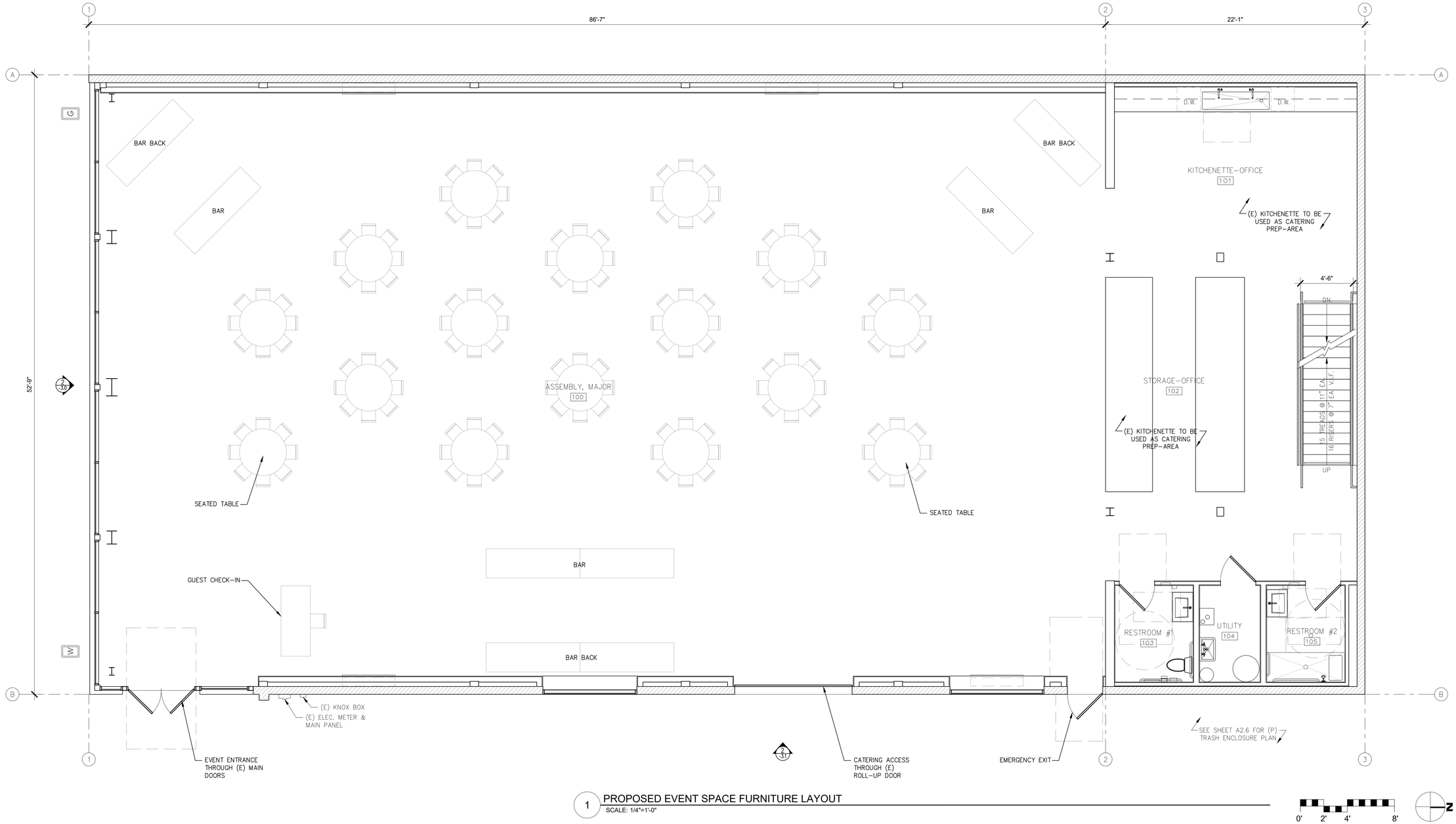

1 PROPOSED EVENT SPACE FURNITURE LAYOUT
SCALE: 1/4"=1'-0"

0' 2' 4' 8'

WALL TYPE LEGEND:
- (E) 2X WOOD STUD WALL
- (E) 8" CMU BLOCK WALL
- (P) 2X WOOD STUD WALL
- (P) 8" CMU BLOCK WALL

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PROPOSED EVENT SPACE LAYOUT

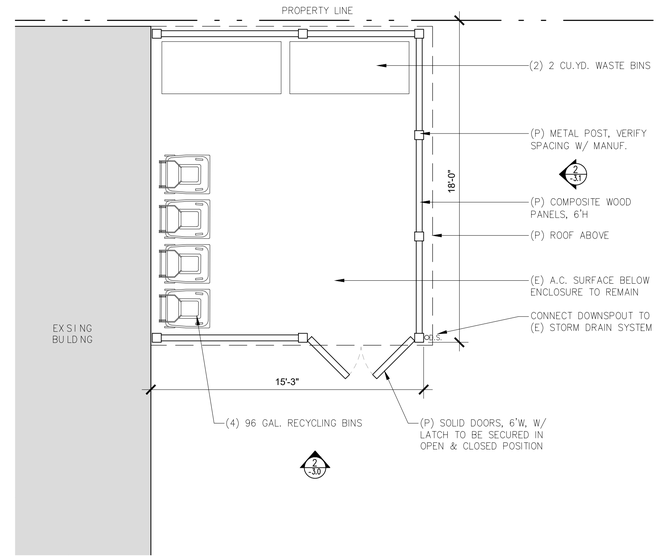
Scale: SEE DWG.
Drawn By: SBP
Job: -

A2.5

11/15/2023

3 EXAMPLE TRASH ENCLOSURE BY 'CITYSCAPES-COVRIT'
SCALE: N.T.S.

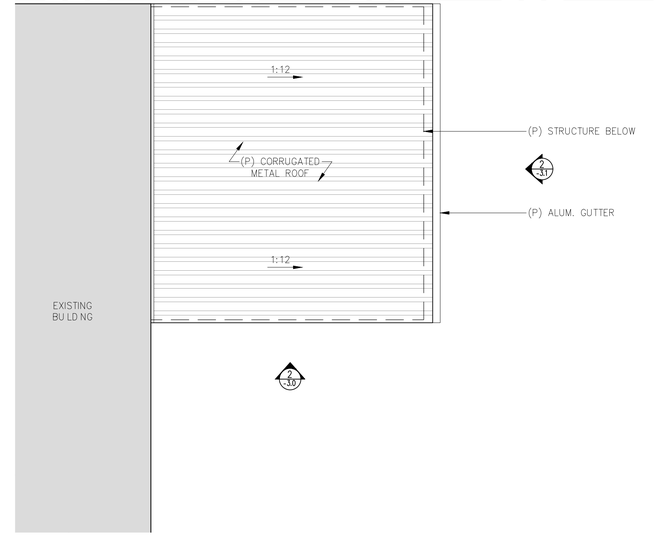
NOTES:
1. PROPOSED PREFABRICATED GARBAGE ENCLOSURE BY 'CITYSCAPES - COVRIT' OR APPV'D EQUAL
2. PAINT ENCLOSURE & ROOF TO MATCH ADJACENT BUILDING COLOR



1 PROPOSED TRASH ENCLOSURE FLOOR PLAN
SCALE: 1/4"=1'-0"

0' 2' 4' 8'

N



2 PROPOSED TRASH ENCLOSURE ROOF PLAN
SCALE: 1/4"=1'-0"

0' 2' 4' 8'

N

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PROPOSED TRASH ENCLOSURE

Scale: SEE DWG.
Drawn By: SBP
Job: -

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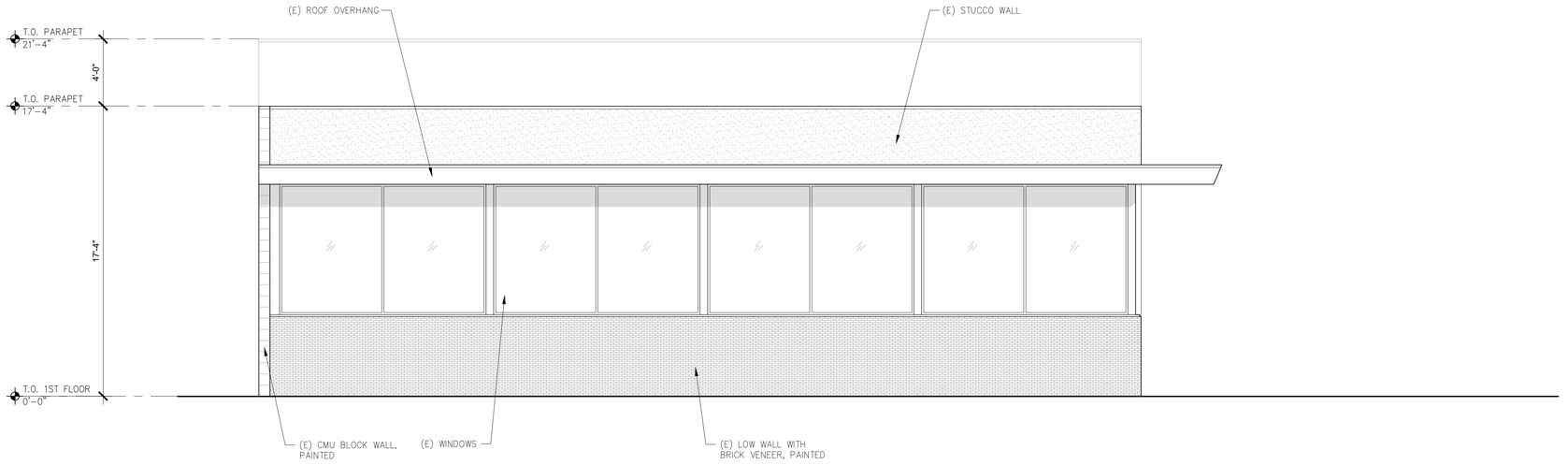
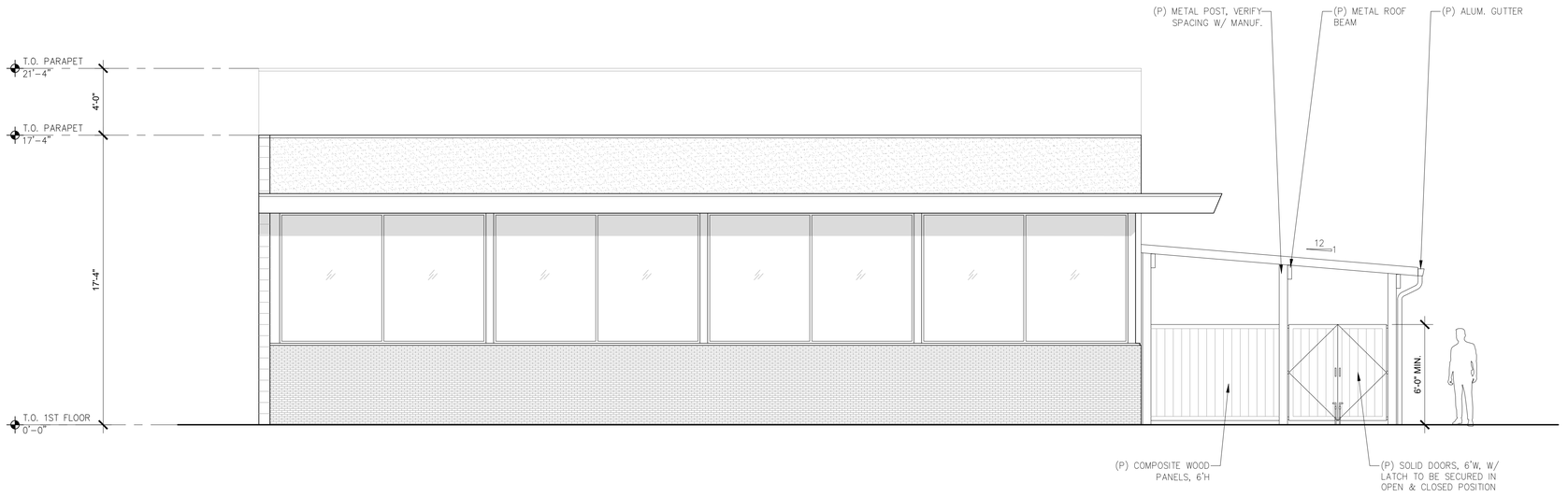


1 EXISTING SOUTH ELEVATION (STREET VIEW)
SCALE: 1/4"=1'-0"

0' 2' 4' 8'



2 PROPOSED SOUTH ELEVATION (STREET VIEW)
SCALE: 1/4"=1'-0"

0' 2' 4' 8'

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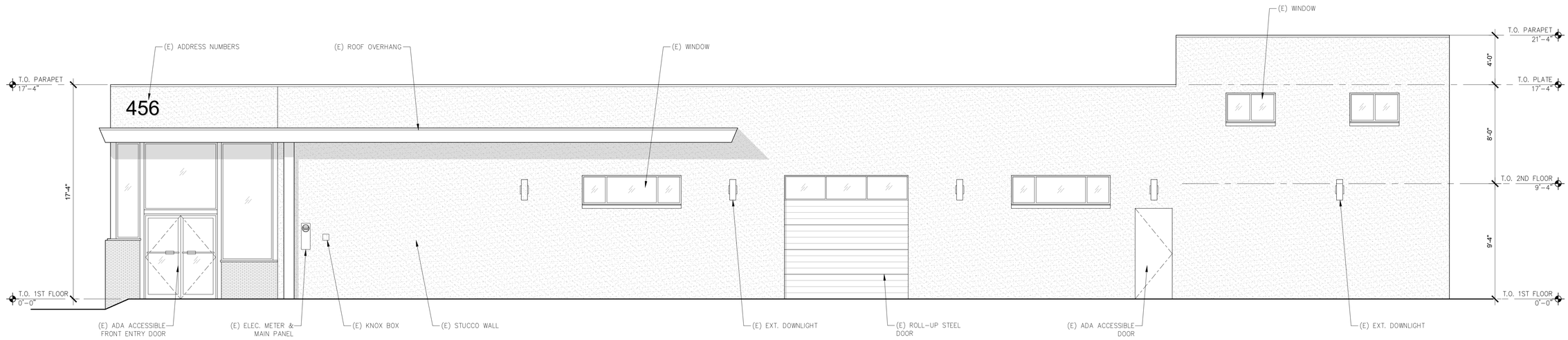
BUILDING ELEVATIONS

Scale: SEE DWG.
Drawn By: SBP
Job: -

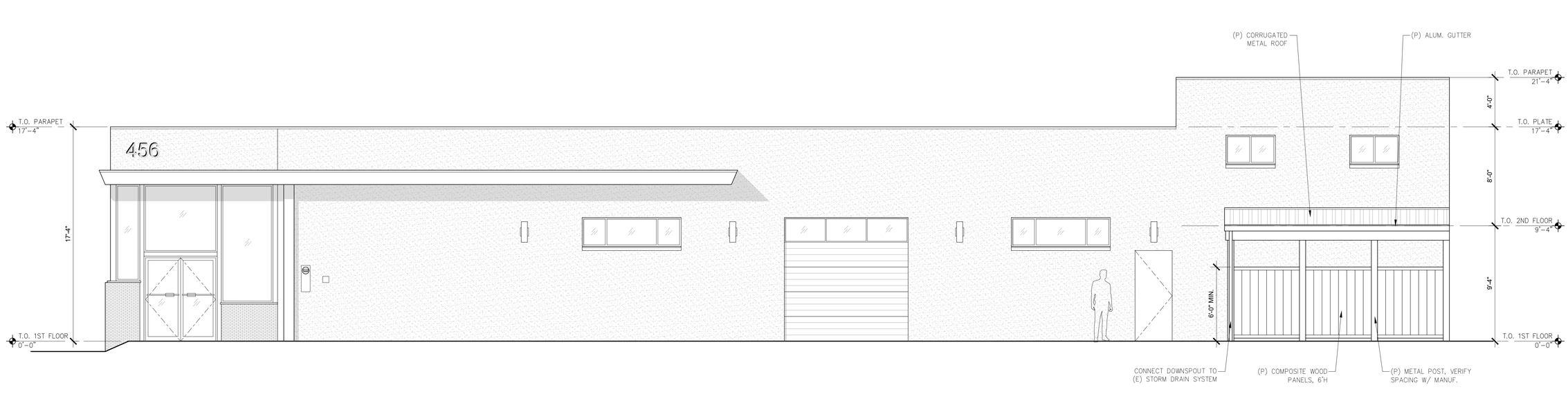
A3.0

11/15/2023



1 EXISTING EAST ELEVATION
SCALE: 1/4"=1'-0"

0' 2' 4' 8'



2 PROPOSED EAST ELEVATION
SCALE: 1/4"=1'-0"

0' 2' 4' 8'

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BUILDING ELEVATIONS

Scale: SEE DWG.
Drawn By: SBP
Job: -

A3.1

11/15/2023

Attachment 2
Air Quality & Greenhouse Gas Technical Memorandum

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TECHNICAL MEMORANDUM

Date:	August 7, 2024
To:	Denise Duffy & Associates, Inc.
From:	Kurt Legleiter, Principal
Subject:	**Air Quality & Greenhouse Gas Technical Memorandum – 456 Lighthouse Avenue Project**

INTRODUCTION

The purpose of this memorandum is to provide an assessment of potential air quality and greenhouse gas (GHG) impacts associated with implementation of the proposed 456 Lighthouse Avenue Project (project).

PROPOSED PROJECT

Project Location

The proposed project is located at 456 Lighthouse Avenue (APN 001-063-017-000), Monterey, California, 93940, in Monterey County (Figure 1). The land use designation for the project site is Commercial and the zoning is Planned Community – Lighthouse Specific Plan (PC-LH). Specifically, the proposed project is located on the northwest side of Lighthouse Avenue between Drake Avenue and McClellan Avenue (Figure 2).

Project Description

The proposed project includes a change in use of 4,402 square feet of warehouse storage facility to Assembly Major-Large Group Assembly to host private events while maintaining 1,684 square feet of professional office space and 1,971 square feet of restrooms and storage space. By changing the proposed use, the occupancy group would change to Assembly (A), increasing the allowable occupancy from 30 individuals to 314 individuals. The property owner does not expect that 314 individuals would occupy the building on any given day during regular business hours. The actual number of employees during the day would be between 25 and 55 people. The regular business hours would remain unchanged. While most private events would be limited to between 150 and 175 people, out of the maximum 12 private events proposed, only three to five private events would reach full capacity of 314 people (this includes any support staff such as vendors, caterers, and security). The number of staff and vendor employees for private events would vary from five to twenty, depending on event need and guest count.

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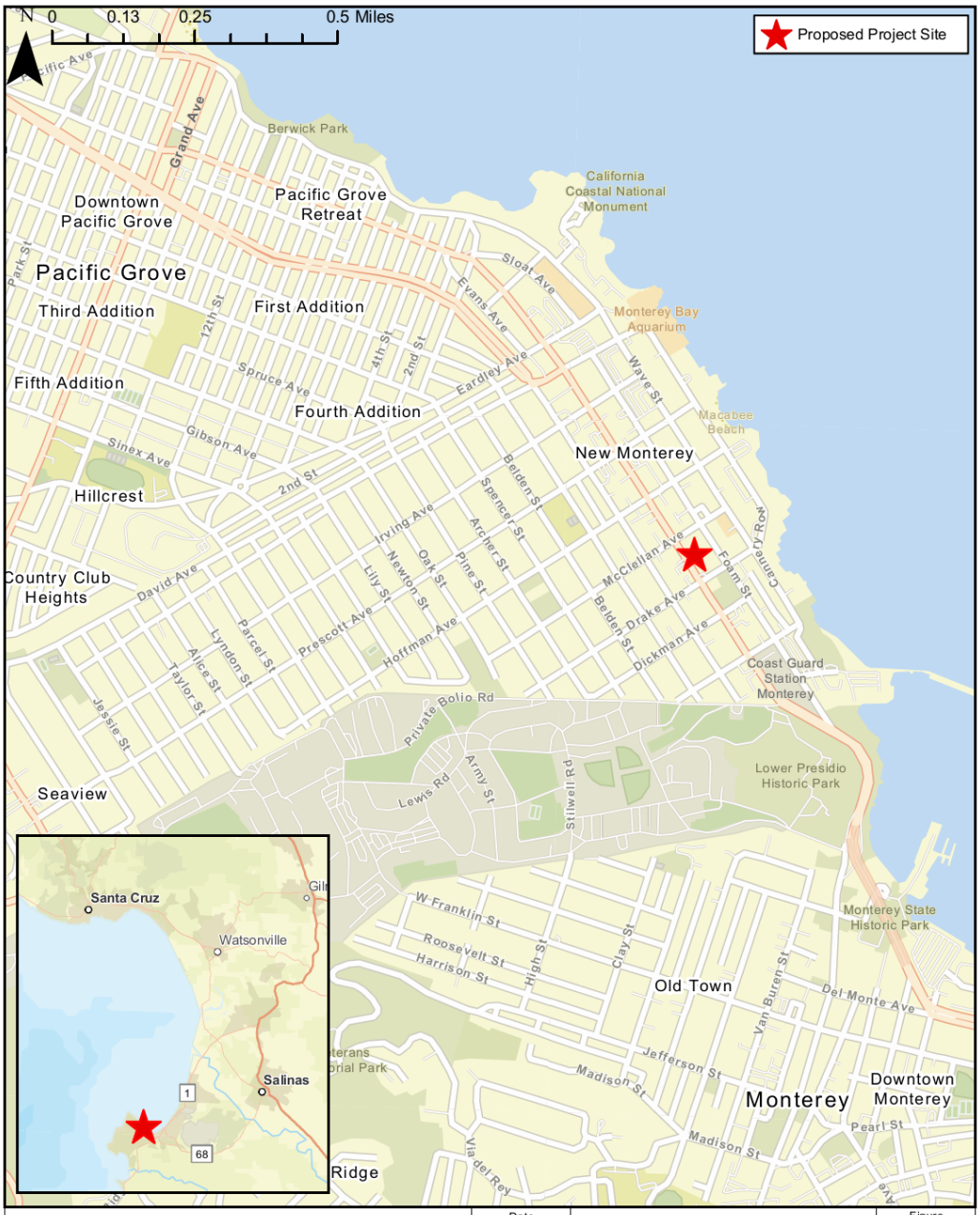
Figure 1. Regional Location



Regional Map	Date 3/28/2024	Denise Duffy & Associates, Inc. Planning and Environmental Consulting	Figure 1
	Scale N/A		

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Figure 2. Proposed Project Location

Proposed Project Location	Date 4/12/2024	Denise Duffy & Associates, Inc. Planning and Environmental Consulting	Figure 2
	Scale N/A		

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Specifically, the proposed project would involve hosting between five to twelve private events per year by invitation only. All events would be auto events hosted by the property owner. The events would include product demonstrations and viewings, educational classes, and lectures. All events would be held indoors; however, there may be occasions where certain aspects of the event must be held outdoors in the adjacent parking lot on-site (e.g., to accommodate car exhibits that would not fit inside). Events would take place both during business hours (8 am to 6 pm) and at night (generally 5 pm to 7 pm) and would typically be 3 to 4 hours in length, not including setup or breakdown. Nighttime events would end by 10 pm consistent with the City's noise curfew (Monterey City Code Section 22-17.3).

The proposed project would host between 150-175 people per event, including staff. However, the property owner estimates three to five events per year would reach the full occupancy of 314 people. Event staff would consist of support staff consisting of vendors, caterers, and security; events would require five to twenty people depending on the event need and guest count. Event staff would not be employed full-time as these events are not regular and only held on occasion throughout the year. Outside vendors would provide all staff for events. There is a large, gated parking lot on the property accessed from Lighthouse Avenue where deliveries would take place.

Events may also include live entertainment and amplified music and offer food and beverages, including alcohol. Live entertainment and amplified music would only occur indoors. Live entertainment, depending on the type of event, may include an emcee, lecturers, and musicians. Amplified music would include live performances, DJ, as well as music played from predetermined playlists. Food and alcohol vendors will have appropriate licenses and the events would comply with the following California Department of Alcoholic Beverage Control (ABC) criteria:

- Private event that includes a guest list and invitation;
- No money charged for the event; and
- The event occurs in a place that is not used for alcohol sales, service, or consumption.

The on-site parking lot would accommodate up to twenty vehicles and would be accessible during events. However, the parking lot would primarily be reserved for those that require accessible parking and for vendors (e.g., caterers), staff, and security. Private event guests would have multiple options available, including parking spaces on Lighthouse Avenue and other nearby streets, and parking garages on Foam Street (601 Foam Street), Wave Street (700 Wave Street), and Cannery Row (32 Cannery Row and 501 Cannery Row) would provide parking for event attendees. Taxi and rideshare options, such as Uber and Lyft, would also be available to guests.

The proposed project would also include installation of a new trash enclosure in the parking lot. The enclosure would be in the northwest portion of the parking lot, approximately 15 feet wide by 18 feet long with a corrugated metal roof and an aluminum rain gutter. The proposed project would construct the new trash

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enclosure using 6-foot-high composite wood panels and metal posts. The trash enclosure would contain four, 96-gallon recycling bins and two dumpsters. No construction or modifications to the building or parking lot would otherwise occur.

REGULATORY SETTING

Air quality within the NCCAB is regulated by several jurisdictions including the U.S. EPA, ARB, and the MBARD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. Although U.S. EPA regulations may not be superseded, both state and local regulations may be more stringent.

U.S. Environmental Protection Agency

At the federal level, the U.S. EPA has been charged with implementing national air quality programs. The U.S. EPA's air quality mandates are drawn primarily from the FCAA, which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990 (CARB 2024).

California Air Resources Board

The ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Other ARB duties include monitoring air quality in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts, establishing CAAQS, which in many cases are more stringent than the NAAQS, and setting emissions standards for new motor vehicles. The CAAQS are summarized in Table 2. The emission standards established for motor vehicles differ depending on various factors including the model year, and the type of vehicle, fuel, and engine used (CARB 2024).

Monterey Bay Air Resources District

The MBARD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions are maintained in the NCCAB, within which the project is located. Responsibilities of the MBARD include but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting, and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution, and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the FCAA and the CCAA. In an attempt to achieve NAAQS and CAAQS and maintain air quality, the MBARD has completed several air quality plans including the 2014 *Plug-In Electric Vehicle Readiness Plan*, the *2012-2015 Air Quality Management Plan (AQMP)* for achieving the state ozone standards and the *2007 Federal Maintenance Plan* for maintaining federal ozone standards (MBARD 2008).

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Table 2
Summary of National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards*	National Standards* (Primary)
Ozone (O_3)	1-hour	0.09 ppm	–
	8-hour	0.070 ppm	0.070 ppm
Particulate Matter (PM_{10})	AAM	20 µg/m^3	–
	24-hour	50 µg/m^3	150 µg/m^3
Fine Particulate Matter ($PM_{2.5}$)	AAM	12 µg/m^3	12 µg/m^3
	24-hour	No Standard	35 µg/m^3
Carbon Monoxide (CO)	1-hour	20 ppm	35 ppm
	8-hour	9 ppm	9 ppm
	8-hour (Lake Tahoe)	6 ppm	–
Nitrogen Dioxide (NO_2)	AAM	0.030 ppm	0.053 ppm
	1-hour	0.18 ppm	0.100 ppb
Sulfur Dioxide (SO_2)	AAM	–	0.03 ppm
	24-hour	0.04 ppm	0.14 ppm
	3-hour	–	0.5 ppm (1300 µg/m^3)**
	1-hour	0.25 ppm	75 ppb
Lead	30-day Average	1.5 µg/m^3	–
	Calendar Quarter	–	1.5 µg/m^3
	Rolling 3-Month Average	–	0.15 µg/m^3
Sulfates	24-hour	25 µg/m^3	No Federal Standards
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m^3)	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/kilometer-visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent.	

ppm=parts per million; ppb=parts per billion; AAM=Annual Arithmetic Mean; µg/m^3=micrograms per cubic meter
** For more information on standards visit: http//ww.arb.ca.gov.research/aaqs/aaqs2.pdf*
***Secondary Standard*
Source: ARB 2024

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CEQA Air Quality Guidelines

To assist local jurisdictions in the evaluation of air quality impacts, the MBARD has published the *CEQA Air Quality Guidelines* (MBARD 2008). This guidance document includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. These thresholds were developed taking into consideration potential impacts on regional and local air quality and related public-health concerns (MBARD 2008).

IMPACT ANALYSIS

Short-term Construction Air Quality Impacts

Emissions from construction activities represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality.

In accordance with MBARD-recommended significance thresholds, construction activities (e.g., excavation, grading, on-site vehicles) which directly generate 82 pounds per day (lbs/day) or more of PM10 would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. In accordance with MBARD'S recommended screening criteria, projects that involve minimal earthwork over an estimated 8.1 acres/day could potentially exceed the recommended threshold of 82 lbs/day and, therefore, could have a potentially significant short-term air quality impact.

The proposed project would not involve site work that would result in a substantial disturbance of soil (e.g., grading). The total site acreage of the project is approximately 0.38 acres. The project site acreage does not exceed MBARD's screening threshold of 8.1 acres. As a result, short-term air quality impacts would be considered less than significant.

Long-term Operational Air Quality Impacts

In accordance with MBARD-recommended CEQA significance thresholds, projects that generate emissions of 137 lbs/day of ROG or NO_X or 82 lbs/day of PM_{10} could have a potentially significant long-term air quality impact. To assist local jurisdictions in the evaluation of project-level impacts, MBARB has established recommended screening criteria for the evaluation of potential long-term air quality impacts. Accordingly, project's that would result in the construction of commercial land uses that exceed approximately 120,000 square feet (sq.ft.) would be considered to have a potentially significant long-term air quality impact.

Implementation of the proposed project would not result in the installation of new stationary emissions sources. In addition, the project's building square footage of 4,402 sq.ft. would be significantly less than MBARD's screening thresholds for long-term air quality impacts. New emissions attributable to the proposed project would be primarily associated with increases in motor vehicle trips. The proposed project would host between 150-175 people per event, including staff. However, approximately three to five events per year

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could reach the proposed full occupancy of 314 people. Based on a conservative assumption of 314 people per event and an average combined vehicle occupancy rate of 1.5 per vehicle for all trips, the project would generate a maximum of approximately 419 vehicles per event. Assuming a total of 419 vehicle trips/event, project-generated emissions would be less than 2 lbs/day for ROG, NO_X, and PM_{10}. Project-generated emissions would not exceed MBARD-recommended significance thresholds. For these reasons, long-term air quality impacts would be considered less than significant.

Greenhouse Gas Impacts

The proposed project is a proposed reuse of an existing structure and would not involve the construction of new structures. Implementation of the proposed project would not result in the installation of stationary emission sources, nor result in substantial changes in onsite operational energy use. In addition, the proposed project would not result in increases in regional vehicle miles traveled that would conflict with the Association of Monterey Bay Area Government's *Metropolitan Transportation Plan/Sustainable Communities Strategy*. As a result, long-term GHG impacts would be considered less than significant.

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REFERENCES

California Air Resources Board (CARB). Accessed: July 2, 2024. *Laws and Regulations*. Website url: https://ww2.arb.ca.gov/resources/documents/laws-and-regulations.

Monterey Bay Air Resources District (MBARD). 2008. *CEQA Air Quality Guidelines*.

Attachment 3
Noise Impact Assessment

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NOISE IMPACT ASSESSMENT

FOR

456 LIGHTHOUSE AVENUE PROJECT

MONTEREY, CA

AUGUST 2024

PREPARED FOR:
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PREPARED BY:

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INTRODUCTION

This report discusses the existing setting, identifies potential noise impacts associated with implementation of the proposed 456 Lighthouse Avenue Project (project). Noise mitigation measures are recommended where the predicted noise levels would exceed applicable noise standards.

PROPOSED PROJECT SUMMARY

PROJECT LOCATION

The proposed project is located at 456 Lighthouse Avenue (APN 001-063-017-000), Monterey, California, 93940, in Monterey County (Figure 1). The land use designation for the project site is Commercial and the zoning is Planned Community – Lighthouse Specific Plan (PC-LH). Specifically, the proposed project is located on the northwest side of Lighthouse Avenue between Drake Avenue and McClellan Avenue (Figure 2).

PROJECT DESCRIPTION

The proposed project includes a change in use of 4,402 square feet of warehouse storage facility to Assembly Major-Large Group Assembly to host private events while maintaining 1,684 square feet of professional office space and 1,971 square feet of restrooms and storage space (Table 1). By changing the proposed use, the occupancy group would change to Assembly (A), increasing the allowable occupancy from 30 individuals to 314 individuals. The property owner does not expect that 314 individuals would occupy the building on any given day during regular business hours. The actual number of employees during the day would be between 25 and 55 people. The regular business hours would remain unchanged. While most private events would be limited to between 150 and 175 people, out of the maximum 12 private events proposed, only three to five private events would reach full capacity of 314 people (this includes any support staff such as vendors, caterers, and security). The number of staff and vendor employees for private events would vary from five to twenty, depending on event need and guest count.

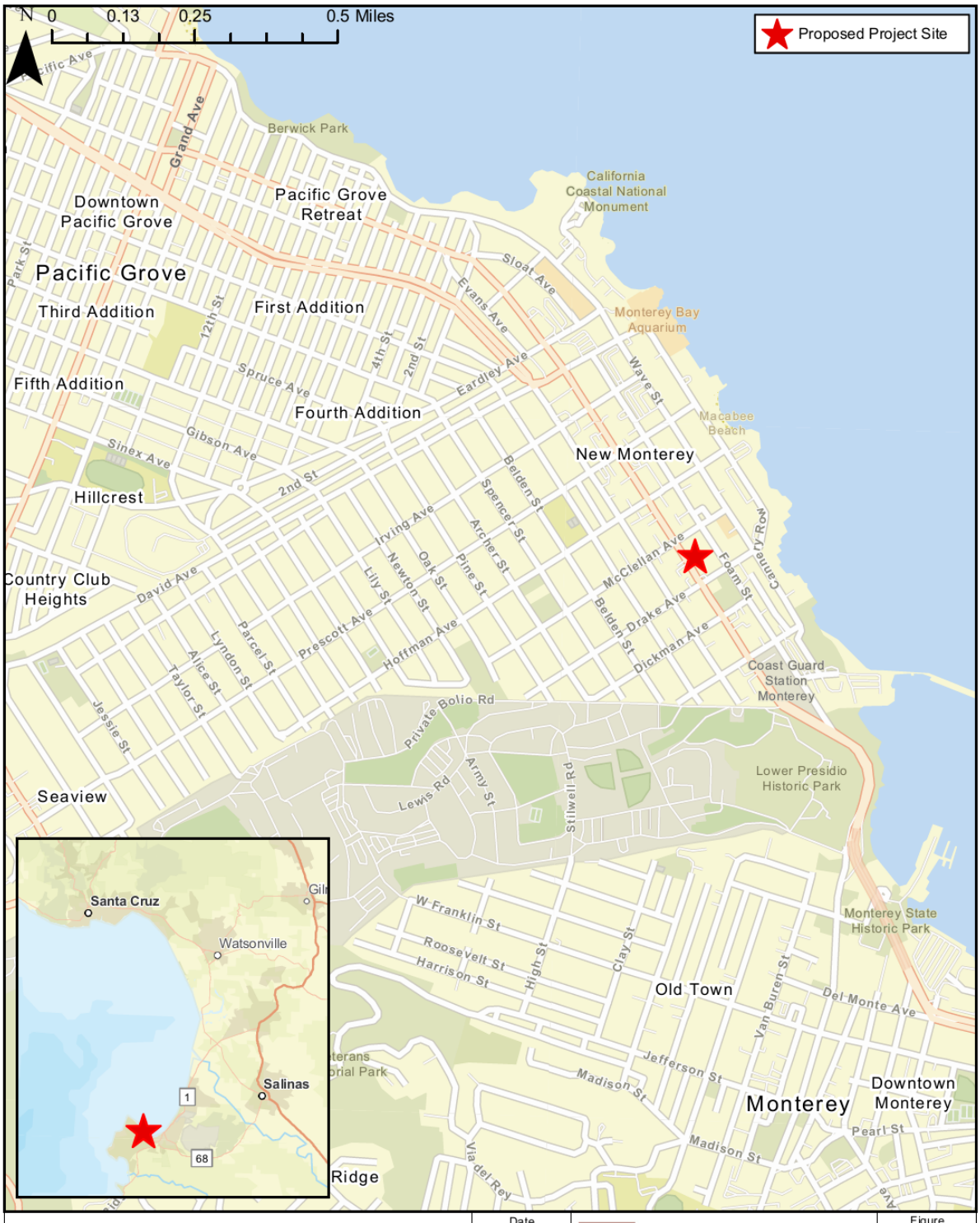
Specifically, the proposed project would involve hosting between five to twelve private events per year by invitation only. All events would be auto events hosted by the property owner. The events would include product demonstrations and viewings, educational classes, and lectures. All events would be held indoors; however, there may be occasions where certain aspects of the event must be held outdoors in the adjacent parking lot on-site (e.g., to accommodate car exhibits that would not fit inside). Events would take place both during business hours (8 am to 6 pm) and at night (generally 5 pm to 7 pm) and would typically be 3 to 4 hours in length, not including setup or breakdown. Nighttime events would end by 10 pm consistent with the City's noise curfew (Monterey City Code Section 22-17.3).

The proposed project would host between 150-175 people per event, including staff. However, the property owner estimates three to five events per year would reach the full occupancy of 314 people. Event staff would consist of support staff consisting of vendors, caterers, and security; events would require five to twenty people depending on the event need and guest count. Event staff would not be employed full-time as these events are not regular and only held on occasion throughout the year. Outside vendors would provide all staff for events. There is a large, gated parking lot on the property accessed from Lighthouse Avenue where deliveries would take place.

Events may also include live entertainment and amplified music and offer food and beverages, including alcohol. Live entertainment and amplified music would only occur indoors. Live entertainment, depending on the type of event, may include an emcee, lecturers, and musicians. Amplified music would include live performances, DJ, as well as music played from predetermined playlists. Food and alcohol vendors will have appropriate licenses and the events would comply with the following California Department of Alcoholic Beverage Control (ABC) criteria:

- Private event that includes a guest list and invitation;
- No money charged for the event; and
- The event occurs in a place that is not used for alcohol sales, service, or consumption.

Figure 1. Regional Location



Regional Map	Date 3/28/2024	Denise Duffy & Associates, Inc. Planning and Environmental Consulting	Figure 1
	Scale N/A		

Figure 2. Proposed Project Location

Proposed Project Location	Date 4/12/2024	Denise Duffy & Associates, Inc. Planning and Environmental Consulting	Figure 2
	Scale N/A		

The on-site parking lot would accommodate up to twenty vehicles and would be accessible during events. However, the parking lot would primarily be reserved for those that require accessible parking and for vendors (e.g., caterers), staff, and security. Private event guests would have multiple options available, including parking spaces on Lighthouse Avenue and other nearby streets, and parking garages on Foam Street (601 Foam Street), Wave Street (700 Wave Street), and Cannery Row (32 Cannery Row and 501 Cannery Row) would provide parking for event attendees. Taxi and rideshare options, such as Uber and Lyft, would also be available to guests.

The proposed project would also include installation of a new trash enclosure in the parking lot. The enclosure would be in the northwest portion of the parking lot, approximately 15 feet wide by 18 feet long with a corrugated metal roof and an aluminum rain gutter. The proposed project would construct the new trash enclosure using 6-foot-high composite wood panels and metal posts. The trash enclosure would contain four, 96-gallon recycling bins and two dumpsters. No construction or modifications to the building or parking lot would otherwise occur.

EXISTING SETTING

CONCEPTS AND TERMINOLOGY

ACOUSTIC FUNDAMENTALS

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration. Sound levels are described in terms of both amplitude and frequency.

Amplitude & Frequency

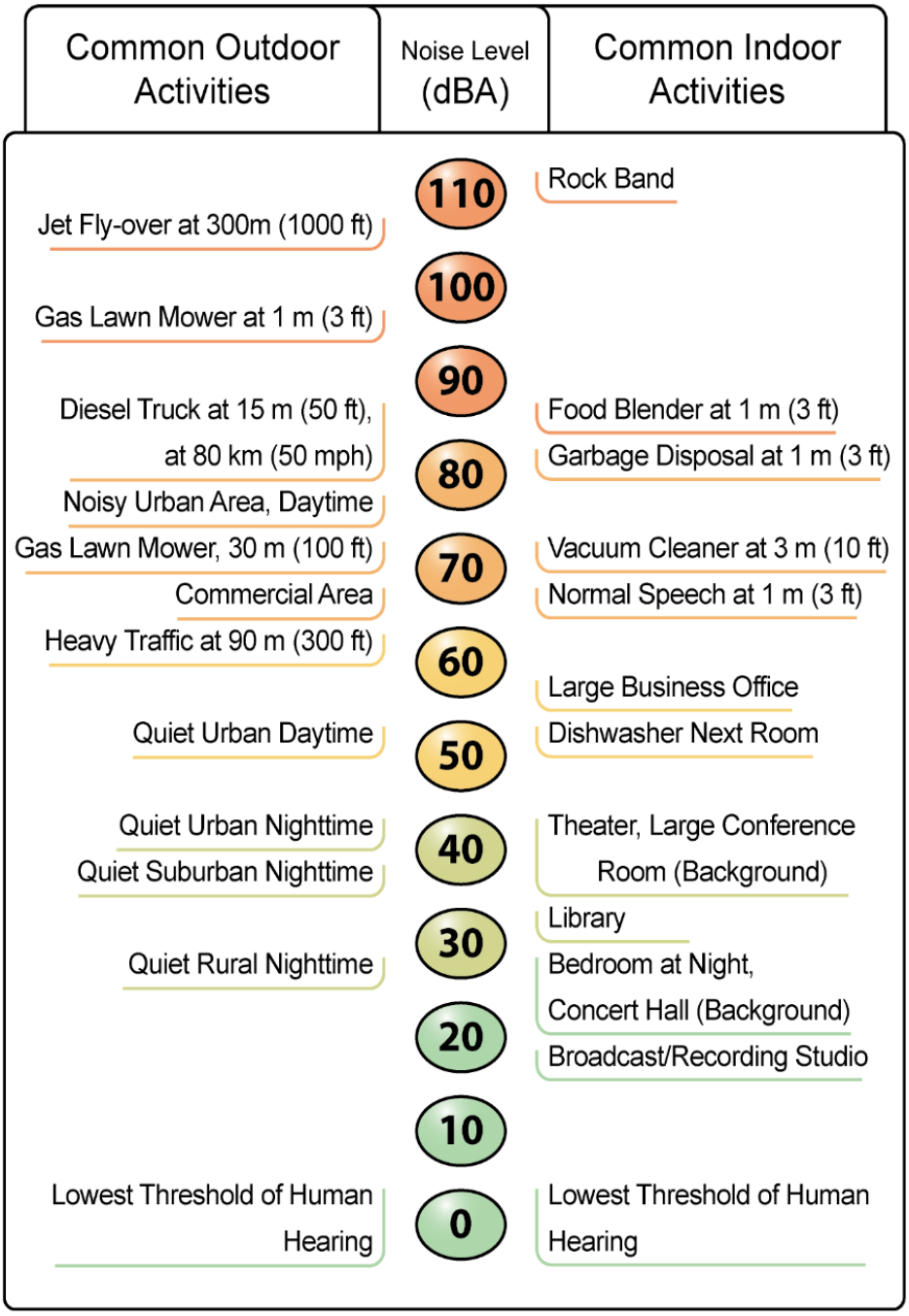
Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3-dB change in amplitude as the minimum audible difference perceptible to the average person.

The frequency of a sound is defined as the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. For instance, the human ear is more sensitive to sound in the higher portion of this range than in the lower and sound waves below 16 Hz or above 20,000 Hz cannot be heard at all. To approximate the sensitivity of the human ear to changes in frequency, environmental sound is usually measured in what is referred to as "A-weighted decibels" (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA. Common community noise sources and associated noise levels, in dBA, are depicted in Figure 3.

Addition of Decibels

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces a sound level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Based on this, a doubling of vehicle traffic would typically be required in order to achieve an increase in traffic noise levels of 3 dB. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

Figure 3. Common Community Noise Sources & Noise Levels



Source: Caltrans 2022

Sound Propagation & Attenuation

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, depending on ground surface characteristics. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water,), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation for soft surfaces results in an overall attenuation rate of 4.5 decibels per doubling of distance from the source.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from the highway due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in a minimum of 5 dB of noise reduction. Taller barriers provide increased noise reduction.

Noise reductions afforded by building construction can vary depending on construction materials and techniques. Standard construction practices typically provide approximately 15 dBA exterior-to-interior noise reductions for building facades, with windows open, and approximately 25-30 dBA, with windows closed. With compliance with current Title 24 energy efficiency standards, which require increased building insulation and inclusion of an interior air ventilation system to allow windows on noise-impacted façades to remain closed, exterior-to-interior noise reductions typically average approximately 25 dBA. The absorptive characteristics of interior rooms, such as carpeted floors, draperies and furniture, can result in further reductions in interior noise.

NOISE DESCRIPTORS

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the sound-pressure level in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands

are weighted, depending on the human sensitivity to those frequencies, which is referred to as the "A-weighted" sound level (expressed in units of dBA). The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with environmental noise.

The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are typically used. For the evaluation of environmental noise, the most commonly used descriptors are equivalent sound level (L_{eq}), day-night average level (L_{dn}), and community noise equivalent level (CNEL). The energy-equivalent noise level, L_{eq}, is a measure of the average energy content (intensity) of noise over any given period. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average noise level, L_{dn}, is the 24-hour average of the noise intensity, with a 10-dBA "penalty" added for nighttime noise (10 p.m. to 7 a.m.) to account for the greater sensitivity to noise during this period. CNEL, the community equivalent noise level, is similar to L_{dn} but adds an additional 5-dBA penalty for evening noise (7 p.m. to 10 p.m.) Common noise level descriptors are summarized in Table 1.

Table 1. Common Acoustical Descriptors

Descriptor	Definition
Energy Equivalent Noise Level (L_{eq})	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Statistical Descriptor (L_x)	The noise level exceeded a percentage of time during a measurement period. For instance, L_{50} is a statistical descriptor of the noise level exceeded 50% of the time during the measurement period. Over a one-hour period the L_{50} noise level is roughly equivalent to the L_{eq} noise level.
Minimum Noise Level (L_{min})	The minimum instantaneous noise level during a specific period of time.
Maximum Noise Level (L_{max})	The maximum instantaneous noise level during a specific period of time.
Day-Night Average Noise Level (DNL or L_{dn})	The DNL was first recommended by the U.S. EPA in 1974 as a "simple, uniform and appropriate way" of measuring long term environmental noise. DNL takes into account both the frequency of occurrence and duration of all noise events during a 24-hour period with a 10 dBA "penalty" for noise events that occur between the more noise-sensitive hours of 10 p.m. and 7 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours.
Community Noise Equivalent Level (CNEL)	The CNEL is similar to the Ldn described above, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated Ldn.

HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise.

Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted: the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged. Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans;
- Outside of the laboratory, a 3-dB change is considered a just-perceivable difference;
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial;
- A 10-dB change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on Human Activities

The extent to which environmental noise is deemed to result in increased levels of annoyance, activity interference, and sleep disruption varies greatly from individual to individual depending on various factors, including the loudness or suddenness of the noise, the information value of the noise (e.g., aircraft overflights, child crying, fire alarm), and an individual's sleep state and sleep habits. Over time, adaptation to noise events and increased levels of noise may also occur. In terms of land use compatibility, environmental noise is often evaluated in terms of the potential for noise events to result in increased levels of annoyance, sleep disruption, or interference with speech communication, activities, and learning. Noise-related effects on human activities are discussed in more detail, as follows(Caltrans 2011):

Speech Communication

For most noise-sensitive land uses, an interior noise level of 45 dB L_{eq} is typically identified for the protection of speech communication in order to provide for 100-percent intelligibility of speech sounds. For outdoor voice communication, an exterior noise level of 60 dBA L_{eq} allows normal conversation at distances up to 2 meters with 95 percent sentence intelligibility. Based on this information, speech interference begins to become a problem when steady noise levels reach approximately 60 to 65 dBA. Within interior noise environments, an average-hourly background noise level of 45 dBA L_{eq} is typically recommended for noise-sensitive land uses, such as educational facilities.

Annoyance & Sleep Disruption

With regard to potential increases in annoyance, activity interference, and sleep disruption, land use compatibility determinations are typically based on the use of the cumulative noise exposure metrics (i.e., CNEL or L_{dn}). Perhaps the most comprehensive and widely accepted evaluation of the relationship between noise exposure and the extent of annoyance was one originally developed by Theodore J. Schultz in 1978. In 1978 the research findings of Theodore J. Schultz provided support for L_{dn} as the descriptor for environmental noise. Research conducted by Schultz identified a correlation between the cumulative noise exposure metric and individuals who were highly annoyed by transportation noise. The Schultz curve, expressing this correlation, became a basis for noise standards. When expressed graphically, this relationship is typically referred to as the Schultz curve. The Schultz curve indicates that approximately 13 percent of the population is highly annoyed at a noise level of 65 dBA L_{dn}. It also indicates that the percentage of people describing themselves as being highly annoyed accelerates smoothly between 55 and 70 dBA L_{dn}. A noise level of 65 dBA L_{dn} is a commonly referenced dividing point between lower and higher rates of people describing themselves as being highly annoyed.

The Schultz curve and associated research became the basis for many of the noise criteria subsequently established for federal, state, and local entities. Most federal and state of California regulations and policies related to transportation noise sources establish a noise level of 65 dBA CNEL/L_{dn} as the basic limit of acceptable noise exposure for residential and other noise-sensitive land uses. For instance, with respect to

aircraft noise, both the Federal Aviation Administration (FAA) and the State of California have identified a noise level of 65 dBA L_{dn} as the dividing point between normally compatible and normally incompatible residential land use generally applied for determination of land use compatibility. For noise-sensitive land uses exposed to aircraft noise, noise levels in excess of 65 dBA CNEL/L_{dn} are typically considered to result in a potentially significant increase in levels of annoyance.

Allowing for an average exterior-to-interior noise reduction of 25 dB, which is typical for newer building construction with windows closed, an exterior noise level of 70 dBA CNEL/L_{dn} would equate to an interior noise level of 45 dBA CNEL/L_{dn}. An interior noise level of 45 dB CNEL/L_{dn} is generally considered sufficient to protect against activity interference at most noise-sensitive land uses, including residential dwellings, and would also be sufficient to protect against sleep interference. Within California, the California Building Code establishes a noise level of 45 dBA CNEL as the maximum acceptable interior noise level for residential uses (other than detached single-family dwellings). Use of the 45 dBA CNEL threshold is further supported by recommendations provided in the State of California Office of Planning and Research's *General Plan Guidelines*, which recommend an interior noise level of 45 dB CNEL/L_{dn} as the maximum allowable interior noise level sufficient to permit "normal residential activity."

The cumulative noise exposure metric is currently the only noise metric for which there is a substantial body of research data and regulatory guidance defining the relationship between noise exposure, people's reactions, and land use compatibility. However, when evaluating environmental noise impacts involving intermittent noise events, such as aircraft overflights and train passbys, the use of cumulative noise metrics may not provide a thorough understanding of the resultant impact. The general public often finds it difficult to understand the relationship between intermittent noise events and cumulative noise exposure metrics. In such instances, supplemental use of other noise metrics, such as the L_{eq} or maximum sound level (L_{max}) descriptor, may be helpful as a means of increasing public understanding regarding the relationship between these metrics and the extent of the resultant noise impact.

AFFECTED ENVIRONMENT

AMBIENT NOISE ENVIRONMENT

To document existing ambient noise levels at the project site, short-term ambient noise measurements were conducted on April 9th, 2024. Noise measurements were conducted using a Larson Davis Laboratories, Type I, Model LxT sound-level meter positioned at a height of approximately 5 feet above ground level. Noise measurement equipment was calibrated prior to and upon completion of the noise measurement survey. Short-term measured ambient noise levels are summarized in Table 2. Noise measurement locations are depicted in Figure 4.

Based on the noise measurements conducted, daytime ambient noise levels in the general vicinity of the project site and nearby noise-sensitive land uses range from approximately 58 to 69 dBA L_{eq}. Ambient noise levels vary depending on various factors, such as time of day, and distance from major noise sources (e.g., roadways). Ambient noise levels were predominantly influenced by vehicle traffic on area roadways.

Table 2. Summary of Short-term Measured Ambient Noise Levels

Location	Location Description	Monitoring Period	Noise Levels	
			L_{eq} dBA	L_{max} dBA
ST1	456 Lighthouse Avenue	10:23 – 10:33	69.1	78.3
ST2	250 McClellan Avenue	10:40 – 10:50	59.9	70.0
ST3	200 Drake Avenue	10:53 – 11:03	58.1	65.4

Noise measurements were conducted on April 9, 2024 using a Larson Davis Laboratories, Type I, LxT integrating sound-level meter placed at a height of approximately 5 feet above ground level. Equipment was calibrated prior to and upon completion of the noise measurements. Refer to Figure 4 for noise measurement locations.

Figure 4. Noise Monitoring Locations and Nearby Land Uses

NOISE-SENSITIVE LAND USES

Surrounding land uses consist of a mix of commercial and residential land uses. The nearest noise-sensitive land use is a hotel, which is located adjacent to the project's eastern property line. The nearest residential land use is located adjacent to and southeast of the project site. Residential land uses are also located west of the project site, across Lighthouse Avenue along Hawthorne Street. Scholze Park is located southeast of the project site, south of Drake Avenue. Nearby land uses are depicted in Figure 4.

REGULATORY FRAMEWORK

CITY OF MONTEREY MUNICIPAL CODE

The City of Monterey Municipal Code – Zoning Ordinance, Section 38-111 – Performance Standards addresses noise associated with public nuisances. The City's Performance Standards are presented in Table 3. The City's municipal code identifies specifically prohibited noises as well as exemptions. Additionally, the municipal code (Section 38-112.2) establishes acceptable periods for construction as noted below (City of Monterey 2024).

A. Construction Hours. The hours for all construction, alteration, remodeling, demolition and repair activities which are authorized by a valid City Building Permit, as well as the delivery and removal of materials and equipment associated with these activities, are limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday and 10:00 a.m. to 5:00 p.m. Sunday.

B. Exceptions. A permit to allow an exception to these hours may be issued by the Zoning Administrator following Notice and Public Hearing, in accord with Monterey City Code section 38-159 et seq. Requests for exceptions must show that compliance with the hour limitations would be impractical and that the exception is necessary to accommodate unique factors specific to the property. The exception shall be for a limited duration, and may be conditioned to require renewal after a period of three months.

C. Exceptions for Oversized Vehicle Deliveries. Oversized vehicles with a valid City of Monterey Transportation Permit, that are allowed by the transportation permit conditions to travel at night, are exempt from the limitation on construction hours. Oversized vehicle deliveries are authorized for delivery only and are subject to all of the provisions of the transportation permit. No construction activities are permitted with the oversized delivery.

D. Appeals. Decisions of the Zoning Administrator may be appealed by any person, in accord with Monterey City Code section 38-203 et seq.

E. Notice of Construction Hours. The limitations on construction hours shall be noted on the City Building Permit and approved building plans.

Table 3. City of Monterey Noise Level Performance Standards

Zone of Property Receiving Noise	Maximum Allowable Noise Level (dB)
Open Space District (OS)	60
Residential Districts (R)	60
Public and Semi Public Districts (PS)	60
Commercial Districts (C)	65
Industrial Districts (I)	70
Planned Development (PD)	Study Required

1. Duration and Timing. The noise standards above shall be modified as follows to account for the effects of time and duration on the impact of noise levels:

a. In R districts, the noise standard shall be 5 dB lower between 10:00 p.m. and 7:00 a.m.

b. Noise that is produced for no more than a cumulative period of five minutes in any hour may exceed the standards above by 5 dB.

c. Noise that is produced for no more than a cumulative period of one minute in any hour may exceed the standards above by 10 dB.

2. Director May Require Acoustic Study. The Community Development Director may require an acoustic study for any proposed projects which could have, or create, a noise exposure greater than that deemed acceptable. (Ord. 3653 § 19, 2022; Ord. 3472 § 1, 2012)

3. Noise Measurement. Noise shall be measured at an appropriate distance from the source with a sound level meter, which meets the standards of the American National Standards Institute (ANSI Section S1.4 1979, Type 1 or Type 2). Noise levels shall be measured in decibels. The unit of measurement shall be designated as Db. A calibration check shall be made of the instrument at the time any noise measurement is made.

4. Noise Attenuation Measures. The Community Development Director may require the incorporation into a project of any noise attenuation measures deemed necessary to ensure that noise standards are not exceeded. (Ord. 3653 § 19, 2022; Ord. 3472 § 1, 2012)

5. Appeals. Decisions of the Community Development Director may be appealed by the applicant to the Planning Commission in accord with Article 27. (Ord. 3653 § 19, 2022; Ord. 3472 § 1, 2012)

Source: City of Monterey 2024

IMPACT ASSESSMENT

METHODOLOGY

Operational noise levels associated with on-site events were calculated using the SoundPlan computer model. SoundPlan is a sophisticated model capable of predicting noise levels taking into account the effects of intervening structures and terrain. Noise modeling was conducted based on a maximum representative operational noise level of 79 dBA L_{eq} at approximately 10 feet (M3 2023). This level would be representative of larger events involving the use of amplified sound/public address systems and live music (e.g., car shows). Actual operational noise levels for most other events would likely be less. To be conservative, the modeled noise source was placed at the exterior roll-up door of the structure, facing the exterior parking lot. Modeled receivers were placed at the property line of nearby land uses. Predicted noise levels at the nearby hotel located adjacent to the eastern boundary of the project site were modeled at ground-level and upper-level locations. Changes in off-site traffic noise levels attributable to the proposed project, groundborne vibration impacts, and exposure to aircraft noise levels were qualitatively assessed. Noise modeling is included in Appendix A.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the California environmental Quality Act (CEQA) Guidelines Initial Study Checklist, a project would be considered to have a significant impact to climate change if it would:

a) Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) Generate excessive groundborne vibration or groundborne noise levels.

c) For a project located within the vicinity of a private airstrip, or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise levels.

Proposed on-site event noise levels were evaluated in comparison to the City of Monterey noise level performance standards (refer to Table 3). Accordingly, newly proposed non-transportation noise sources would be considered to have a potentially significant impact if predicted daytime noise levels would exceed 60 dBA L_{eq} at nearby residential land uses or 65 dBA L_{eq} at nearby commercial land uses.

The CEQA Guidelines do not define the levels at which increases in ambient noise are considered "substantial." As discussed previously in this section, a noise level increase of 3 dBA is barely perceptible to most people, an increase of 5 dBA is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. For purposes of this analysis, a significant increase in ambient noise levels would be defined as an increase of 5 dBA, or greater, that would exceed applicable noise standards.

PROJECT IMPACTS

Impact Noise-A:	***Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

The proposed project would include construction of a new trash enclosure in the northwest corner parking lot and re-striping the parking lot to increase the number of parking spaces. No construction or modifications to the building or parking lot would otherwise occur. As a result, the proposed project would not require the construction of new structures or improvements that would result in significant increases in exterior noise levels at nearby land uses. However, the proposed on-site operations would include special events. Long-

term noise impacts associated with the proposed operations would be predominantly associated with on-site event noise and potential increases in vehicle traffic noise along area roadways. Potential long-term noise impacts associated with the proposed project are discussed, as follows:

On-Site Stationary Noise Sources

The proposed project would facilitate an increase in occupancy from 30 individuals to 314 individuals and allow the current owner of the building to hold private events. Approximately 12 private events would be held annually. The events would include product demonstrations and viewings, educational classes, and lectures. All events would be held indoors; however, there may be occasions where certain aspects of the event must be held outdoors in the adjacent parking lot on-site (e.g., to accommodate car exhibits that would not fit inside). Events would take place both during business hours (8 am to 6 pm) and at night (generally 5 pm to 7 pm) and would typically be 3 to 4 hours in length, not including setup or breakdown. No events during the nighttime hours are proposed.

Predicted exterior stationary source operational noise levels at the nearby existing land uses are summarized in Table 4 and depicted in Figure 5. As noted in Table 4, exterior noise levels at nearby land uses would range from approximately 39 to 57 dBA L_{eq}. Predicted operational noise levels at other land uses, including nearby Scholze Park, would be less than 50 dBA L_{eq}. It is important to note that predicted noise levels were conservatively based on an exterior noise level of 79 dBA L_{eq} at approximately 10 feet from the exterior door of the structure, which would be representative of the loudest anticipated noise levels associated with on-site events. Actual operational event noise levels would likely be less. Predicted event noise levels would not result in a significant increase in ambient noise levels nor exceed the City's applicable daytime noise standards at nearby land uses. As a result, potential increases in on-site noise levels attributable to the proposed project would be considered to have a less-than-significant impact.

Table 4. Predicted Operational Noise Levels at Nearby Land Uses

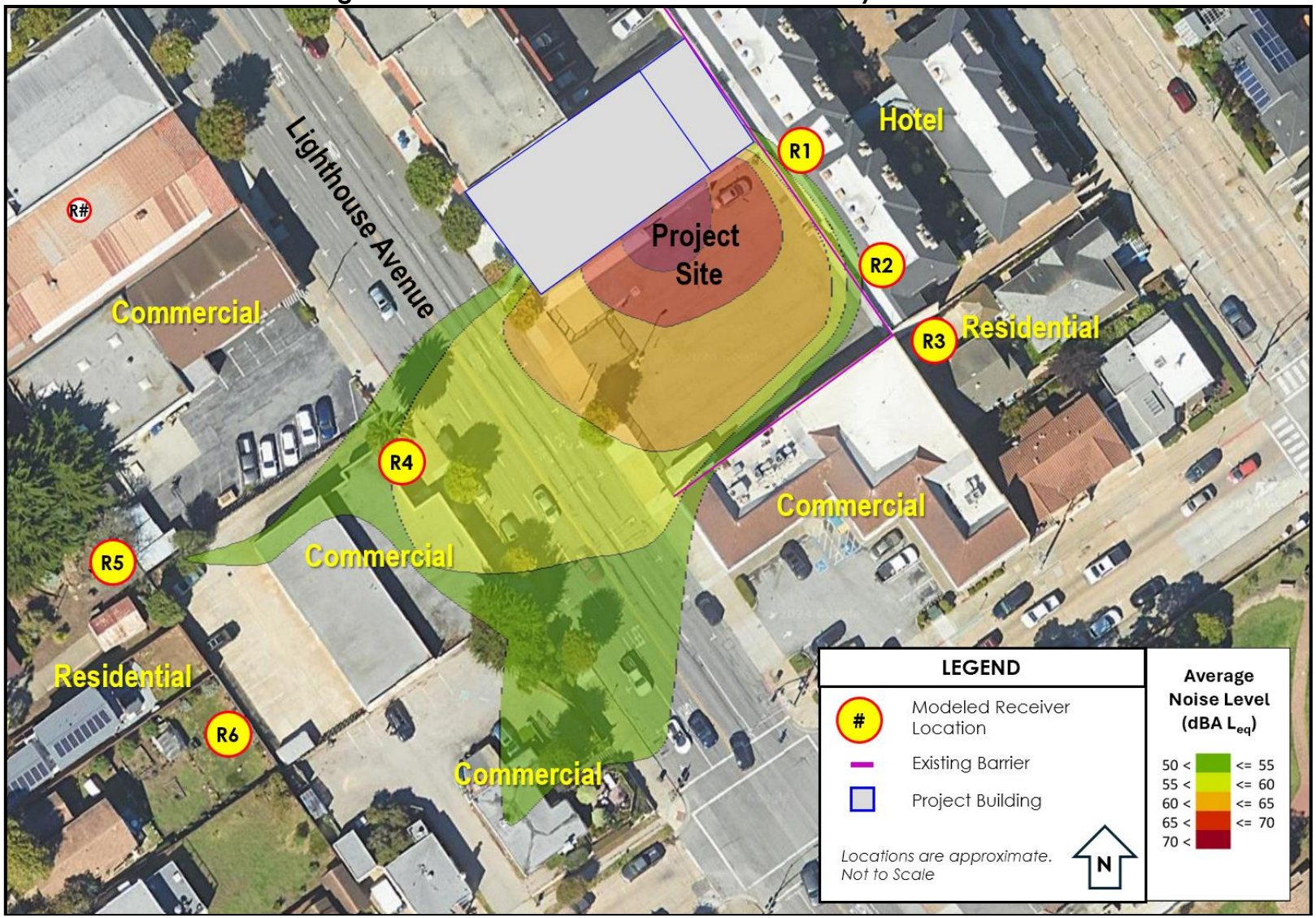
Modeled Receiver	Land Use Type	Predicted Noise Level (dBA L_{eq})	Daytime Noise Standard[1]	Exceeds Daytime Noise Standard?
R1	Hotel-1st Floor	40.0	65	No
	Hotel-2nd Floor	40.8	65	No
	Hotel-3rd Floor	44.8	65	No
R2	Hotel-1st Floor	42.7	65	No
	Hotel-2nd Floor	43.4	65	No
	Hotel-3rd Floor	46.5	65	No
R3	Residential	36.7	60	No
R4	Commercial	57.4	65	No
R5	Residential	41.0	60	No
R6	Residential	38.6	60	No

1. Based on City of Monterey noise level performance standards for daytime hours of operation (refer to Table 3).
Refer to Figure 5 for modeled receiver locations

Off-Site Vehicle Traffic Noise

The proposed project would host between 150-175 people per event, including staff. However, approximately three to five events per year could reach the proposed full occupancy of 314 people. Based on a conservative assumption of 314 people per day and an average combined vehicle occupancy rate of 1.5 per vehicle for all trips, the project would generate a maximum of approximately 419 vehicles per day. Actual trip-generation would likely be less. By comparison, existing traffic volumes along Lighthouse Avenue range from approximately 52,321 to 53,025 vehicles per day (TAMC 2024). Existing traffic volumes along other nearby roadways are, likewise, anticipated to average several thousand vehicle trips daily. A doubling of vehicle traffic is typically required before a noticeable increase (e.g., 3 dB, or greater) in traffic noise levels would occur. In comparison to existing traffic volumes, the proposed project would not result in a doubling of vehicle traffic on area roadways. For these reasons, increases in traffic noise levels would be considered less than significant.

Figure 5. Predicted Event Noise Levels at Nearby Land Uses



Impact Noise-B.	***Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?***

In comparison to existing operations, operational activities associated with the proposed project would not involve the use of any new equipment or processes that would result in potentially significant levels of ground vibration. In addition, implementation of the proposed project would not require the use of off-road construction equipment or processes (e.g., grading, demolition, paving) that would result in short-term increases in groundborne vibration levels. As a result, this impact would be considered less than significant.

Impact Noise-C.	***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

The project site is not located within two miles of a public airport or private airstrip. The nearest airport is the Monterey Regional Airport located approximately 3 miles southeast of the project site. The proposed project site is not located within the projected noise contours of Monterey Regional Airport (City of Monterey 2019). Implementation of the proposed project would not result in the exposure of sensitive receptors to aircraft noise levels, nor would the proposed project affect airport operations. This impact would be considered less than significant.

REFERENCES

California Department of Transportation (Caltrans). 2011. *California Airport Land Use Planning Handbook.*

California Department of Transportation (Caltrans). 2024. *EIR/EA Annotated Outline*.

California Department of Transportation (Caltrans). 2020. *Transportation and Construction Vibration Guidance Manual.*

City of Monterey. Amended June 2019. *General Plan – Noise Element*. Website url: https://files.monterey.org/Document%20Center/CommDev/Planning/General-Plan/19_0604-General-Plan.pdf.

City of Monterey. Updated January 16, 2024. *Code of Ordinances –Zoning Ordinances– Section 38*. Website url: https://monterey.municipal.codes/Code/38_PartIV.

M3 Environmental, LLC. Sound Level Testing at the Dance Studio Located at 443 Lighthouse Avenue in Monterey, California.

Transportation Agency for Monterey County (TAMC). *Traffic Counts*. Available at website url: https://www.tamcmonterey.org/traffic-counts.

United States Department of Transportation, Federal Transit Administration (FTA). April 2018. *Transit Noise and Vibration Impact Assessment Manual. Website url: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.*

APPENDIX A

Noise Prediction Modeling & Supportive Documentation

NOISE MEASUREMENT SURVEY FORM

SHEET	1	OF	3

DATE:	4/9/2024
PROJECT:	456 Lighthouse Avenue
LOCATION:	Monterey, CA
MONITORING STAFF:	Jon Pambakian

LOCATION MAP: *(Include a map of noise measurement locations AND photographs for measurement locations on attached worksheet. Include additional sheets as necessary. Where possible include GPS coordinates.)*

NOISE MEASUREMENT CONDITIONS & EQUIPMENT

MET CONDITIONS & MONITORING EQUIPMENT:	TEMP: 57 F. | HUMIDITY: 74 % | WIND SPEED: 4 MPH | WIND DIR: S | GROUND: Dry					
	CLOUD COVER BY CLASS (OC=OVERCAST):	3	(1. HEAVY OC, 2. LIGHT OC, 3. SUNNY, 4. CLEAR NIGHT, 5. OC NIGHT)			
	MET. METER:	Kestrel 3500				
NOISE MONITORING EQUIPMENT:	LARSON DAVIS SLM MODEL:	LxT		S/N:	4526	
	MICROPHONE:			S/N:		
	CALIBRATOR:	CAL200		S/N:	2744	
NOISE MONITORING SETUP:	WITHIN 10 FT OF REFLECTIVE SURFACE?:	NO	MICROPHONE HEIGHT AGL (FT):		5	
	CALIBRATED PRIOR TO AND UPON COMPLETION OF MEASUREMENTS:	yes	METER SETTINGS:	A-WHT	SLOW	

NOISE & TRAFFIC MEASUREMENTS

MEASUREMENT		DURATION			MEASURED NOISE LEVELS	
LOCATION	DATE/TIME	(Minutes)	MEASUREMENT LOCATION	PRIMARY NOISE SOURCES NOTED	LEQ	Lmax
ST1	4/9/24 10:23	10	456 Lighthouse Avenue	local traffic	69.1	78.3
ST2	4/10/24 10:40	10	250 McClellan Avenue	local traffic, plane flyover	59.9	70.0
ST3	4/11/24 10:53	10	200 Drake Avenue	local traffic	58.1	65.4

AMBIENT
AIR QUALITY & NOISE CONSULTING

NOISE MEASUREMENT SURVEY FORM

SHEET	2	OF	3

DATE:	4/9/2024
PROJECT:	456 Lighthouse Avenue
LOCATION:	Monterey, CA
MONITORING STAFF:	Jon Pambakian

SITE PHOTO(S): (Refer to data sheets for noise measurement locations)

MEASUREMENT LOCATION 1

MEASUREMENT LOCATION 2

MEASUREMENT LOCATION 3

AMBIENT
AIR QUALITY & NOISE CONSULTING

NOISE MEASUREMENT SURVEY FORM

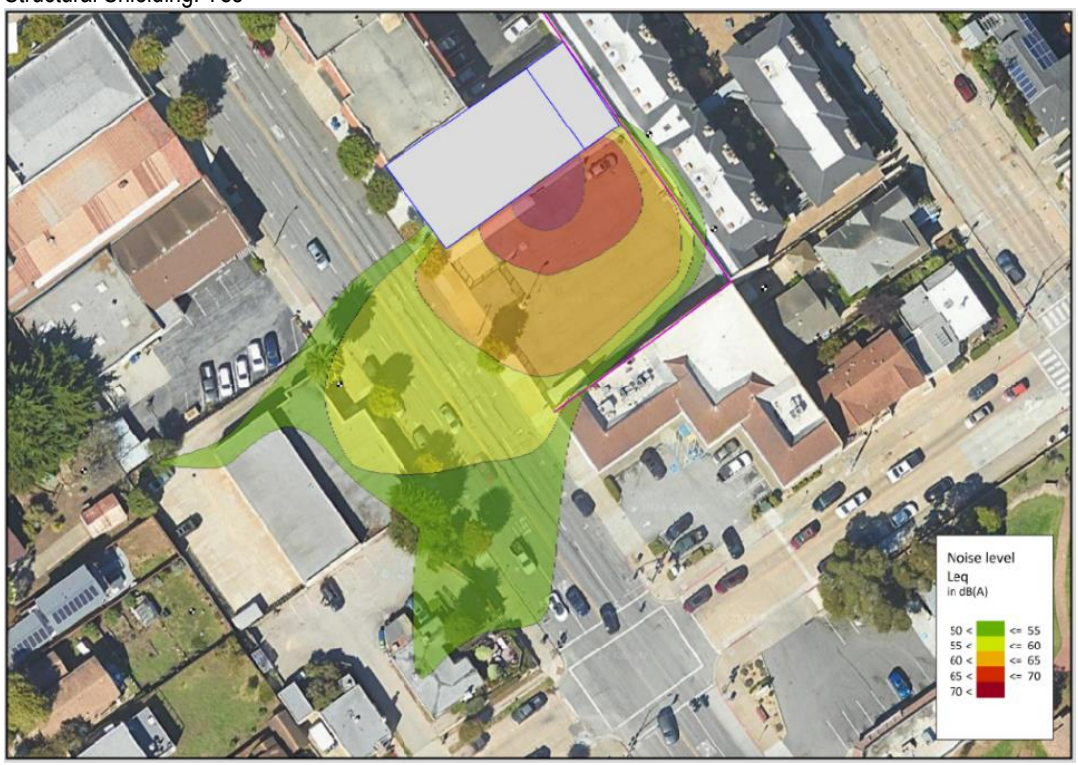
		SHEET	3	OF 3
DATE:	4/9/2024			
PROJECT:	456 Lighthouse Avenue			
LOCATION:	Monterey, CA			
MONITORING STAFF:	Jon Pambakian			

SITE PHOTO(S): (Refer to data sheets for noise measurement locations)

Met Data	
	

SoundPlan Modeling

Reference Level: 79 dBA L_{eq}
Reference Distance: 10 feet
Structural Shielding: Yes



Attachment 4
VMT Traffic Assessment

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Kimley»Horn

Memorandum

To: Erin Harwayne, AICP
Denise Duffy & Associates, Inc.

From: Tyler Mickelson, E.I.T
Chris Gregerson, P.E., T.E., AICP

Re: Final Vehicle Miles Traveled (VMT) Assessment
456 Lighthouse Avenue

Date: August 12, 2024

This memorandum documents SB 743 compliant transportation analysis completed for the 456 Lighthouse Project ("Project" or "proposed Project") located in Monterey, California.

With the passage of SB 743 in 2013, and its implementation in 2020, Vehicle Miles Travelled (VMT) has become an important indicator for determining if a new development will result in a "significant transportation impact" under the California Environmental Quality Act (CEQA). This memorandum summarizes the VMT analysis impact evaluation for the proposed Project.

Project Land Use

The existing use at the Project site includes a professional office and warehouse storage facility. Of the 8,057 square feet, 1,684 square feet is professional office space, 1,971 square feet is restrooms and storage space, and 4,402 square feet is currently designated as warehouse space. The Project proposes to convert the existing warehouse into a private event space that would be expected to host anywhere between 5 to 12 private events with a maximum occupancy of 314. The private events are noted as being new events rather than those held elsewhere currently. The remaining office, restroom, and storage space would remain the same. The proposed Project is located on the northeast side of Lighthouse Avenue, halfway between McClellan Avenue and Drake Avenue, in the City of Monterey.

Purpose of a Vehicle Miles Traveled (VMT) Analysis

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

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency

may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

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

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and employee-based land uses projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- Lead agencies have the discretion to set or apply their own significance thresholds.

The City of Monterey has adopted VMT thresholds which consider the VMT performance of residential and non-residential components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee, respectively. For retail components of a project, or other customer-focused uses, the countywide VMT change is analyzed. The City of Monterey's VMT thresholds of significance are summarized below for each of these components:

- Residential – 15% below existing county-wide average VMT per capita.
- Office – 15% below existing county-wide average work VMT per employee.
- Retail – net regional change using the county as the basis.
- Other Employment – 15 % below existing county-wide average work VMT per employee for similar land uses.
- Other Customer – net regional change using the County as the basis.

Methodology and Assumptions

Vehicle Miles Traveled

Based on the land use information provided by the Project applicant, for the purposes of the VMT analysis and the determination of transportation related significant impacts, the following project components were analyzed as a part of the Project:

- 1,684 square-foot office
- 314-person max occupancy event center

Consistent with the VMT guidance provided in the City's VMT policy, the two land use types for the Project are evaluated separately for the purposes of determining potential VMT impacts. The office component of the proposed Project is analyzed consistent with City of Monterey guidelines, by using the City's online VMT calculator[1] to assess average daily work VMT per employee against the City's threshold to make an impact determination.

[1] https://tredlite.kimley-horn.com/sites/monterey/calculator?step=1

As the event space component of the proposed Project is not a typical land use type, an alternative analysis methodology was developed to determine its VMT impact. In addition, as the event space would be used infrequently and VMT is analyzed using a "typical day", the event space was analyzed through annualization of event VMT. Specifically, the total annual trips and VMT produced by the event space were converted into an equivalent daily number of trips and daily VMT per attendee.

The VMT per event for the event space was calculated using a representative trip sample from the Replica mobility data platform. Replica is a mobility data and analytics product that provides estimates of trip making characteristics within a defined region based on GPS location data, travel surveys, spend data, census demographics, and annual vehicle counts. Replica provided a summary of the origins of trips made to the City of Monterey for recreational event purposes on a typical weekday and weekend in the Fall of 2023 that was used as a proxy for future trips to the Project. These trip samples were then used to estimate average trip length of future attendees of the Project's event space, scaled to match the number of trips generated by each event conservatively assuming the expected maximum attendance at these events. The equivalent daily VMT per attendee for the event space is evaluated against the relevant threshold to make an impact determination.

Analysis

Office VMT

While the office portion of the Project is in current operation and is not changing operations under the proposed Project conditions, the office space was evaluated for potential VMT impacts using the City's online VMT calculator included in the attachments as **Exhibit 1**. As shown in **Exhibit 1** and summarized in **Table 1**, the office portion of the proposed Project is estimated to result in 15.08 VMT per employee. The City's VMT threshold for office land uses is set at 15-percent below the countywide average VMT per employee, which results in a threshold of 18.9 VMT per employee as shown in **Table 1**. As the proposed Project is anticipated to fall below the threshold, the office use will result in **a less than significant VMT impact.**

Event Space VMT

The Project applicant proposes a private event space that would be expected to host up to 12 private events per year with a maximum occupancy of 314 attendees per event. These private events would be new events to the area rather than a relocation of existing events currently held elsewhere meaning it produces new VMT within the region rather than relocating existing VMT. To determine the origin of trips that end at the proposed Project, Origin-Destination (OD) pairs at the Census Tract level were obtained from Replica for all trips with a destination to the City of Monterey. These trips were filtered by trip purpose to most closely align with event trips in the region, specifically:

- The trip purpose is recreational or social;
- The trip destination is the City of Monterey.

As mentioned above, due to the limited number of events held throughout the year and the requirement that daily VMT be analyzed, the trips and VMT associated with the event space were annualized to develop an average number of daily trips and daily VMT, summarized in **Table 1**. As shown in **Table 1**, the daily VMT for the event space is total annual VMT generated by 12 events at maximum capacity of 314 people averaged over 260 workdays per year. As shown in **Table 1**, the average annualized daily trip generation for the event space is 18 daily trips and the average annualized daily VMT from event traffic is 226 daily VMT based on an average one-way trip length of 12.7 miles.

As shown in Table 1 the annualized daily trips for the Project are:

Office Daily Trips:	24
Annualized Event Space Daily Trips:	18
Total Project Daily Trip Equivalent:	42

The City of Monterey's VMT Policy resolution outlines screening criteria for determining impact significance for projects. The small projects criteria states that a project generating fewer than 110 trips per day is presumed to result in a less than significant impact due to the relative contribution such projects have to the overall VMT generation of a city. As shown above, the annual trip generation for the proposed Project would result in an average of fewer than 110 daily trips. Therefore, the proposed Project is presumed to have a less-than-significant VMT impact.

Table 1 – Project Analysis Results

Travel Characteristics of the City of Monterey	
Total Daily Recreational Vehicle Trips	19,792
Average Vehicle Trip Length (mi)	12.7
Number of workdays per year	260
Monterey County Average VMT/employee	22.3
City of Monterey Threshold (VMT/employee)	18.9
Transportation Metrics for Project Office Space	
Daily Trip Generation (ITE 712 Small Office Building)	24
Average VMT/employee	15.1
Below Threshold?	**Yes**
Travel Characteristics of Project Event Space	
Maximum Event Attendees	314
Assumed Vehicle Occupancy	1.64
Assumed Auto Mode Share	100%
Number of Auto trips per Event	384
Maximum Number of Events Per Year	12
Transportation Metrics for Event Space	
Total Annual Trips from Event Traffic	4,608
Average Daily Trip Generation from Event Traffic	**18**
Total Generated VMT per Event	4,894
Total Generated VMT per Year	58,732
Average Daily VMT from Event Traffic	**226**

Findings

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

- The proposed Project annualized daily average trip generation is a total of 42 daily trips (24 daily trip for office uses and 18 average daily trips for event space uses) which is fewer than the screening threshold for small projects of 110 daily trips. Therefore, under the small project screening criteria the proposed Project is presumed to have a **less than significant transportation impact.**
- The Project office space is expected to generate an average of 15.1 VMT per employee, which is less than the threshold of 18.9 VMT per employee. The Project's office land use is expected to result in a **less than significant transportation impact.**

Attachments:

Exhibit 1 – Project TREDLiteVMT Calculator Report

Exhibit 1 (Page 1 of 2) - Project TREDLiteVMT Calculator Report

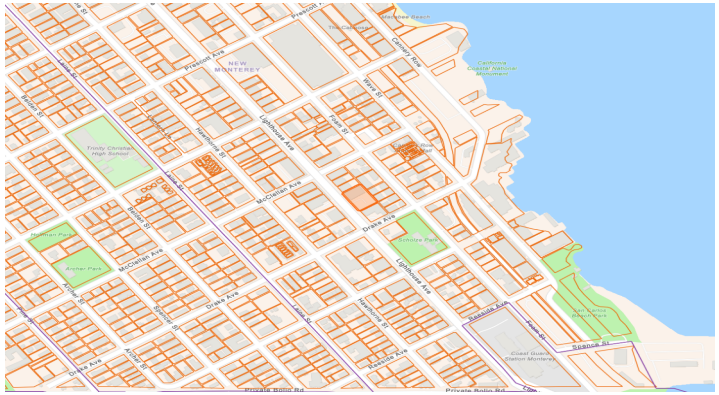
TREDLiteVMT | A Kimley-Horn Environmental Solution

PROJECT NAME 456 Lighthouse
LOCATION City t r y
ANALYSIS YEAR 2019

Project Land Uses & Intensities

ITE Trip G La d Us	Qty.	U its	P r Capita/ Empl y V T	V T With itigati	T tal V T	Thr sh ld	Sig i ica t Impact
712 - Small O ic Buildi g	1.684	1,000 Sq Ft	15.08	15.08	51.5	18.92	
Total			15.08	15.08	51.5		

Land Use Parcel Selection



APN: 001-063-017-000

Total Emissions Estimates

P lluta t	bil	itigati	With itigati	bil	T tal
CO (lb/day)	0	0	0	0	0
ROG (lb/day)	0	0	0	0	0
OX (lb/day)	0	0	0	0	0
SOX (lb/day)	0	0	0	0	0
P 2.5 (lb/day)	0	0	0	0	0
P 10 (lb/day)	0	0	0	0	0
CO2 (mt/y ar)	0	0	0	0	0

Project Presumptions of Less than Significant Impact

- ☐ Withi a 1/2 mil aj r Tra sit St p
- ☐ L ss tha 110 Trips p r Day

Exhibit 1 (Page 2 of 2) - Project TREDLiteVMT Calculator Report

TREDLiteVMT | A Kimley-Horn Environmental Solution

712 - Small Office Building

Land Use Metrics

Metr c	Project	M t gat on	W th M t gat on
BW VMT/E p	15.1	0	15.1
Da ly Tr p	27	0	0

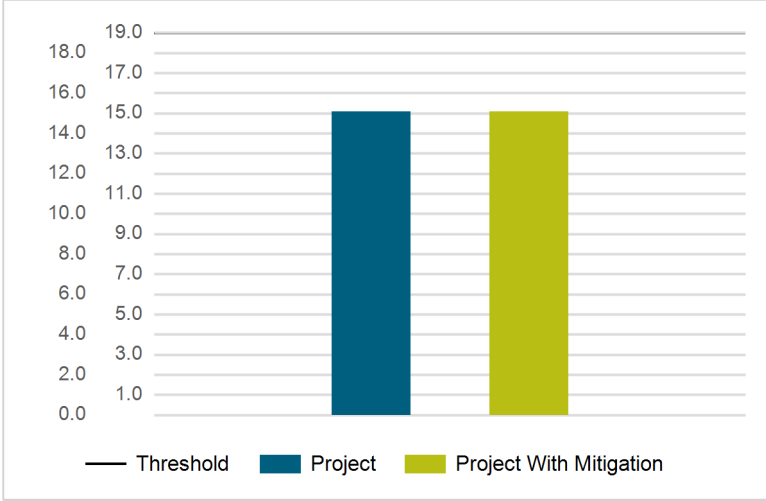
Land Use Presumptions of Less than Significant Impact

- ☐ Affordable o ng
- ☐ Local Serv ng Land U e

Land Use Emission Estimates

Poll tant	Project	M t gat on	W th M t gat on	Non Mob le	Total
CO (lb/day)	0	0	0	0	0
ROG (lb/day)	0	0	0	0	0
NOX (lb/day)	0	0	0	0	0
SOX (lb/day)	0	0	0	0	0
PM2.5 (lb/day)	0	0	0	0	0
PM10 (lb/day)	0	0	0	0	0
CO2 (t/year)	0	0	0	0	0

HBW VMT/Emp



Reg onal Avg: 22.26

Thre hold (15% below Average): 18.92

Selected TDM

TDM	Inp t	Re lt
No TDM trateg e elected.		

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Attachment 5
AB 52 Consultation Notification Letters

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Mr. Jana Nason
Tribal Administrator
Esselen Tribe of Monterey County
P.O. Box 95
Carmel Valley, CA 93924
tribaladmin@esselentribe.org

May 9, 2024

RE: AB 52 Notification: 456 Lighthouse Avenue for Assembly Major Use

Dear Ms. Nason,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code, § 21083.1. Applicant, Samuel Pitnick, with Samuel Pitnick Architects on behalf of the property owner, 456 Lighthouse Properties LLC, is continuing the professional office and warehouse storage uses, but is adding an assembly major use that would allow private events and entertainment. The City is in the process of preparing an initial study consistent with California Environmental Quality Act. The initial study will circulate for a 30-day public review period this summer.

Project title: Assembly Major Use for 456 Lighthouse Avenue

Lead agency name and address: City of Monterey Planning Office 580 Pacific Street, Monterey, CA 93940

Contact person and phone number: Christy Sabdo, AICP, Senior Associate Planner / 831-646-3758

Project location: 456 Lighthouse Avenue (APN 001-063-017-000)

Project sponsor's name and address: City of Monterey / 580 Pacific Street / Monterey, CA

93940

General Plan designation: Commercial

Zoning: Planned Community – Lighthouse Specific Plan (PC-LH)

Description of project: The proposed project involves a change in use of an existing two story, 8,057-square-foot building with a Business (B) occupancy group designation. The City of Monterey designates the building's 4,402 square feet of existing warehouse space as a Business (B) occupancy group, which sets the occupancy of the building at 30 individuals. The proposed project would change the warehouse designation and the Business (B) occupancy group to an assembly major and professional use space and Assembly (A) occupancy group, respectively. This change would facilitate an increase in occupancy from 30 individuals to approximately 314 individuals and allow the current owner of the building to hold private events. The proposed project would also include construction of a new trash enclosure in the northwest corner parking lot and re-striping the parking lot to increase the number of parking spaces. No construction or modifications to the building or parking lot would otherwise occur.

Existing Uses	**Proposed Uses**
Professional Offices (1,684 sf)	Professional Offices (1,684 sf)
Warehouse Storage (including restrooms) (6,373 sf)	Warehouse Storage (including restrooms) (1,971 sf)
Monterey Occupancy Group (Business (B)) Occupancy (30 people)	Assembly Major – Large Group Assembly for private events and entertainment (4,402 sf)
	Monterey Occupancy Group (Assembly (A)) Occupancy (approximately 314 people)
	Amplified Music/Sound
	ABC License for private events1

Please give me a call at 831-646-3758, or email me at sabdo@monterey.org should you have any questions regarding this project.

Sincerely,

Christy Sabdo

Christy Sabdo, AICP
Senior Associate Planner

Mr. Isaac Bojorquez
Tribal Chairman
KaKoon Ta Ruk Band of Ohlone-Costanoan
Indians of Big Sur Rancheria
P.O. Box 541
Esparto, CA 95627
Ohlone_1@yahoo.com

May 9, 2024

RE: AB 52 Notification: 456 Lighthouse Avenue for Assembly Major Use

Dear Tribal Chairman Boroquez,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code, § 21083.1. Applicant, Samuel Pitnick, with Samuel Pitnick Architects on behalf of the property owner, 456 Lighthouse Properties LLC, is continuing the professional office and warehouse storage uses, but is adding an assembly major use that would allow private events and entertainment. The City is in the process of preparing an initial study consistent with California Environmental Quality Act. The initial study will circulate for a 30-day public review period this summer.

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Lead agency name and address: City of Monterey Planning Office 580 Pacific Street, Monterey, CA 93940

Contact person and phone number: Christy Sabdo, AICP, Senior Associate Planner / 831-646-3758

Project location: 456 Lighthouse Avenue (APN 001-063-017-000)

Project sponsor's name and address: City of Monterey / 580 Pacific Street / Monterey, CA 93940

General Plan designation: Commercial

Zoning: Planned Community – Lighthouse Specific Plan (PC-LH)

Description of project: The proposed project involves a change in use of an existing two story, 8,057-square-foot building with a Business (B) occupancy group designation. The City of Monterey designates the building's 4,402 square feet of existing warehouse space as a Business (B) occupancy group, which sets the occupancy of the building at 30 individuals. The proposed project would change the warehouse designation and the Business (B) occupancy group to an assembly major and professional use space and Assembly (A) occupancy group, respectively. This change would facilitate an increase in occupancy from 30 individuals to approximately 314 individuals and allow the current owner of the building to hold private events. The proposed project would also include construction of a new trash enclosure in the northwest corner parking lot and re-striping the parking lot to increase the number of parking spaces. No construction or modifications to the building or parking lot would otherwise occur.

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	Monterey Occupancy Group (Assembly (A)) Occupancy (approximately 314 people)
	Amplified Music/Sound
	ABC License for private events1

Please give me a call at 831-646-3758, or email me at sabdo@monterey.org should you have any questions regarding this project.

Sincerely,

Christy Sabdo

Christy Sabdo, AICP
Senior Associate Planner

Ms. Louise J. Miranda Ramirez
Tribal Chairwoman
Ohlone Costanoan Esselen Nation
P.O. Box 1301
Monterey, CA 93942
ramirez.louise@yahoo.com

May 9, 2024

RE: AB 52 Notification: 456 Lighthouse Avenue for Assembly Major Use

Dear Tribal Chairwoman Louise J. Miranda Ramirez,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code, § 21083.1. Applicant, Samuel Pitnick, with Samuel Pitnick Architects on behalf of the property owner, 456 Lighthouse Properties LLC, is continuing the professional office and warehouse storage uses, but is adding an assembly major use that would allow private events and entertainment. The City is in the process of preparing an initial study consistent with California Environmental Quality Act. The initial study will circulate for a 30-day public review period this summer.

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Contact person and phone number: Christy Sabdo, AICP, Senior Associate Planner / 831-646-3758

Project location: 456 Lighthouse Avenue (APN 001-063-017-000)

Project sponsor's name and address: City of Monterey / 580 Pacific Street / Monterey, CA 93940

General Plan designation: Commercial

Zoning: Planned Community – Lighthouse Specific Plan (PC-LH)

Description of project: The proposed project involves a change in use of an existing two story, 8,057-square-foot building with a Business (B) occupancy group designation. The City of Monterey designates the building's 4,402 square feet of existing warehouse space as a Business (B) occupancy group, which sets the occupancy of the building at 30 individuals. The proposed project would change the warehouse designation and the Business (B) occupancy group to an assembly major and professional use space and Assembly (A) occupancy group, respectively. This change would facilitate an increase in occupancy from 30 individuals to approximately 314 individuals and allow the current owner of the building to hold private events. The proposed project would also include construction of a new trash enclosure in the northwest corner parking lot and re-striping the parking lot to increase the number of parking spaces. No construction or modifications to the building or parking lot would otherwise occur.

Existing Uses	**Proposed Uses**
Professional Offices (1,684 sf)	Professional Offices (1,684 sf)
Warehouse Storage (including restrooms) (6,373 sf)	Warehouse Storage (including restrooms) (1,971 sf)
Monterey Occupancy Group (Business (B)) Occupancy (30 people)	Assembly Major – Large Group Assembly for private events and entertainment (4,402 sf)
	Monterey Occupancy Group (Assembly (A)) Occupancy (approximately 314 people)
	Amplified Music/Sound
	ABC License for private events1

Please give me a call at 831-646-3758, or email me at sabdo@monterey.org should you have any questions regarding this project.

Sincerely,

Christy Sabdo

Christy Sabdo, AICP
Senior Associate Planner