MONTEREY COUNTY ZONING ADMINISTRATOR

Meeting: February 9, 2012 **Time:** 1:50 p.m.	**Agenda Item No.: 5**
Project Description: Use Permit and Design Approval for the demolition of an existing 15,355 square foot agricultural processing building and the construction of a 24,655 square foot warehouse in approximately the same location. Project to also include the addition of two open-sided shade structures (approx. 5,300 square feet) to be attached to an adjacent 45,000 square foot cold storage building. Grading to consist of approximately 50 cubic yards of cut and 15 cubic yards of fill. The property is located at 11296 Blackie Road, Castroville (Assessor's Parcel Number 030-262-009-000), east of the intersection of Blackie Road and Highway 183, Castroville Community Plan.	
Project Location: 11296 Blackie Rd, Castroville	**APN:** 030-262-009-000
Planning File Number: PLN110655	**Owner:** Western Precooling Systems **Agent:** Belli Architectural Group
Planning Area: Castroville Community Plan	**Flagged and staked:** No
Zoning Designation: : Industrial	
CEQA Action: Categorically Exempt per Section 15301 (e)(2)(A) and (B)	
Department: RMA - Planning Department	

RECOMMENDATION:
Staff recommends that the Zoning Administrator adopt a resolution (**Exhibit C**) to:

1) Find the project CEQA exempt per Section 15301 (e)(2)(A) and (B)
2) Approve PLN110655, based on the findings and evidence and subject to the conditions of approval (**Exhibit C**)

PROJECT OVERVIEW:
See **Exhibit B**.

OTHER AGENCY INVOLVEMENT: The following agencies and departments reviewed this project:

√ RMA - Public Works Department
√ Environmental Health Bureau
√ Water Resources Agency
√ North County Fire Protection District
RMA - Building Department
RMA - Office of Redevelopment and Housing

Agencies that submitted comments are noted with a check mark. Conditions recommended by RMA - Public Works Department, Water Resources Agency, and the North County Fire Protection District have been incorporated into the Condition Compliance/Mitigation Monitoring and Reporting Plan attached to the draft resolution (**Exhibit C**).

The project was not referred to the Agricultural Advisory Committee as no controversial issues were expected or raised by the public. The project was not referred to the Castroville Citizens Advisory Committee as the Committee has been phased out due to Redevelopment agency budgetary reductions.

Note: The decision on this project is appealable to the Planning Commission.

Steve Mason – Assistant Planner
(831) 755-5228, masons@co.monterey.ca.us
January 24, 2012

cc: Front Counter Copy; Zoning Administrator; North County Fire Protection District; Public Works Department; Environmental Health Bureau; Water Resources Agency; Marti Noel, Housing Advisory Committee; Laura Lawrence, Planning Services Manager; Steve Mason, Project Planner; Carol Allen, Senior Secretary; Western Precooling Systems, Owner; David Peartree (Belli Architectural Group), Agent; The Open Monterey Project; LandWatch; Planning File PLN110655

Attachments:

Exhibit A	Project Data Sheet
Exhibit B	Project Discussion
Exhibit C	Draft Resolution and Conditions of Approval
Exhibit D	Site Plan, Floor Plan and Elevations Temporary Modular Bathrooms and Office
Exhibit E	Vicinity Map and Satellite Photo
Exhibit F	Technical Reports

This report was reviewed by Wanda Hickman, Planning Services Manager WPH

EXHIBIT A

Project Information for PLN110655

Project Information:

Project Name:	WESTERN PRECOOLING SYSTEMS		
Location:	11296 BLACKIE RD CASTROVILLE CA 95012		
Permit Type:	Use Permit		
Environmental Status:	Exempt	**Final Action Deadline (884):**	
Existing Structures (sf):	91059	**Coverage Allowed:**	50%
Proposed Structures (sf):	100389	**Coverage Proposed:**	30%
Total Sq. Ft.:	100389	**Height Allowed:**	50'
Tree Removal:	n/a	**Height Proposed:**	35'-8"
Water Source:	Public	**FAR Allowed:**	n/a
Water Purveyor:	Castroville Community Water Service	**FAR Proposed:**	n/a
Sewage Disposal (method):	Public	**Lot Size:**	352836
Sewer District:	Monterey Regional Water Pollution Control Age	**Grading (cubic yds.):**	65

Parcel Information:

Primary APN:	030-262-009-000	**Seismic Hazard Zone:**	VI
Applicable Plan:	North County	**Erosion Hazard Zone:**	Low,Moderate
Advisory Committee:	North County Non-Coastal Advisory Committee	**Fire Hazard Zone:**	N
Zoning:	CP	**Flood Hazard Zone:**	X (shaded)
Land Use Designation:	Industrial	**Archaeological Sensitivity:**	high
Coastal Zone:	N	**Viewshed:**	N
Fire District:	North County FPD	**Special Setbacks on Parcel:**	N

Reports on Project Parcel:

Soils Report #:	970411ZA
Biological Report #:	
Geologic Report #:	
Forest Management Rpt. #:	
Archaeological Report #:	
Traffic Report #:	LIB120017

EXHIBIT B
DISCUSSION

Project Description

Background:
The project site has accommodated various agricultural support facilities for over 50 years. Available Permit history indicates that the site was owned by Union Ice Company in 1960, with Permit B2700 (issued 6/10/1960) for an addition to a packing shed indicating that the company's ownership pre-dated this Permit for some period of time. Two mid-1960's Permits, B7042 (4/26/1965) and B7617 (3/4/1966) indicate that at least a portion of the property was also being utilized as a "labor camp" at the time. While still under the ownership of Union Ice, the site was partially leased to Associated Produce Company as early as 7/31/1964, according to Building Permit B6372, and Boggiato Packing Company as early as early as 2/10/1971, according to Use Permit PC-1022. The site plan attached to PC-1022 also indicates that at least two of the three primary buildings currently on-site, including the building slated for demolition under the current proposal, were already established. The final Permit indicating Union Ice Company ownership is dated 9/2/1976 (ZA2965), while Boggiato Packing continued to be listed as Applicant on Permits dating to 6/12/1981 (B25018). All subsequently issued Permits, from 9/17/1985 (B32199) through 1/8/1998 (ZA970411 for a "cooler addition") were applied for under the ownership of D'Arrigo Brothers, who subsequently began leasing the property to Dole in 2006. The site was purchased by Western Precooling in November 2011.

Site & Surroundings:
The project site is a triangular-shaped 8-acre parcel located at the junctions of (and surrounded on all sides by) Highway 183, Blackie Road, and Del Monte Avenue. The site is located within the Castroville Community Plan area, and is designated in said Plan as being located within an "Industrial" area.

Proposed Project:
This Use Permit and Design Approval proposes the demolition of an existing15,335 square foot refrigerated agricultural processing building to be replaced with a 24,665 SF warehouse in roughly the same location. The new warehouse building is to be used expressly for the cooling and shipping of berries. This change of commodity requires that the storage and preparation of packaging materials be conducted within a weather-protected environment, not outdoors.
The new structure will be constructed with similar colors and materials as the principal buildings on site. Two open-sided shade structures totaling approximately 5,300 SF will be added to the existing adjacent cooler building. Minor site work will be performed to match grades for reconfigured building footprint.

Project Issues

The site will be in full-production between the months of April and October from 8:00 a.m. to 2:00 a.m., with two shifts (55 employees per shift) running from 6:00 AM to 3:00 PM, and 3:00 PM. to 12:00 AM. This proposal is not considered to be an increase in intensity of use over previous operations at the site, and is expected to generate slightly fewer daily truck trips than did the recent D'Arrigo Brothers operations at the site according to 2005 figures as presented in the Traffic Impact Analysis prepared for the project **(EXHIBIT E).**

The proposed development is consistent with the historical uses of the site. A General Development Plan is not required pursuant to 21.28.030.A.2, as the site shall continue to be utilized for only one use. A General Development Plan is also waived according to the Castroville Community Plan, pursuant to "General Development Plans" guidelines (Section 5.1, pg B-41) which exempts projects outside of the designated "Opportunity Areas", and also development in excess of one acre, according to criteria as designated for "Industrial" areas.

The proposed design of the new structure is consistent with the Industrial Design Guidelines of the Castroville Community Plan (Section 8, pg. A-29). Established vegetation screens the project site from Hwy 183. The vegetation, coupled with the raised elevation of the site over the roadway, will significantly screen the structure from public view.

Environmental Review

The project is deemed CEQA Exempt per Section 15301 (e)(2)(A) and (B):

Article 19. Categorical Exemptions
15301. EXISTING FACILITIES
(e) Additions to existing structures provided that the addition will not result in an increase of more than:
(2) 10,000 square feet if:
(A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and
(B) The area in which the project is located is not environmentally sensitive.

This exemption is valid due to the fact that the additional structure will be an increase of 9,330 square feet.

An Archaeological Report Waiver has been granted by the Director of Planning (See **EXHIBIT F**)

Recommendation

Staff is recommending approval of the project as proposed.

EXHIBIT C
DRAFT RESOLUTION AND CONDITIONS OF APPROVAL

EXHIBIT C
DRAFT RESOLUTION

Before the Zoning Administrator in and for the County of Monterey, State of California

In the matter of the application of:
Western Precooling Systems (PLN110655)
RESOLUTION NO. ---
Resolution by the Monterey County Zoning Administrator:

1) Finding the project CEQA exempt per Section 15301 (e)(2)(A) and (B); and
2) Approving a Use Permit and Design Approval for the demolition of an existing 15,355 square foot agricultural processing building and the construction of a 24,655 square foot warehouse in approximately the same location. Project to also include the addition of two unenclosed shade structures (approx. 5,300 square feet) to be attached to adjacent 45,000 square foot cold storage building. Grading to consist of approximately 50 cubic yards of cut and 15 cubic yards of fill.

[PLN110655. Western Precooling Systems, 11296 Blackie Road, Castroville. Castroville Community Plan (Assessor's Parcel Number 030-262-009-000)]

The Western Precooling Systems Project application (PLN110655) came on for public hearing before the Monterey County Zoning Administrator on February 9, 2012. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Zoning Administrator finds and decides as follows:

FINDINGS

1. **FINDING:** **CONSISTENCY** – The Project, as conditioned, is consistent with the applicable plans and policies which designate this area as appropriate for development.

EVIDENCE: a) During the course of review of this application, the project has been reviewed for consistency with the text, policies, and regulations in:

- the 2010 Monterey County General Plan;
- Monterey County Zoning Ordinance (Title 21);
- Castroville Community Plan
- North County Land Use Plan

No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents.

b) The property is located at 11296 Blackie Road, Castroville (Assessor's Parcel Number 030-262-009-000), Castroville Community Plan. The parcel is zoned Industrial, which allows warehouses for the collection, packaging and distribution of agricultural and horticultural products with an approved Use Permit. Therefore, the project is an allowed land use for this site.

c) The project planner conducted a site inspection on December 14, 2011 to verify that the project on the subject parcel conforms to the plans listed above.

d) LAND USE ADVISORY COMMITTEE
The project not referred to the Agricultural Advisory Committee (AAC) for review. Based on the LUAC Procedure guidelines adopted by the Monterey County Board of Supervisors per Resolution No. 08-338, this application did not warrant referral to the LUAC because the site is not within an agricultural zoning designation (Resolution section 3.c.1.). The project was not referred to the Castroville Citizens Advisory Committee as said Committee has been disbanded as a result of the phasing out of Redevelopment Agency funding.

e) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN110655.

f)

2. **FINDING:** **SITE SUITABILITY** – The site is physically suitable for the use proposed.

EVIDENCE: a) The project has been reviewed for site suitability by the following departments and agencies: RMA - Planning Department, North County Fire Protection District, Public Works, Environmental Health Bureau, and Water Resources Agency. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Conditions recommended have been incorporated.

b) Staff conducted a site inspection on December 14, 2011 to verify that the site is suitable for this use.

c) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN110655.

3. **FINDING:** **HEALTH AND SAFETY** - The establishment, maintenance, or operation of the project applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

EVIDENCE: a) The project was reviewed by RMA - Planning Department, North County Fire Protection District, Public Works, Environmental Health Bureau, and the Water Resources Agency. The respective departments/agencies have recommended conditions, where appropriate,

to ensure that the project will not have an adverse effect on the health, safety, and welfare of persons either residing or working in the neighborhood.

b) Necessary public facilities are available. Water is to be provided by Castroville Community Water Service and sewage is to be provided by the Monterey Regional Water Pollution Control Agency

c) Preceding findings and supporting evidence for PLN110655

4. **FINDING:** **NO VIOLATIONS** - The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No violations exist on the property.

EVIDENCE:

a) Staff reviewed Monterey County RMA - Planning Department and Building Services Department records and is not aware of any violations existing on subject property.

b) Staff conducted a site inspection on December 14, 2011 and researched County records to assess if any violation exists on the subject property.

c) There are no known violations on the subject parcel.

d) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN110655.

5. **FINDING:** **CEQA (Exempt):** - The project is categorically exempt from environmental review and no unusual circumstances were identified to exist for the proposed project.

EVIDENCE:

a) CEQA GUIDELINES SECTION
California Environmental Quality Act (CEQA) Guidelines Section 15301 (e)(2)(A) and (B), categorically exempts additions to existing structures provided that the addition will not result in an increase of more than 10,000 square feet if the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan, and, the area in which the project is located is not environmentally sensitive.

b) The project proposes approximately 9,330 net additional square feet of structural coverage, and the site is not designated as "environmentally sensitive."

c) No adverse environmental effects were identified during staff review of the development application during a site visit on December 14, 2011.

6. **FINDING:** **APPEALABILITY** - The decision on this project may be appealed to the Planning Commission.

DECISION

NOW, THEREFORE, based on the above findings and evidence, the Zoning Administrator does hereby:

1. Find the project CEQA exempt per Section 15301 (e)(2)(A) and (B)

2. Approve a Use Permit for the demolition of an existing 15,355 square foot agricultural processing building and the construction of a 24,655 square foot warehouse in approximately the same location. Project to also include the addition of two unenclosed shade structures (approx. 5,300 square feet) to be attached to adjacent 45,000 square foot cold storage building. Grading to consist of approximately 50 cubic yards of cut and 15 cubic yards of fill, in general conformance with the attached sketch and subject to the attached conditions, all being attached hereto and incorporated herein by reference.

PASSED AND ADOPTED this 9th day of February, 2012

_____

Zoning Administrator

COPY OF THIS DECISION MAILED TO APPLICANT ON DATE

THIS APPLICATION IS APPEALABLE TO THE PLANNING COMMISSION

IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE SECRETARY OF THE PLANNING COMMISSION ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE [DATE]

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final.

NOTES

1. You will need a building permit and must comply with the Monterey County Building Ordinance in every respect.

   Additionally, the Zoning Ordinance provides that no building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the permit granted or until ten days after the mailing of notice of the granting of the permit by the appropriate authority, or after granting of the permit by the Board of Supervisors in the event of appeal.

   Do not start any construction or occupy any building until you have obtained the necessary permits and use clearances from the Monterey County Planning Department and Building Services Department office in Salinas.

2. This permit expires 3 years after the above date of granting thereof unless construction or use is started within this period.

Form Rev. 11-10-2011

Monterey County Planning Department

DRAFT Conditions of Approval/Mitigation Monitoring Reporting Plan

PLN110655

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: This permit was approved in accordance with County ordinances and land use regulations subject to the terms and conditions described in the project file. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of the RMA - Planning Department. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed unless additional permits are approved by the appropriate authorities. To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate responsibility to ensure that conditions and mitigation measures are properly fulfilled.
(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: The Owner/Applicant shall adhere to conditions and uses specified in the permit on an ongoing basis unless otherwise stated.

2. PD002 - NOTICE PERMIT APPROVAL

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The applicant shall record a Permit Approval Notice.
This notice to contain the Resolution Number, Name of Hearing Body, Assessor's Parcel Number, Date the permit was approved, and the statements "The permit was granted subject to 18 conditions of approval which run with the land" and "A copy of the permit is on file with the Monterey County RMA - Planning Department."
Proof of recordation of this notice shall be furnished to the Director of the RMA - Planning Department prior to issuance of building permits or commencement of the use.
(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Prior to the issuance of grading and building permits or commencement of use, the Owner/Applicant shall provide proof of recordation of this notice to the RMA - Planning Department.

3. PD004 - INDEMNIFICATION AGREEMENT

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The property owner agrees as a condition and in consideration of approval of this discretionary development permit that it will, pursuant to agreement and/or statutory provisions as applicable, including but not limited to Government Code Section 66474.9, defend, indemnify and hold harmless the County of Monterey or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees to attack, set aside, void or annul this approval, which action is brought within the time period provided for under law, including but not limited to, Government Code Section 66499.37, as applicable. The property owner will reimburse the County for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. An agreement to this effect shall be recorded upon demand of County Counsel or concurrent with the issuance of building permits, use of property, filing of the final map, whichever occurs first and as applicable. The County shall promptly notify the property owner of any such claim, action or proceeding and the County shall cooperate fully in the defense thereof. If the County fails to promptly notify the property owner of any such claim, action or proceeding or fails to cooperate fully in the defense thereof, the property owner shall not thereafter be responsible to defend, indemnify or hold the County harmless.
(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, recording of the final/parcel map, whichever occurs first and as applicable, the Owner/Applicant shall submit a signed and notarized Indemnification Agreement to the Director of RMA-Planning Department for review and signature by the County.

Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the RMA-Planning Department.

4. PD003(A) - CULTURAL RESOURCES NEGATIVE ARCHAEOLOGICAL REPORT

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: If, during the course of construction, cultural, archaeological, historical or paleontological resources are uncovered at the site (surface or subsurface resources) work shall be halted immediately within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. The Monterey County RMA - Planning Department and a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) shall be immediately contacted by the responsible individual present on-site. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for recovery.
(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: The Owner/Applicant shall adhere to this condition on an on-going basis. Stop work within 50 meters (165 feet) of uncovered resource and contact the Monterey County RMA - Planning Department and a qualified archaeologist immediately if cultural, archaeological, historical or paleontological resources are uncovered. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery.

5. WR001 - DRAINAGE PLAN

Responsible Department: Water Resources Agency

Condition/Mitigation Monitoring Measure: The applicant shall provide a drainage plan, prepared by a registered civil engineer or licensed architect, to mitigate on-site and off-site impacts from impervious surface stormwater runoff. Drainage improvements shall be constructed in accordance with plans approved by the Water Resources Agency. (Water Resources Agency)

Compliance or Monitoring Action to be Performed: Prior to issuance of any construction permit, the owner/applicant shall submit a drainage plan with the construction permit application.

The Building Services Department will route a plan set to the Water Resources Agency for review and approval.

6. FIRE023 - FIRE ALARM SYSTEM - (COMMERCIAL)

Responsible Department: Fire

Condition/Mitigation Monitoring Measure: The building(s) shall be fully protected with an approved central station, proprietary station, or remote station automatic fire alarm system as defined by NFPA Standard 72. Plans and specifications for the fire alarm system shall be submitted by a California licensed C-10 contractor and approved prior to requesting a rough sprinkler or framing inspection. (North County Fire Protection District)

Compliance or Monitoring Action to be Performed: 1. Prior to issuance of building permit, the applicant/owner shall print the text of this condition on the construction plans.

2. Prior to requesting a framing inspection, the applicant/owner shall obtain fire department approval of the fire alarm system plans.

3. Prior to requesting a final building inspection, the applicant/owner shall complete the installation of the fire alarm system, obtain fire department approval of the fire alarm acceptance test and final fire inspection.

7. FIRE008 - GATES

Responsible Department: Fire

Condition/Mitigation Monitoring Measure: All gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Gate entrances shall be at least the width of the traffic lane but in no case less than 12 feet wide. Where a one-way road with a single traffic lane provides access to a gated entrance, a 40-foot turning radius shall be used. Where gates are to be locked, the installation of a key box or other acceptable means for immediate access by emergency equipment may be required. (North County Fire Protection District)

Compliance or Monitoring Action to be Performed: 1. Prior to issuance of grading and/or building permits, the applicant/owner shall incorporate the specification of the entry gate into design and print the text of this condition as "Fire Dept. Notes" on plans.

2. Prior to requesting a final building inspection, the Applicant shall complete the installation of the entry gate and obtain fire department approval the final fire inspection.

8. FIRE011 - ADDRESSES FOR BUILDINGS

Responsible Department: Fire

Condition/Mitigation Monitoring Measure: All buildings shall be issued an address in accordance with Monterey County Ordinance No. 1241. Each occupancy, except accessory buildings, shall have its own permanently posted address. When multiple occupancies exist within a single building, each individual occupancy shall be separately identified by its own address. Letters, numbers and symbols for addresses shall be a minimum of 4-inch height, 1/2-inch stroke, contrasting with the background color of the sign, and shall be Arabic. The sign and numbers shall be reflective and made of a noncombustible material. Address signs shall be placed at each driveway entrance and at each driveway split. Address signs shall be visible and legible from both directions of travel along the road. In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter. Address signs along one-way roads shall be visible from both directions of travel. Where multiple addresses are required at a single driveway, they shall be mounted on a single sign. Where a roadway provides access solely to a single commercial occupancy, the address sign shall be placed at the nearest road intersection providing access to that site. Permanent address numbers shall be posted prior to requesting final clearance. (North County Fire Protection District)

Compliance or Monitoring Action to be Performed:

1. Prior to issuance of building permit, the applicant/owner shall incorporate specification into design and print the text of this condition as "Fire Dept. Notes" on plans.

2. Prior to requesting a final building inspection, Applicant shall install the required address signage and shall obtain fire department approval of the fire department final inspection.

9. FIRE022 - FIRE PROTECTION EQUIPMENT & SYSTEMS - FIRE SPRINKLER SYSTEM - (HAZARDOUS CONDITIONS)

Responsible Department: Fire

Condition/Mitigation Monitoring Measure: The building(s) and attached garage(s) shall be fully protected with automatic fire sprinkler system(s). Installation shall be in accordance with the applicable NFPA standard. A minimum of four (4) sets of plans for fire sprinkler systems must be submitted by a California licensed C-16 contractor and approved prior to installation. This requirement is not intended to delay issuance of a building permit. A rough sprinkler inspection must be scheduled by the installing contractor completed prior to requesting a framing inspection. Due to substandard access, or other mitigating factors, small bathroom(s) and open attached porches, carports, and similar structures shall be protected with fire sprinklers. (North County Fire Protection District)

Compliance or Monitoring Action to be Performed:

1. Prior to issuance of grading and/or building permit, the applicant/owner shall print the text of this condition as "Fire Dept. Notes" on construction plans.

2. Prior to requesting a framing inspection, the applicant/owner shall obtain fire department approval of the rough sprinkler inspection.

3. Prior to requesting a final building inspection, the applicant/owner shall complete the installation of the fire sprinkler system and obtain fire department approval of the final fire sprinkler inspection.

10. NON-STANDARD CONDITION - EMERGENCY ACCESS KEYBOX

Responsible Department: Fire

Condition/Mitigation Monitoring Measure: FIRESP01 - EMERGENCY ACCESS KEYBOX (NON-STANDARD CONDITION)
Emergency access key box ("Knox Box") shall be installed and maintained. The type and location shall be approved by the fire department. The fire department shall be notified when locks are changed so that the emergency access key box can be maintained with current keys. (North County Fire Protection District)

Compliance or Monitoring Action to be Performed:

1. Prior to issuance of the building permit, the applicant/owner shall print the text of this condition as "Fire Dept. Notes" on the construction plans.

2. Prior to requesting a final building inspection, the applicant/owner shall install the applicable emergency access device and shall obtain fire department approval of the final fire inspection.

11. NON-STANDARD CONDITION - FIRE ALARM SYSTEM - (COMMERCIAL)

Responsible Department: Fire

Condition/Mitigation Monitoring Measure: FIRESP02 - FIRE ALARM SYSTEM (COMMMERCIAL) - NON-STANDARD CONDITION
Any fire sprinkler system with 20 or more fire sprinklers shall be monitored by a station, proprietary station, or remote station automatic fire alarm system as defined by NFPA Standard 72. A fire alarm system shall be provided with audible and visual notification devices in any building with a fire sprinkler system containing more than 100 sprinklers or with more than one tenant space. Plans and specifications for the fire alarm system shall be submitted by a California licensed C-10 contractor and approved prior to requesting a rough sprinkler or framing inspection. (North County Fire Protection District)

Compliance or Monitoring Action to be Performed:

1. Prior to issuance of building permit, the the applicant/owner shall print the text of this condition as "Fire Dept. Notes" on the construction plans.

2. Prior to requesting a framing inspection, the applicant/owner shall obtain fire department approval of the fire alarm system plans.

3. Prior to requesting a final building inspection, the applicant/owner shall obtain fire department approval the fire alarm acceptance test and the final fire inspection.

12. NON-STANDARD CONDITION - HYDRANTS AND FIRE FLOW

Responsible Department: Fire

Condition/Mitigation Monitoring Measure:

FIRESP03 - HYDRANTS & FIRE FLOW (NON-STANDARD CONDITION)
Hydrants for fire protection shall be provided at locations approved by the fire code official and shall conform to the following requirements:
a. FIRE FLOW - Pursuant to California Fire Code Appendix B, the minimum fire flow requirement for square foot commercial facilities built with Type construction is gallons per minute with a residual pressure of 20 psi under normal operating conditions for a duration of hours. Fire flow for facilities protected with automatic fire sprinkler systems may be reduced to gallons per minute with a residual pressure of 20 psi under normal operating conditions for a duration of hours.
b. TIMING OF INSTALLATION - Approved fire protection water supply systems must be installed and made serviceable prior to the time of construction.
c. HYDRANT/FIRE VALVE (ADDITION) - New hydrant(s) shall be installed as determined by the fire code official.
d. HYDRANT/FIRE VALVE (LOCATION) - The hydrant or fire valve shall be 18 inches above grade, 8 feet from flammable vegetation, no closer than 4 feet nor further than 12 feet from a roadway, and in a location where fire apparatus using it will not block the roadway.
e. FIRE HYDRANTS - Hydrants shall be installed in accordance with spacing set forth in California Fire Code Appendix B and in accordance with the following specifications:
f. HYDRANT SIZE - The hydrant shall have a minimum of two (2) inch outlets NST and one (1) inch outlet NST. The riser shall be a minimum of six (6) inches and shall be wet barrel type with a coefficient of 0.9.
g. SIGNING OF WATER SOURCES - Hydrant or fire valve identification may be allowed as specified in the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988. (North County Fire Protection District)

Compliance or Monitoring Action to be Performed:

1. Prior to issuance of building permit, the applicant/owner shall print the text of this condition as "Fire Dept. Notes" on the improvement plans and/or construction plans, shall complete the installation of water system improvements and shall obtain fire department approval of the water system acceptance test.

13. NON-STANDARD CONDITION - PORTABLE FIRE EXTINGUISHERS

Responsible Department: Fire

Condition/Mitigation Monitoring Measure:

FIRESP04 - PORTABLE FIRE EXTINGUISHERS (NON-STANDARD CONDITION)
Portable fire extinguishers shall be installed and maintained in accordance with California Fire Code Chapter 9 and Title 19 California Code of Regulations. (North County Fire Protection District)

Compliance or Monitoring Action to be Performed:

1. Prior to issuance of the building permit, the applicant/owner shall print the text of this condition as "Fire Dept. Notes" on the construction plans.

2. Prior to requesting a final building inspection, the applicant/owner shall install the applicable portable fire extinguisher(s) and shall obtain fire department approval of the final fire inspection.

14. PDSP001 - TEMPORARY MODULAR RESTROOMS AND OFFICE

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The proposed temporary modular restroom and office buildings, as illustrated in EXHIBIT D, shall be removed no later than December 31, 2012, and replaced with permanent bathroom/office facilities as illustrated on the project plans no later than March 31, 2013.

Compliance or Monitoring Action to be Performed:

15. PW0043 - REGIONAL DEVELOPMENT IMPACT FEE

Responsible Department: Public Works Department

Condition/Mitigation Monitoring Measure: Prior to issuance of building permits, applicant shall pay the Regional Development Impact Fee (RDIF) pursuant to Monterey Code Chapter 12.90. The fee amount shall be determined based on the parameters adopted in the current fee schedule. (Public Works)

Compliance or Monitoring Action to be Performed: Prior to issuance of building permits, the applicant or owner shall pay Monterey County Building Services Department the traffic mitigation fee.

16. PWSP0002 - SIGNAGE (NON-STANDARD)

Responsible Department: Public Works Department

Condition/Mitigation Monitoring Measure: Install and maintain a sign to prohibit left turns at the most westerly driveway on Blackie Road out of the project site. (Public Works)

Compliance or Monitoring Action to be Performed: Owner/Applicant shall install and maintain a sign to prohibit left turns prior to commencement of use.

17. PWSP001 - Castroville Traffic (Non-Standard)

Responsible Department: Public Works Department

Condition/Mitigation Monitoring Measure: PWSP001 - CASTROVILLE TRAFFIC (NON-STANDARD CONDITION)
Applicant shall contribute a pro rata share of the cost improvements in the Castroville Community Plan. (Public Works)

Compliance or Monitoring Action to be Performed: Prior to issuance of building permits, the applicant or owner shall pay Monterey County Building Services Department the traffic mitigation fee.

18. PD014(A) LIGHTING EXTERIOR LIGHTING PLAN

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: All exterior lighting shall be unobtrusive, down-lit, harmonious with the local area, and constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. The applicant shall submit 3 copies of an exterior lighting plan which shall indicate the location, type, and wattage of all light fixtures and include catalog sheets for each fixture. The lighting shall comply with the requirements of the California Energy Code set forth in California Code of Regulations, Title 24, Part 6. The exterior lighting plan shall be subject to approval by the Director of the RMA - Planning Department, prior to the issuance of building permits. (RMA ¿ Planning Department)

Compliance or Monitoring Action to be Performed: Prior to the issuance of building permits - Submit three copies of the lighting plans to the RMA - Planning Department for review and approval. Approved lighting plans shall be incorporated into final building plans.

Prior to Occupancy/ Ongoing - The lighting shall be installed and maintained in accordance with the approved plan.

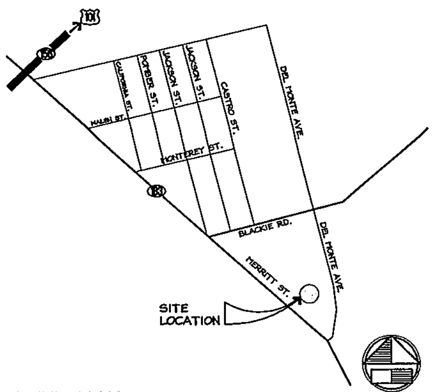
EXHIBIT D
SITE PLAN, FLOOR PLANS AND ELEVATIONS
TEMPORARY MODULAR FACILITIES

NEW WAREHOUSE BUILDING FOR:

WESTERN PRECOOLING

11296 BLACKIE ROAD
CASTROVILLE, CALIFORNIA 93906

VICINITY MAP



PROJECT TEAM

OWNER
WESTERN PRECOOLING
CONTACT: MIIKE YANEZ

ARCHITECT
BELLI ARCHITECTURAL GROUP
CONTACT: DAVID PEARTREE
PHONE: (831) 424-4620
FAX: (831) 424-4408

SHEET INDEX

T1.1 TITLE SHEET

ARCHITECTURAL

A0.1 PRELIMINARY GRADING / UTILITY PLAN
A0.2 PRELIMINARY EROSION CONTROL PLAN
A1.1 SITE PLAN
A2.1 FLOOR PLAN
A4.1 EXTERIOR ELEVATIONS
A7.1 BUILDING SECTIONS

L1.0 LANDSCAPE PLAN

SYMBOLS

COLUMN LINE

GRID LINES — FOR SURVEYOR'S GRID, MODULE GRID, ETC.

DOOR SYMBOLS — DOOR MARK; HARDWARE GROUP

WINDOW TYPE

LOUVER TYPE — SKIP LETTERS "I" AND "O"

EQUIPMENT TYPE — TYPE OF EQUIPMENT; X=X-RAY; F=FOOD SERVICE EQUIPMENT LIST

REVISIONS — CLOUD AROUND REVISION OPTIONAL

MATCH LINE — SHADED PORTION IS THE SIDE CONSIDERED

WORK POINT, CONTROL POINT OR DATUM POINT

BUILDING SECTION — SECTION IDENTIFICATION; DRAWING SHEET WHERE SECTION IS DRAWN

DETAIL — DETAIL NUMBER; DRAWING SHEET WHERE DETAIL IS DRAWN

INTERIOR ELEVATION — ELEVATION IDENTIFICATION (ELEVATIONS UNFOLD CLOCKWISE NO ARROW INDICATES NO ELEVATION SHOWN.); DRAWING SHEET WHERE ELEVATION IS DRAWN

—x—x—	CHAIN LINK FENCE
DIM.	DIMENSION TO F.O.S.
DIM.	DIMENSION TO ℄
DIM.	CLEAR DIM.
40.5	NEW FINISH GRADE (DRAWN @ 45)
34.6	EXISTING GRADE (SHOWN HORIZONTALLY)
85	NEW OR FINISHED CONTOURS
81	EXISTING CONTOUR
T.W.16.0	TOP OF WALL
T.C.16.1	TOP OF CURB
T.P. 12.6	TOP OF PAVEMENT
INV. 75.2	INVERT
T.G. 90.0	TOP OF GRATE
F.L. 94.5	FLOW LINE
----	PROPERTY LINE
——	SWALE
→	GENERAL DIRECTION SURFACE DRAINAGE
— S —	SANITARY SEWER
— W —	WATER LINE

ABBREVIATIONS

&	AND	HR.	HOUR
L	ANGLE	HGT.	HEIGHT
@	AT	I.B.C.	INSTALLED BY CONTRACTOR
℄	CENTERLINE	I.D.	INSIDE DIAMETER (DIM)
Φ	DIAMETER OR ROUND	I.M.P.	INSULATED METAL PANEL
⊥	PERPENDICULAR	IN.	INCH
#	POUND OR NUMBER	INSUL.	INSULATION
(E)	EXISTING	INT.	INTERIOR
(N)	NEW	JT.	JOINT
		LAM.	LAMINATE
		LAV.	LAVATORY
		LT.	LIGHT
ARCH.	ARCHITECTURAL		
ASPH.	ASPHALT	MAX.	MAXIMUM
BD.	BOARD	MECH.	MECHANICAL
BLDG.	BUILDING	MET.	METAL
BLK.	BLOCK	MFR.	MANUFACTURER
BLKG	BLOCKING	MIN.	MINIMUM
BM.	BEAM	MISC.	MISCELLANEOUS
BOT.	BOTTOM	MTD.	MOUNTED
BTWN.	BETWEEN		
CEM.	CEMENT		
C.I.	CAST IRON	N.	NORTH
C.J.	CONSTRUCTION JOINT	N.I.C.	NOT IN CONTRACT
CLG.	CEILING	NO. OR #	NUMBER
CLR.	CLEAR	N.T.S.	NOT TO SCALE
C.M.U.	CONCRETE MASONRY UNIT		
COL.	COLUMN		
CONC.	CONCRETE	O.C.	ON CENTER
CONT.	CONTINUOUS	OPNG.	OPENING
CTR.	CENTER		
DBL.	DOUBLE		
DEPT.	DEPARTMENT	PRCST.	PRECAST
DET.	DETAIL	PL.	PLATE
DIA.	DIAMETER	P. LAM.	PLASTIC LAMINATE
DIM.	DIMENSION	PLYWD.	PLYWOOD
DN.	DOWN	P.S.I.	POUNDS PER SQUARE INCH
DR.	DOOR	PR.	PAIR
DS.	DOWNSPOUT	PT.	POINT
DWG.	DRAWING	RAD.	RADIUS
E.	EAST	R.D.	ROOF DRAIN
EA.	EACH	REINF.	REINFORCED
E.J.	EXPANSION JOINT	REQ.	REQUIRED
EL.	ELEVATION	RESIL.	RESILIENT
ELEC.	ELECTRICAL	RM.	ROOM
ELEV.	ELEVATOR	R.O.	ROUGH OPENING
EMER.	EMERGENCY		
EQ.	EQUAL		
EXIST.	EXISTING	S	SOUTH
EXT.	EXTERIOR	SCHED.	SCHEDULE
F.A.	FIRE ALARM	SECT.	SECTION
F.D.	FLOOR DRAIN	SHT.	SHEET
F.E.	FIRE EXTINGUISHER	SIM.	SIMILAR
F.E.C	FIRE EXTINGUISHER CABINET	SPEC.	SPECIFICATION
FIN.	FINISH	SQ.	SQUARE
FL.	FLOOR	STD.	STANDARD
F.O.C	FACE OF CONCRETE	STL.	STEEL
F.O.F	FACE OF FINISH		
F.O.M.	FACE OF MASONRY		
F.O.S.	FACE OF STRUCTURE	T.C.	TOP OF CURB
FT.	FOOT OR FEET	TYP.	TYPICAL
FTG.	FOOTING		
GA.	GAUGE		
GALV.	GALVANIZED	U.O.N.	UNLESS OTHERWISE NOTED
GL.	GLASS		
GYP.	GYPSUM		
H.C.	HOLLOW CORE	VERT.	VERTICAL
HDR.	HEADER	VEST.	VESTIBULE
HDWD.	HARDWOOD		
HDWE.	HARDWARE		
H.M.	HOLLOW METAL	W/	WITH
HORIZ.	HORIZONTAL	W.C.	WATER CLOSET
		W/O	WITHOUT

FIRE NOTES

SPECIAL INSPECTIONS

GENERAL NOTES

1. CONTRACTOR SHALL BECOME COMPLETELY FAMILIAR WITH THE CONSTRUCTION DOCUMENTS PRIOR TO STARTING CONSTRUCTION.
2. THE ARCHITECT SHALL BE NOTIFIED OF ANY OMISSIONS OR DISCREPANCIES IN THE WORKING DRAWINGS AND/OR SPECIFICATIONS BEFORE PROCEEDING WITH ANY WORK SO INVOLVED.
3. ALL DIMENSIONS TAKE PRECEDENCE OVER SCALE SHOWN ON THE PLANS, SECTIONS AND DETAILS.
4. SPECIFIC DETAILS AND NOTES TAKE PRECEDENCE OVER STRUCTURAL AND TYPICAL DETAILS.
5. WHERE SPECIFIC DETAILS ARE NOT PROVIDED, CONSTRUCTION CAN FOLLOW DETAILS FOR SIMILAR CONDITIONS, UNLESS CONFLICT OCCURS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN INSTALLATION AND MAINTENANCE OF ALL BRACING AND SHORING REQUIRED DURING CONSTRUCTION UNTIL ALL CONSTRUCTION IS FINALIZED.
7. THE CONTRACTOR SHALL PERIODICALLY REMOVE DEBRIS AND CLEAN THE AREA WHERE THEY ARE WORKING.
8. THE CONTRACTOR SHALL TURN OVER TO THE OWNER A CLEAN AND COMPLETE JOB. ANY WORK NOT SPECIFICALLY CALLED FOR OR SPECIFIED, BUT NECESSARY TO COMPLY WITH THE INTENT OF QUALITY AND COMPLETENESS SHALL BE PERFORMED AS PART OF THIS PROJECT.
9. FIRE EXTINGUISHERS SHALL BE INSTALLED PER UNIFORM FIRE CODE STANDARDS.
10. ALL GYP. BD. SHALL BE 5/8" U.O.N.
11. EXTRA EXIT SIGNS MAY BE REQUIRED DURING FINAL INSPECTION. EXACT LOCATION OF EXIT SIGNS MAY BE ALTERED DURING FINAL INSPECTION

CODES: 2010 CBC - CALIFORNIA BUILDING CODE
2010 CPC - CALIFORNIA PLUMBING CODE
2010 CMC - CALIFORNIA MECHANICAL CODE
2010 CEC - CALIFORNIA ELECTRICAL CODE
2010 CFC - CALIFORNIA FIRE CODE
2010 NFPA STANDARDS
2010 TITLE 24 ENERGY

PROJECT DATA

AP NUMBER: 030-262-009
PROJECT ADDRESS: 11296 BLACKIE ROAD, CASTROVILLE, CALIFORNIA
OWNER: WESTERN PRECOOLING, 43990 FREMONT BLVD. FREMONT, CALIFORNIA 94538
ZONING: H.I.-Z
(N) OCCUPANCY GROUP: S-1
CONSTRUCTION TYPE: TYPE II - B, SPRINKLERED
NUMBER OF STORIES: 1 STORY
CURRENT USE: REFRIGERATED PROCESSING BUILDING
PROPOSED USE: WAREHOUSE
SCOPE OF WORK: DEMO (E) 15,335 S.F. PROCESSING BUILDING AND REPLACE WITH A 24,665 S.F. WAREHOUSE IN ROUGHLY THE SAME LOCATION. ADD (2) UNENCLOSED SHADE STRUCTURES TOTALING APPROXIMATELY 5,500 S.F. MINOR SITE WORK TO BE PERFORMED TO MATCH GRADES FOR (N) EXPANDED BUILDING FOOTPRINT.

PROPOSED PARKING: 81 STALLS PROVIDED INCLUDING 2 ACCESSIBLE STALLS.
LOT AREA: 352,836 S.F. (8.1 ACRES)
ALLOWABLE FLOOR AREA RATIO: MAX: 50% - 50% x 352,836 S.F. = 176,418 S.F. MAX. ALLOWABLE
PROPOSED: 30% - (100,369 / 352,836 = 0.28)
LOT COVERAGE RATIO: PROPOSED: 30% - (100,369 / 352,836 = 0.28)
LANDSCAPE REQUIREMENT: REFER TO LANDSCAPE PLAN L1.0
IMPERVIOUS COVERAGE BUILDING: PROPOSED: 30% - (100,369 / 352,836 = 0.28)
IMPERVIOUS COVERAGE SITE: PROPOSED: 96.5%, 340,502 SQ.FT. - (352,836-12,334 = 340,502)

BUILDING LIMITATIONS

BUILDING AREA	OCC.	CONST. TYPE	ALLOWABLE AREA TABLE 503 OF CBC	ALLOWABLE STORIES	ALLOWABLE AREA INCREASE C.B.C.-506.3
	S-1, B	TYPE IIB	17,500	2	300% - 1 FLOOR-SPRINKLERED
	(D)	TOTAL ALLOWABLE AREA = 17,500 x 300% = 52,500 SQ.FT. ACTUAL BUILDING AREA = 24,665 SQ.FT. ACTUAL BUILDING AREA / ALLOWABLE AREA = 46.98%			

DEFERRED APPROVALS

DEFERRED SUBMITTALS PER C.B.C. 107.3.4.2
SUBMIT ALL DEFERRED SUBMITTAL DOCUMENTS TO THE ARCHITECT FOR REVIEW. MAKE SUBMITTAL TO THE BUILDING OFFICIAL ONLY AFTER THE CHANGES REQUESTED BY THE ARCHITECT HAVE BEEN COMPLETED AND THE ARCHITECT HAS INDICATED THAT THE DEFERRED SUBMITTAL GENERALLY COMPLIES WITH THE CONTRACT DOCUMENTS. ALLOW FOR ARCHITECTS REVIEW TIME IN PROJECT SCHEDULE AS WELL AS CONTRACTOR REVISION TIME AND REVIEW TIME BY BUILDING OFFICIAL. THE DEFERRED ITEMS SHALL NOT BE INSTALLED UNTIL THEIR DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.

1) FIRE SPRINKLER SYSTEM
   A) PROVIDE AN AUTOMATIC FIRE SPRINKLER SYSTEM DESIGNED FOR AN "ORDINARY HAZARD GROUP 2" AS REQUIRED FOR THE SPECIFIC AREA PER THE LATEST EDITION OF NFPA.
   B) DO NOT BEGIN INSTALLATION OF THE FIRE PROTECTION SYSTEM UNTIL SYSTEM DESIGN HAS BEEN APPROVED BY THE FIRE MARSHAL.
   C) TEST THE SYSTEM AT VARIOUS STAGES AND UPON COMPLETION IN THE PRESENCE OF THE FIRE MARSHAL.
   D) INSTALL FIRE SPRINKLERS IN COMPLIANCE WITH C.B.C. 903
2) FIRE ALARM SYSTEM
   A) PROVIDE A FIRE ALARM AND DETECTION SYSTEM CONNECTED TO THE FIRE SPRINKLER SYSTEM.
   B) PROVIDE A FIRE ALARM SYSTEM IN COMPLIANCE WITH NFPA STANDARD 72.
   C) PROVIDE A FIRE ALARM SYSTEM THAT IS AUDIBLE THROUGHOUT THE BUILDING.
   D) PROVIDE A FIRE ALARM SYSTEM THAT IS MONITORED BY AN APPROVED CENTRAL STATION. COORDINATE W/ ELECTRICAL ENGINEER FOR FIRE ALARM CONTROL PANEL.
   E) FIRE ALARM PLANS MUST BE APPROVED BY THE FIRE DEPARTMENT PRIOR TO INSTALLATION.
3) UNDERGROUND FIRE SERVICES
4) STAIRS, HANDRAILS & GUARDRAILS
   A) STRUCTURAL SUPPORTS IN WALLS SHALL BE A PART OF THIS DRAWING PACKAGE
5) SIGNAGE INCLUDING ALL SITE & BUILDING ACCESSIBILITY SIGNAGE

REVISIONS	DATE	BY	DESCRIPTION
	01/03/12	DNP	USE PERMIT SUBMITTAL

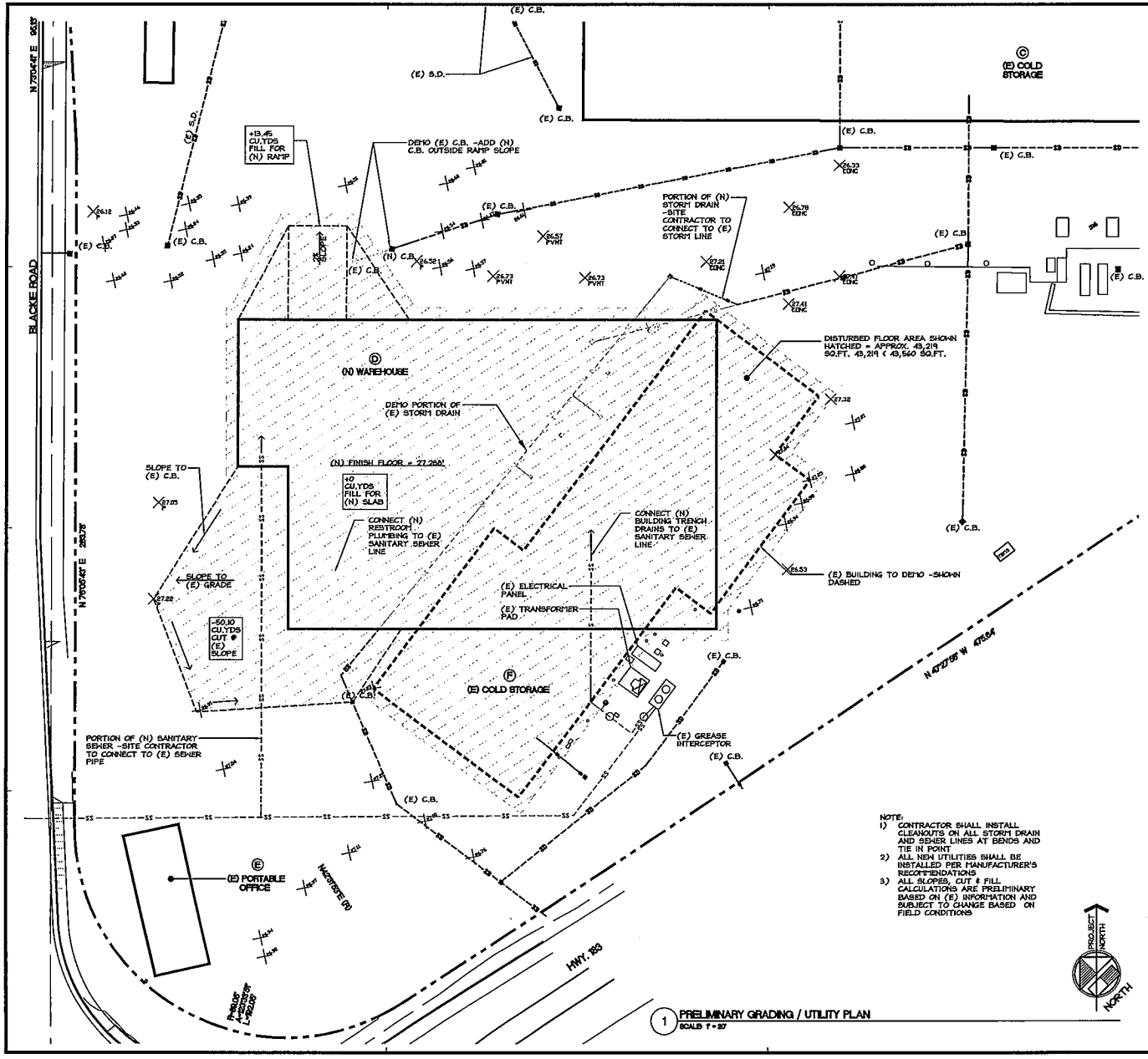
LICENSED ARCHITECT
C-18071
Exp. 6/30/13
STATE OF CALIFORNIA

Belli Architectural Group
313 Salinas Street
Phone (831) 424-4620
Salinas, California
Fax (831) 424-4408

SSB CONSTRUCTION

TITLE SHEET
WAREHOUSE CONVERSION/EXPANSION FOR:
WESTERN PRECOOLING
11296 BLACKIE ROAD
CASTROVILLE, CA. 95012

DATE 12/01/11
SCALE NONE
DRAWN CJ
JOB 11064
SHEET T1.1
OF SHEETS



1 PRELIMINARY GRADING / UTILITY PLAN
SCALE: 1" = 20'

LEGEND

- PROPERTY LINES OF PROJECT WITHIN SCOPE OF WORK
- AREA OF (E) BUILDING TO DEMO
- (E) STORM DRAIN LINE (APPROXIMATE LOCATIONS SHOWN)
- (N) STORM DRAIN LINE (APPROXIMATE LOCATIONS SHOWN)
- (E) STORM DRAIN LINE TO DEMO (APPROXIMATE LOCATIONS SHOWN)
- (E) SANITARY SEWER LINE (APPROXIMATE LOCATIONS SHOWN)
- (N) SANITARY SEWER LINE (APPROXIMATE LOCATIONS SHOWN)
- ARE OF DISTURBANCE INCLUDED IN SCOPE OF WORK

- ⊕(E) C.B. EXISTING CATCH BASIN
- ⊕(N) C.B. NEW CATCH BASIN
- ⊕(D) C.B. DEMO CATCH BASIN

GRADING CALCULATION

FILL = 13.45 CUBIC YARDS
CUT = 50.10 CUBIC YARDS
= 36.65 CUBIC YARDS EXPORT

NOTE:
1) CONTRACTOR SHALL INSTALL CLEANOUTS ON ALL STORM DRAIN AND SEWER LINES AT BENDS AND TIE IN POINT
2) ALL NEW UTILITIES SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS
3) ALL SLOPES, CUT & FILL CALCULATIONS ARE PRELIMINARY BASED ON (E) INFORMATION AND SUBJECT TO CHANGE BASED ON FIELD CONDITIONS

REVISIONS	DATE	BY	DESCRIPTION
	06/13	DNP	USE PERMIT SUBMITTAL

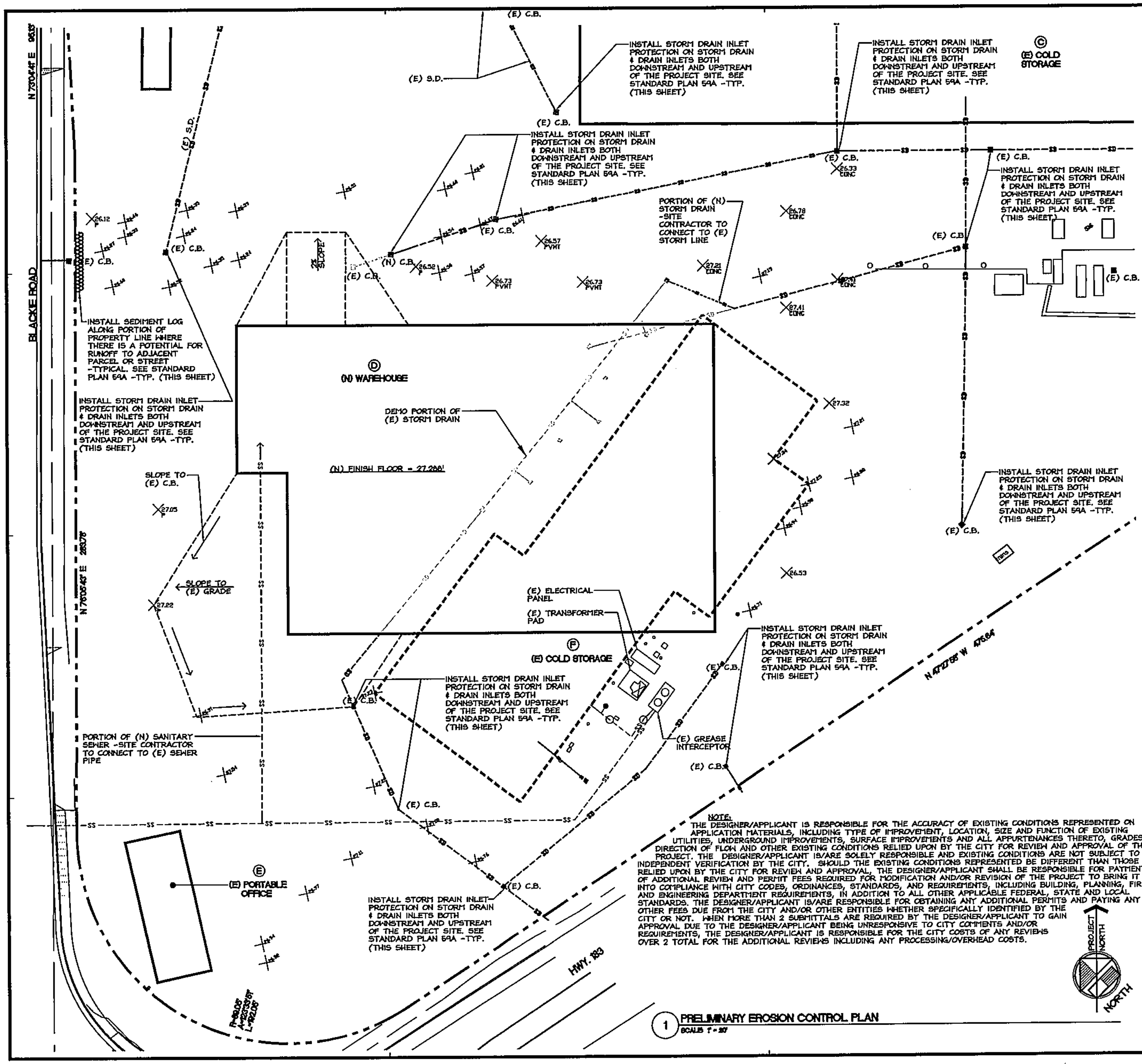
LICENSED ARCHITECT RICHARD LEVI BELLI C-18071 Exp. 6/30/13 STATE OF CALIFORNIA

Belli Architectural Group
313 Salinas Street Salinas, California
Phone (831) 424-4620 Fax (831) 424-4408
architecture@belli.com

SSB CONSTRUCTION

PRELIM. GRADING/ UTILITY PLAN
WAREHOUSE CONVERSION/EXPANSION FOR:
WESTERN PRECOOLING
1296 BLACKE ROAD
CASTROVILLE, CA. 95012

DATE	12/01/11
SCALE	1" = 20'
DRAWN	C.J.
JOB	1106.4
SHEET	A0.1
OF	SHEETS



NOTE:
THE DESIGNER/APPLICANT IS RESPONSIBLE FOR THE ACCURACY OF EXISTING CONDITIONS REPRESENTED ON APPLICATION MATERIALS, INCLUDING TYPE OF IMPROVEMENT, LOCATION, SIZE AND FUNCTION OF EXISTING UTILITIES, UNDERGROUND IMPROVEMENTS, SURFACE IMPROVEMENTS AND ALL APPURTENANCES THERETO, GRADES, DIRECTION OF FLOW AND OTHER EXISTING CONDITIONS RELIED UPON BY THE CITY FOR REVIEW AND APPROVAL OF THIS PROJECT. THE DESIGNER/APPLICANT IS/ARE SOLELY RESPONSIBLE AND EXISTING CONDITIONS ARE NOT SUBJECT TO INDEPENDENT VERIFICATION BY THE CITY. SHOULD THE EXISTING CONDITIONS REPRESENTED BE DIFFERENT THAN THOSE RELIED UPON BY THE CITY FOR REVIEW AND APPROVAL, THE DESIGNER/APPLICANT SHALL BE RESPONSIBLE FOR PAYMENT OF ADDITIONAL REVIEW AND PERMIT FEES REQUIRED FOR MODIFICATION AND/OR REVISION OF THE PROJECT TO BRING IT INTO COMPLIANCE WITH CITY CODES, ORDINANCES, STANDARDS, AND REQUIREMENTS, INCLUDING BUILDING, PLANNING, FIRE AND ENGINEERING DEPARTMENT REQUIREMENTS, IN ADDITION TO ALL OTHER APPLICABLE FEDERAL, STATE AND LOCAL STANDARDS. THE DESIGNER/APPLICANT IS/ARE RESPONSIBLE FOR OBTAINING ANY ADDITIONAL PERMITS AND PAYING ANY OTHER FEES DUE FROM THE CITY AND/OR OTHER ENTITIES WHETHER SPECIFICALLY IDENTIFIED BY THE CITY OR NOT. WHEN MORE THAN 2 SUBMITTALS ARE REQUIRED BY THE DESIGNER/APPLICANT TO GAIN APPROVAL DUE TO THE DESIGNER/APPLICANT BEING UNRESPONSIVE TO CITY COMMENTS AND/OR REQUIREMENTS, THE DESIGNER/APPLICANT IS RESPONSIBLE FOR THE CITY COSTS OF ANY REVIEWS OVER 2 TOTAL FOR THE ADDITIONAL REVIEWS INCLUDING ANY PROCESSING/OVERHEAD COSTS.

1 PRELIMINARY EROSION CONTROL PLAN
SCALE: 1" = 20'

GENERAL NOTES

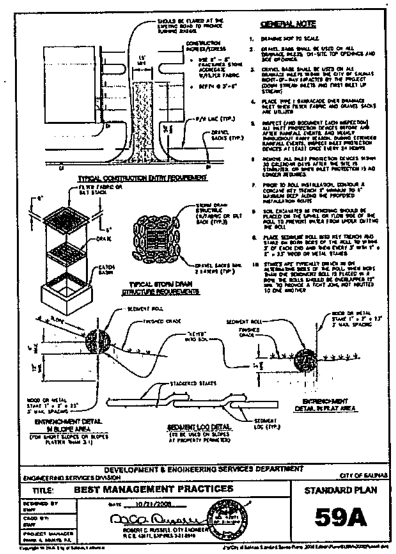
1. VEHICLE WASH AREAS SHALL BE LIMITED TO CONTAINED SPACES.
2. CONTRACTOR SHALL INCORPORATE ALL EROSION CONTROL MEASURES PER THIS PLAN

EROSION CONTROL NOTES

1. IF GRADING OPERATIONS SHALL BE CONDUCTED DURING THE RAINY SEASON (OCTOBER 15TH - APRIL 15TH) THE CONTRACTOR SHALL UPON CLEAR DEMONSTRATION, TO THE SATISFACTION OF THE CITY ENGINEER, PROVE THAT ADEQUATE SITE EROSION CONTROL MEASURES ARE TO BE TAKEN TO MINIMIZE RISK OF INCREASED EROSION AND SEDIMENT DISCHARGE FROM THE SITE.
2. SHOULD GRADING BE PERMITTED DURING THE RAINY SEASON, THE SMALLEST PRACTICABLE AREA OF ERODIBLE LAND SHALL BE EXPOSED AT ANY ONE TIME DURING GRADING OPERATION AND THE TIME OF EXPOSURE SHALL BE MINIMIZED.
3. NATURAL FEATURES, INCLUDING VEGETATION, TERRAIN, WATERCOURSES AND SIMILAR RESOURCES SHALL BE PRESERVED WHEREVER POSSIBLE.
4. PERMANENT VEGETATION AND STRUCTURES FOR EROSION AND SEDIMENT CONTROL SHALL BE INSTALLED PRIOR TO OCTOBER 15TH. A LONG TERM MAINTENANCE SCHEDULE SHALL BE IN PLACE.
5. RUNOFF SHALL NOT BE DISCHARGED FROM THE SITE IN QUANTITIES OR AT VELOCITIES SUBSTANTIALLY ABOVE THOSE WHICH OCCURRED BEFORE GRADING EXCEPT INTO DRAINAGE FACILITIES WHOSE DESIGN HAS BEEN SPECIFICALLY APPROVED BY THE CITY ENGINEER.
6. CONTRACTOR SHALL IMPLEMENT BMPS TO ENSURE THAT VEHICLES DO NOT TRACK OR SPILL EARTH MATERIALS INTO PUBLIC STREETS AND SHALL IMMEDIATELY REMOVE SUCH MATERIALS IF THIS OCCURS.
7. SHOULD INCREASED EROSION OR SEDIMENT DISCHARGE OCCUR OR BECOME IMMINENT, CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO CONTROL SUCH DISCHARGE. SUCH STEPS MAY INCLUDE CONSTRUCTION OF ADDITIONAL FACILITIES OR REMOVAL OR ALTERATION OF FACILITIES REQUIRED BY APPROVED EROSION AND SEDIMENT CONTROL PLANS. FACILITIES REMOVED OR ALTERED SHALL BE RESTORED AS SOON AS POSSIBLE AFTERWARD OR APPROPRIATE CHANGES IN THE PLAN SHALL BE IMMEDIATELY IMPLEMENTED. CONTRACTOR SHALL TAKE PROMPT ACTION TO RESOLVE EMERGENCY PROBLEMS.
8. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO PREVENT AIRBORNE DUST FROM BECOMING A NUISANCE TO NEIGHBORING PROPERTIES. THE CONTRACTOR SHALL CONFORM TO THE STANDARDS FOR DUST-CONTROL AS ESTABLISHED BY THE MONTEREY BAY UNIFIED AIR POLLUTION CONTROL DISTRICT. DUST CONTROL MEASURES TO BE IMPLEMENTED INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:

A) PROVIDE EQUIPMENT AND MANPOWER REQUIRED FOR WATERING ALL EXPOSED OR DISTURBED EARTH. SUFFICIENT WATERING TO CONTROL DUST IS REQUIRED AT ALL TIMES.
B) COVER STOCKPILES OF DEBRIS, SOIL, OR OTHER MATERIALS WHICH MAY CONTRIBUTE TO AIRBORNE DUST.
C) KEEP CONSTRUCTION AREAS AND ADJACENT STREET FREE OF MUD AND DUST.
D) LANDSCAPE, SEED, OR COVER PORTIONS OF THE SITE AS SOON AS CONSTRUCTION IS COMPLETE.

THE CONTRACTOR SHALL ASSUME LIABILITY FOR CLAIMS RELATED TO WIND BLOWN MATERIAL. IF THE DUST CONTROL IS INADEQUATE AS DETERMINED BY THE CITY ENGINEER, THE CONSTRUCTION WORK SHALL BE TERMINATED UNTIL CORRECTIVE MEASURES ARE TAKEN.



DEVELOPMENT & ENGINEERING SERVICES DEPARTMENT — CITY OF SALINAS
TITLE: BEST MANAGEMENT PRACTICES
STANDARD PLAN 59A

REVISIONS	DATE	BY	DESCRIPTION
	01/03/12	DNP	USE PERMIT SUBMITTAL

LICENSED ARCHITECT C-18071 Exp. 6/30/13 STATE OF CALIFORNIA

Belli Architectural Group
313 Salinas Street, Salinas, California
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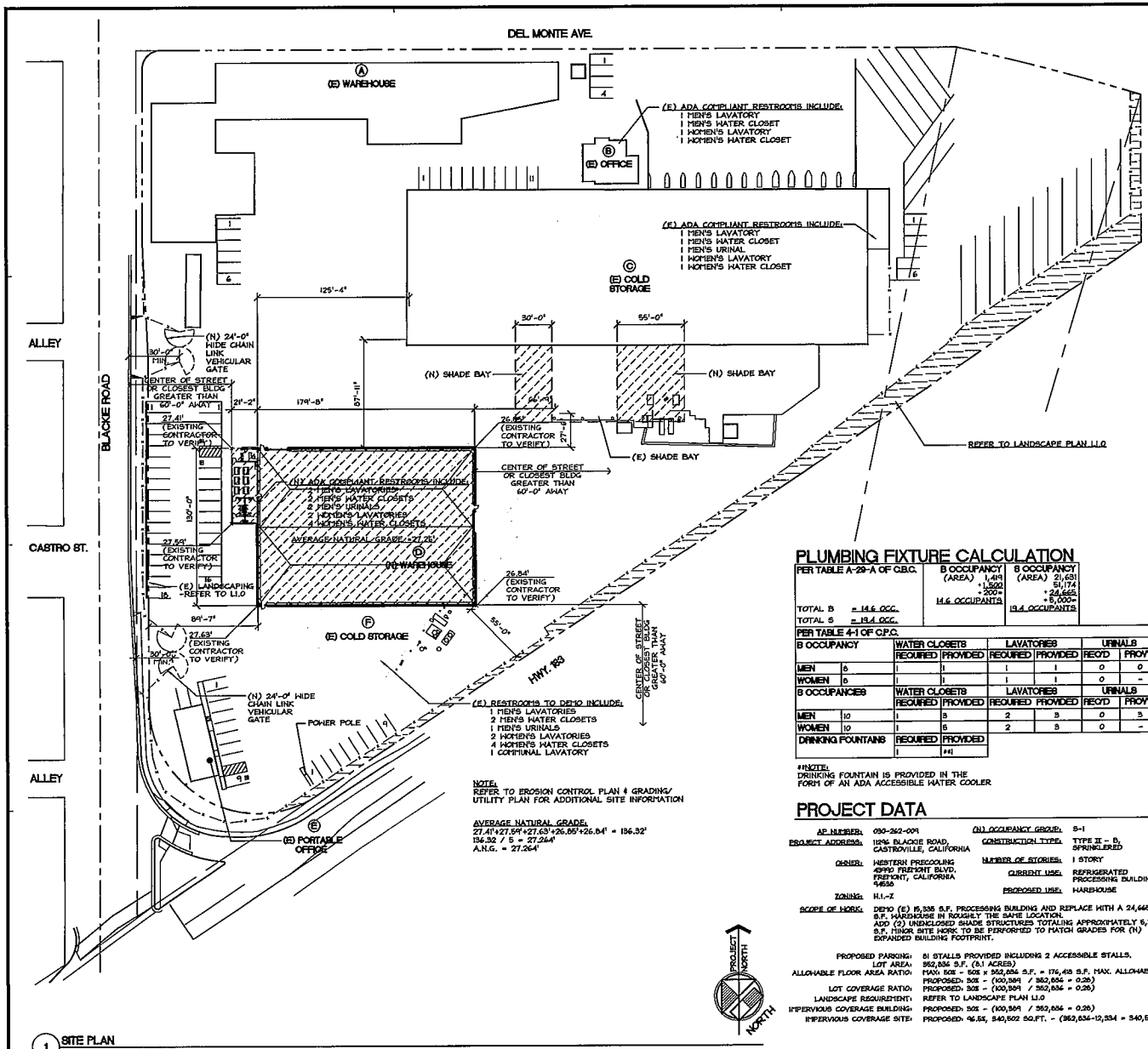
SSB CONSTRUCTION

PRELIM. EROSION CONTROL PLAN
WAREHOUSE CONVERSION/EXPANSION FOR:
WESTERN PRECOOLING
11296 BLACKIE ROAD
CASTROVILLE, CA. 95012

DATE: 12/01/11
SCALE: 1" = 20'
DRAWN: C.J.
JOB: 11064
SHEET: A0.2



1 SITE PLAN
SCALE 1" = 40'

NOTE:
REFER TO EROSION CONTROL PLAN & GRADING/ UTILITY PLAN FOR ADDITIONAL SITE INFORMATION

AVERAGE NATURAL GRADE:
27.41'+27.59'+27.63'+26.85'+26.84' = 136.32'
136.32 / 5 = 27.264'
A.N.G. = 27.26'

PLUMBING FIXTURE CALCULATION

PER TABLE A-29-A OF C.B.C.	B OCCUPANCY (AREA) 1,419 + 1,500 - 200 =	14.6 OCCUPANTS	B OCCUPANCY (AREA) 21,631 51,174 + 24,665 = 5,000 =	19.4 OCCUPANTS
TOTAL B = 14.6 OCC.				
TOTAL S = 19.4 OCC.				

PER TABLE 4-1 OF C.P.C.

B OCCUPANCY		WATER CLOSETS		LAVATORIES		URINALS	
		REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQ'D	PROV'D
MEN	5	1	1	1	1	0	0
WOMEN	5	1	1	1	1	0	-

B OCCUPANCIES		WATER CLOSETS		LAVATORIES		URINALS	
		REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQ'D	PROV'D
MEN	10	1	3	2	3	0	3
WOMEN	10	1	6	2	3	0	-

DRINKING FOUNTAINS	REQUIRED	PROVIDED
	1	#1

#NOTE:
DRINKING FOUNTAIN IS PROVIDED IN THE FORM OF AN ADA ACCESSIBLE WATER COOLER

PROJECT DATA

AP NUMBER:	030-262-009	(N) OCCUPANCY GROUP:	S-1
PROJECT ADDRESS:	11296 BLACKIE ROAD, CASTROVILLE, CALIFORNIA	CONSTRUCTION TYPE:	TYPE II - B, SPRINKLERED
OWNER:	WESTERN PRECOOLING 45990 FREMONT BLVD. FREMONT, CALIFORNIA 94538	NUMBER OF STORIES:	1 STORY
		CURRENT USE:	REFRIGERATED PROCESSING BUILDING
ZONING:	M.1.-Z	PROPOSED USE:	WAREHOUSE

SCOPE OF WORK: DEMO (E) 15,335 S.F. PROCESSING BUILDING AND REPLACE WITH A 24,665 S.F. WAREHOUSE IN ROUGHLY THE SAME LOCATION. ADD (2) UNENCLOSED SHADE STRUCTURES TOTALING APPROXIMATELY 6,300 S.F. MINOR SITE WORK TO BE PERFORMED TO MATCH GRADES FOR (N) EXPANDED BUILDING FOOTPRINT.

PROPOSED PARKING:	81 STALLS PROVIDED INCLUDING 2 ACCESSIBLE STALLS.
LOT AREA:	352,836 S.F. (8.1 ACRES)
ALLOWABLE FLOOR AREA RATIO:	MAX: 50% = 50% x 352,836 S.F. = 176,418 S.F. MAX. ALLOWABLE
	PROPOSED: 30% = (100,389 / 352,836 = 0.28)
LOT COVERAGE RATIO:	PROPOSED: 30% = (100,389 / 352,836 = 0.28)
LANDSCAPE REQUIREMENT:	REFER TO LANDSCAPE PLAN L1.0
IMPERVIOUS COVERAGE BUILDING:	PROPOSED: 30% = (100,389 / 352,836 = 0.28)
IMPERVIOUS COVERAGE SITE:	PROPOSED: 46.55, 340,502 SQ.FT. = (352,836-12,334 = 340,502)

GENERAL NOTES:

1. PATH OF TRAVEL (P.O.T.) AS INDICATED IS A BARRIER FREE ACCESS W/OUT ANY ABRUPT VERTICAL CHANGES EXCEEDING 1/2" @ 1:2 MAX. SLOPE, EXCEPT THAT LEVEL CHANGES DO NOT EXCEED 1/4" VERTICAL. MAX. CROSS SLOPE 2% TYPICAL. THE CONTRACTOR SHALL VERIFY THAT ALL BARRIERS ON THE INDICATED PATH OF TRAVEL HAVE BEEN REMOVED PER C.B.C. 1338.7.
2. THE INTENT OF THESE DRAWINGS AND SPECIFICATIONS IS THAT THE WORK OF THE ALTERATION, REHABILITATION OR RECONSTRUCTION IS TO BE IN ACCORDANCE WITH TITLE 24, CALIFORNIA CODE OF REGULATIONS. SHOULD ANY EXISTING CONDITIONS SUCH AS DETERIORATION OR NONCOMPLYING CONSTRUCTION BE DISCOVERED WHICH IS NOT COVERED BY THE CONTRACT DOCUMENTS WHEREIN THE FINISHED WORK WILL NOT COMPLY WITH TITLE 24, CALIFORNIA CODE OF REGULATIONS, A CHANGE ORDER, OR A SEPARATE SET OF PLANS AND SPECIFICATIONS, DETAILING AND SPECIFYING THE REQUIRED WORK SHALL BE SUBMITTED TO AND APPROVED BY THE OFFICE BEFORE PROCEEDING WITH THE WORK.
3. PATH OF TRAVEL SHALL BE SLIP RESISTANT WITH MAX. CROSS-SLOPE 2 % (TYP), VERIFY ALL SPOT ELEVATIONS.
4. REFER TO THE PARKING LOT CALCULATION BELOW FOR NUMBER OF SPACES REQUIRED & PROVIDED. PROVIDED ARE ACCESSIBLE STALLS INCLUDING VAN SPACE, WHICH SATISFY THE TOTAL ACCESSIBLE STALL RATIO.
5. (N) ONSITE UTILITY WORK SHOWN IN MECHANICAL, ELECTRICAL & PLUMBING DRAWINGS.
6. VERIFY ALL EXISITING CONDITIONS IN FIELD. SAWCUT ALL HARD SURFACES PRIOR TO REMOVAL. PATCH AND REPAIR TO MATCH EXISTING.
7. WHERE GRATINGS OCCUR WITHIN PATH OF TRAVEL, THE GRATE OPENINGS SHALL NOT EXCEED 1/2" IN DIRECTION OF TRAFFIC FLOW (C.B.C. 1133B7.2).
8. PROVIDE 2A:10BC FIRE EXTINGUISHERS W/ VALID CERTIFICATION TAGS ATTACHED. ONE AT EACH DOOR EXCEPT TOILET ROOMS. MOUNT AT +48" ABOVE FINISH FLOOR.
9. FOR CONSTRUCTION JOINTS, SAWCUT JOINTS, EXPANSION JOINTS -REFER TO
10. FOR VEHICLE WHEEL STOPS -REFER TO
11. EXISTING ACCESSIBLE RAMPS ON SITE SHALL CONFORM TO DETAILS
12. PROVIDE TRUNCATED DOMES AS REQUIRES, SEE
13. TRUNCATED DOMES SHALL BE INSTALLED AT BOUNDARIES BETWEEN PEDESTRIAN WALKING SURFACES AND VEHICULAR WAYS WHEN THE BOUNDARY IS NOT SEPARATED BY CURBS, RAILINGS OR OTHER DISTINGUISHING ELEMENTS. ADDITIONAL DOMES MAY BE REQUIRED DURING FINAL INSPECTION.

LEGEND

- PATH OF TRAVEL
- PROPERTY LINES OF PROJECT WITHIN SCOPE OF WORK
- (E) FIRE HYDRANT
- PORTION OF BUILDING INCLUDED IN SCOPE OF WORK

BUILDING LEGEND

BUILDING (A)	CONSTRUCTION TYPE II -B	
	OCCUPANCY S-2 -NOT SPRINKLERED	
	EXISTING AREA	=21,631 SQ.FT.
	DEMO AREA	= 0 SQ.FT.
	NEW AREA	= 0 SQ.FT.
TOTAL BUILDING AREA		=21,631 SQ.FT.
BUILDING (B)	CONSTRUCTION TYPE II -B	
	OCCUPANCY B -NOT SPRINKLERED	
	EXISTING AREA	=1,500 SQ.FT.
	DEMO AREA	=0 SQ.FT.
	NEW AREA	=0 SQ.FT.
TOTAL BUILDING AREA		=1,500 SQ.FT.
BUILDING (C)	CONSTRUCTION TYPE II -B	
	OCCUPANCY F-1, S-1 -NOT SPRINKLERED	
	EXISTING AREA	=51,174 SQ.FT.
	DEMO AREA	=0 SQ.FT.
	NEW AREA	=0 SQ.FT.
TOTAL BUILDING AREA		=51,174 SQ.FT.
BUILDING (D)	CONSTRUCTION TYPE II -B	
	OCCUPANCY F-2, S-2 -NOT SPRINKLERED	
	EXISTING AREA	=15,335 SQ.FT.
	DEMO AREA	=15,335 SQ.FT.
	NEW AREA	=24,665 SQ.FT.
TOTAL BUILDING AREA		=24,665 SQ.FT.
BUILDING (E)	CONSTRUCTION TYPE II -B	
	OCCUPANCY F-2, S-2 -NOT SPRINKLERED	
	EXISTING AREA	=1,419 SQ.FT.
	DEMO AREA	=0 SQ.FT.
	NEW AREA	=0 SQ.FT.
TOTAL BUILDING AREA		=1,419 SQ.FT.
TOTAL SITE BUILDING AREA		21,631 + 1,500 + 51,174 + 24,665 + 1,419 = 100,389

PARKING CALCULATION

BLDG.	USE CLASSIFICATION	OCC. TYPE	AREA (S.F.)	PARKING LOAD FACTOR	PARKING SPACES REQUIRED
A	WAREHOUSE	S-1	21,631	1 / 1,250	17.30
B	OFFICE	B	1,500	1 / 1,250	1.2
C	COLD STORAGE	S-1	51,174	1 / 1,250	40.93
D	WAREHOUSE	S-1	24,665	1 / 1,250	19.73
E	OFFICE	B	1,419	1 / 1,250	1.13
				TOTAL PARKING SPACES REQUIRED	80.29
				TOTAL PARKING SPACES PROVIDED	81

ACCESSIBLE PARKING SPACE	REQUIRED	PROVIDED
STANDARD ACCESSIBLE SPACES	3	3
VAN ACCESSIBLE SPACES	1	1

A) ACCESSIBLE PARKING SPACES PER TABLE 11B-4 C.B.C.
1) THE NUMBER OF ACCESSIBLE PARKING SPACES ARE INCLUDED IN THE "TOTAL PARKING SPACES PROVIDED" CALCULATION

B) BICYCLE PARKING REQUIREMENTS
1) 10% OF THE TOTAL REQUIRED VEHICULAR PARKING SPACES SHALL EQUAL THE MINIMUM REQUIRED NUMBER OF BICYCLE PARKING
143 (VEHICULAR SPACES) x 10% = 14.3 (15 MIN. BICYCLES REQ'D)

REVISIONS	DATE	BY	DESCRIPTION
			USE PERMIT SUBMITTAL

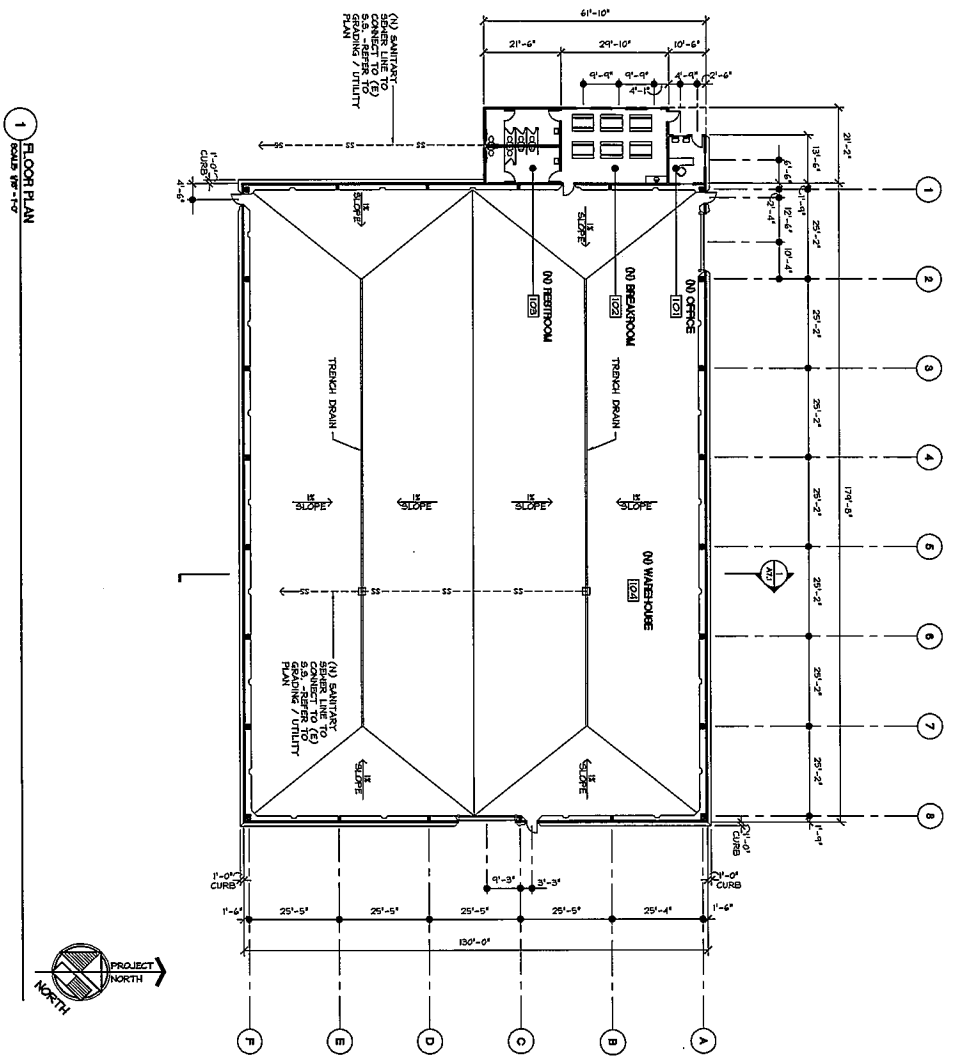
LICENSED ARCHITECT — RICHARD LUKE BELLI JR. — C-18071 — Exp. 6/30/13 — STATE OF CALIFORNIA

Belli Architectural Group
313 Salinas Street, Salinas, California
Phone (831) 424-4620 Fax (831) 424-4408

SSB CONSTRUCTION — BLI architectural group

SITE PLAN
WAREHOUSE CONVERSION/EXPANSION FOR:
WESTERN PRECOOLING
11296 BLACKIE ROAD
CASTROVILLE, CA. 95012

DATE 12/01/11
SCALE 1" = 40'
DRAWN C.E.
JOB 11064
SHEET A1.1
OF SHEETS



SHEET	A2.1	JOB	10064
SCALE	1/16"=1'-0"	DRAWN	C.E.
DATE	12/08/11		

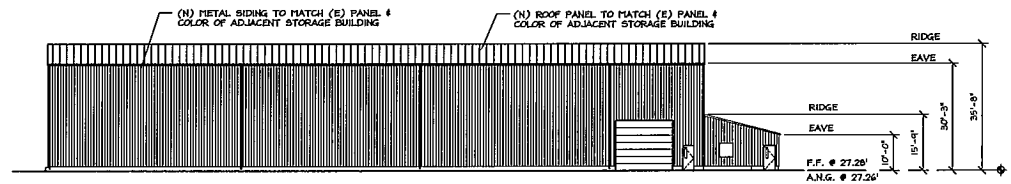
FLOOR PLAN
WAREHOUSE CONVERSION/EXPANSION FOR:
WESTERN PRECOOLING
11296 BLACKIE ROAD
CASTROVILLE, CA. 95012

SSB CONSTRUCTION

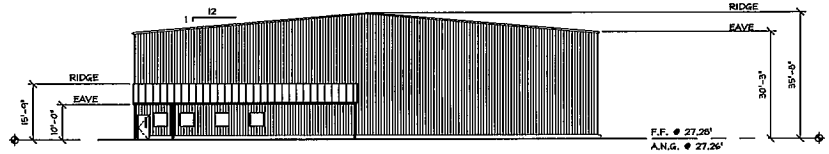
BG architectural group

Belli Architectural Group
313 Salinas Street
Phone (831) 424-4620
Salinas, California
Fax (831) 424-4408

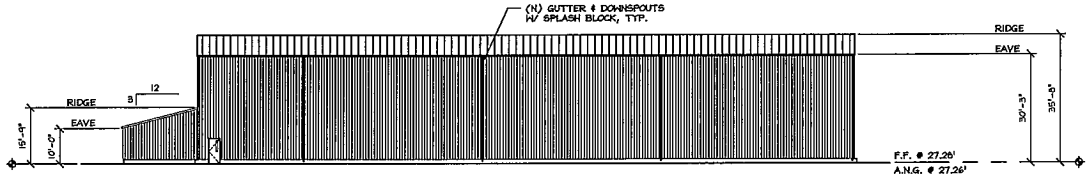
REVISIONS	DATE	BY	DESCRIPTION
	01/02/12	DNP	USE PERMIT SUBMITTAL



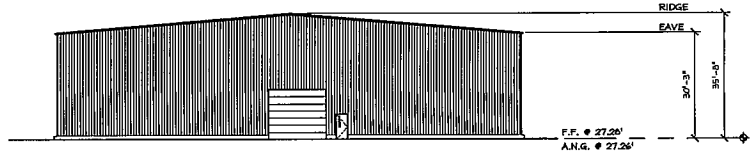
1 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



2 WEST ELEVATION
SCALE: 1/16" = 1'-0"



3 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



4 EAST ELEVATION
SCALE: 1/16" = 1'-0"

REVISIONS	DATE	BY	DESCRIPTION
	11/01/12	DNP	USE PERMIT SUBMITTAL

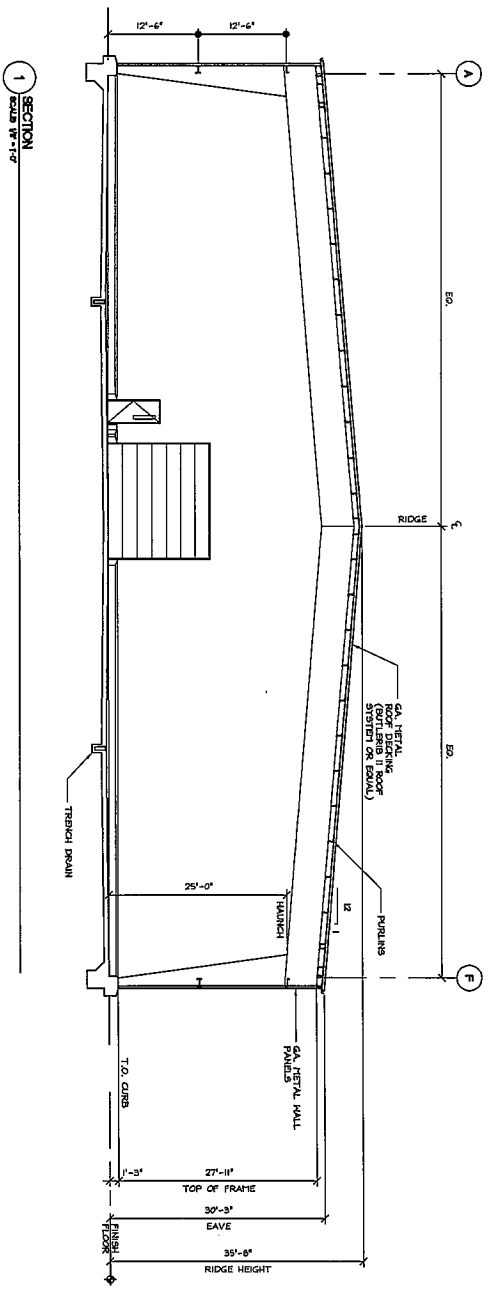
LICENSED ARCHITECT RICHARD LYNN BELLI JR. C-18071 Exp. 6/30/13 STATE OF CALIFORNIA

Belli Architectural Group
313 Sefton Street, Sebastopol, California
Phone (831) 424-4620 Fax (831) 424-4408

SSB CONSTRUCTION
BAG architectural group

EXTERIOR ELEVATIONS
WAREHOUSE CONVERSION/EXPANSION FOR:
WESTERN PRECOOLING
11296 BLACKIE ROAD
CASTROVILLE, CA. 95012

DATE	12/01/11
SCALE	1/16"=1'-0"
DRAWN	C.E.
JOB	11064
SHEET	A4.1
OF	SHEETS



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

SECTION

WAREHOUSE CONVERSION/EXPANSION FOR:

WESTERN PRECOOLING

1129 BLACKIE ROAD
CASTROVILLE, CA. 95012

SSB CONSTRUCTION

BAG architectural group

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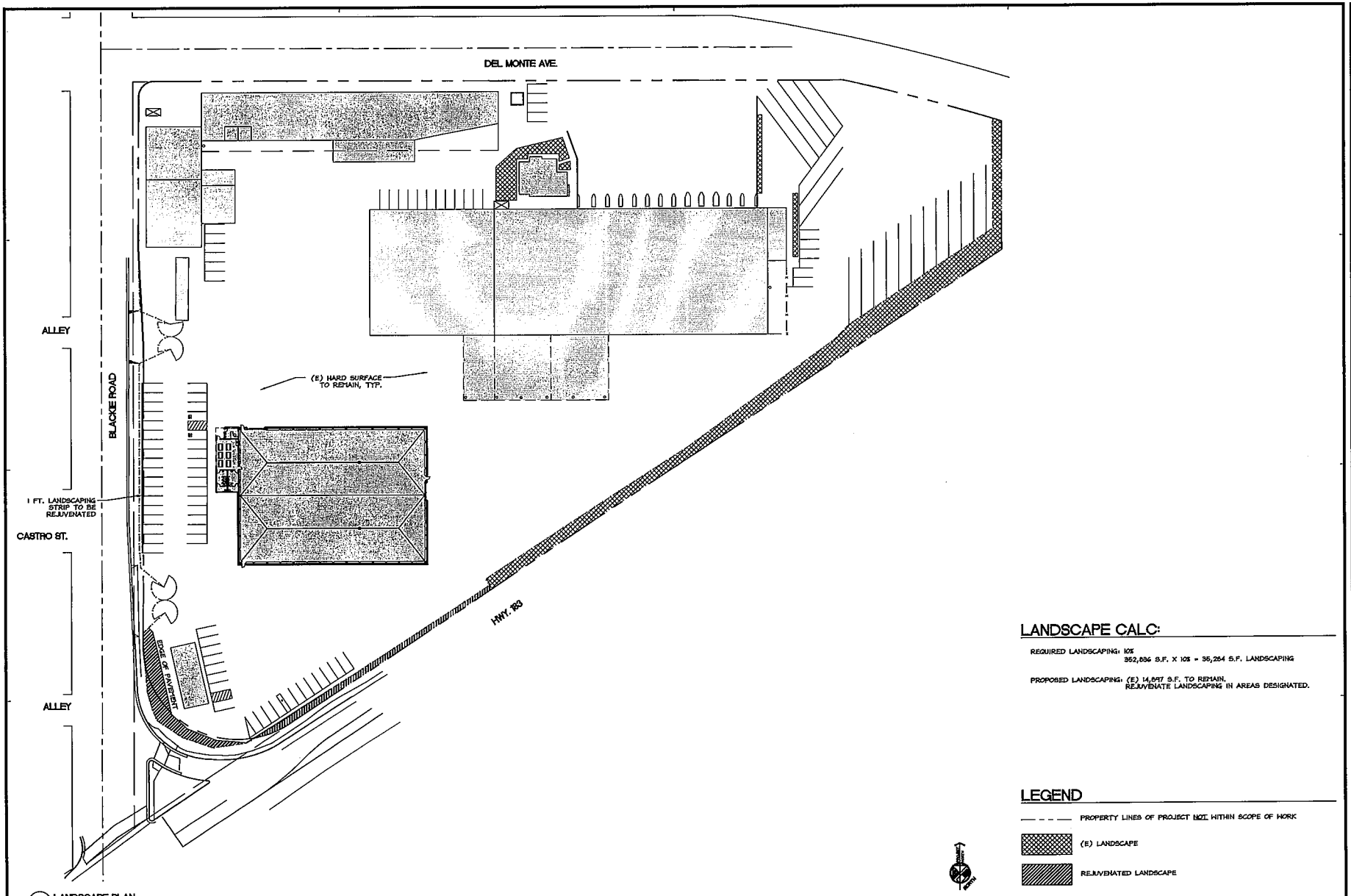
313 Salinas Street
Phone (831) 424-4620
Salinas, California
Fax (831) 424-4408

REVISIONS	DATE	BY	DESCRIPTION
	01/03/12	DNP	USE PERMIT SUBMITTAL

JOB 1064
SHEET A7.1
DRAWN C.E.
SCALE 1/8"=1'-0"
DATE 12/09/11



1 LANDSCAPE PLAN
SCALE 1" = 40'

LANDSCAPE CALC:

REQUIRED LANDSCAPING: 10%
352,836 S.F. X 10% = 35,284 S.F. LANDSCAPING

PROPOSED LANDSCAPING: (E) 14,817 S.F. TO REMAIN.
REJUVENATE LANDSCAPING IN AREAS DESIGNATED.

LEGEND

- PROPERTY LINES OF PROJECT NOT WITHIN SCOPE OF WORK
- (E) LANDSCAPE
- REJUVENATED LANDSCAPE

REVISIONS	DATE	BY	DESCRIPTION
	11/30/11	DNP	USE PERMIT SUBMITTAL

LICENSED ARCHITECT RICHARD LLOYD BELLI C-18071 Exp. 6/30/13 STATE OF CALIFORNIA

Belli Architectural Group
313 Soquel Avenue, Santa Cruz, California
Phone (831) 426-4520 Fax (831) 426-4408

SSB CONSTRUCTION
architecture+design

LANDSCAPE PLAN
HARDHOUSE CONVERSION/EXPANSION FOR:
WESTERN PRECOOLING
1096 BLACKIE ROAD
CASTROVILLE, CA. 95012

DATE	12/01/11
SCALE	1" = 40'
DRAWN	C.E.
JOB	11064
SHEET	L1.0
OF	SHEETS

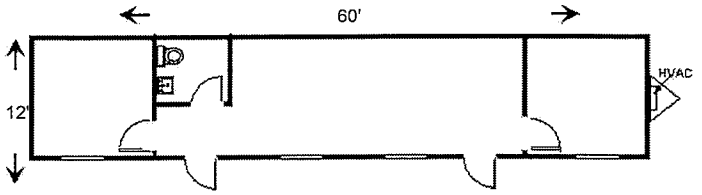
mobile modular

800.944.3442

Call for a Quote.

Model# 1615 - Office, 12x60 HCD

PRINT



Features:
2 Offices with Handicap Accessible Restroom. Size excludes 3' towbar.

All drawings, images and specifications are nominal.

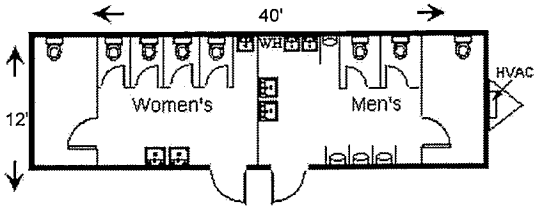
mobile modular

800.944.3442

Call for a Quote.

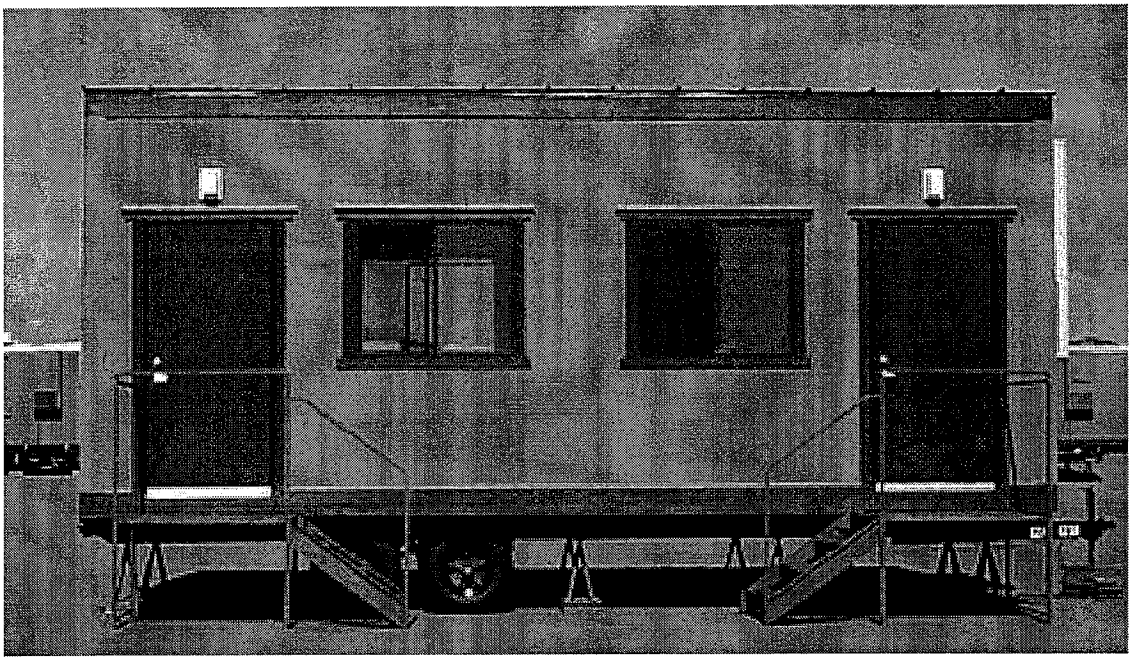
Model# 1094 - Restroom, 12x40 HCD

PRINT

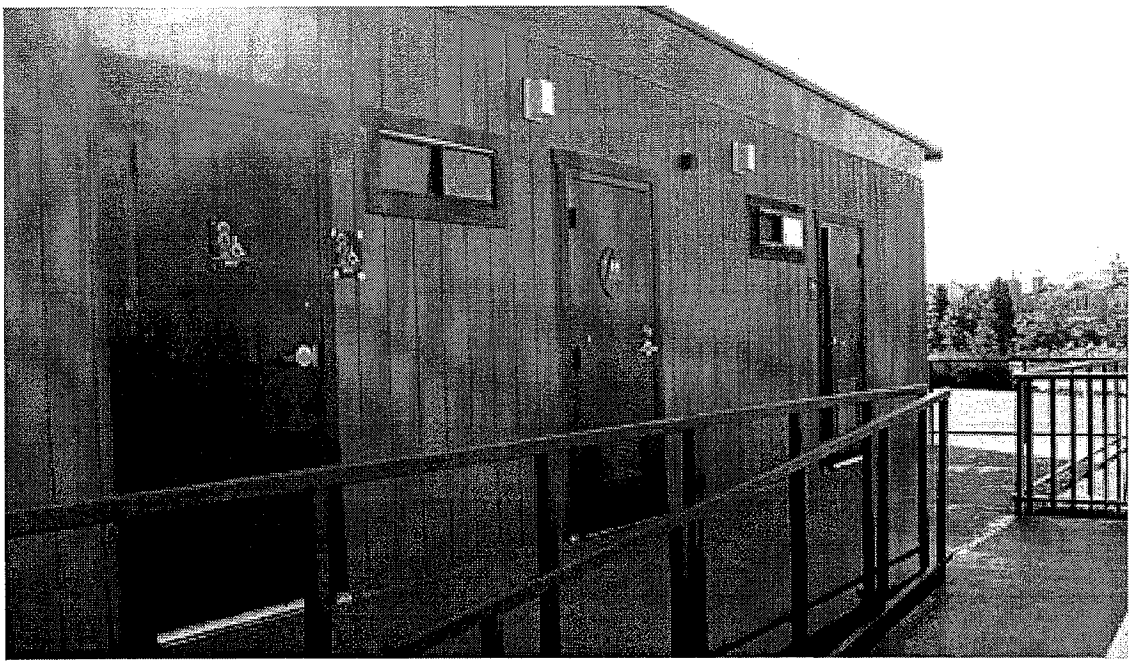


Features:
Boy/Girl or Male/Female. Configuration and Fixture Count Varies. Size excludes 3' towbar. No windows.

All drawings, images and specifications are nominal.

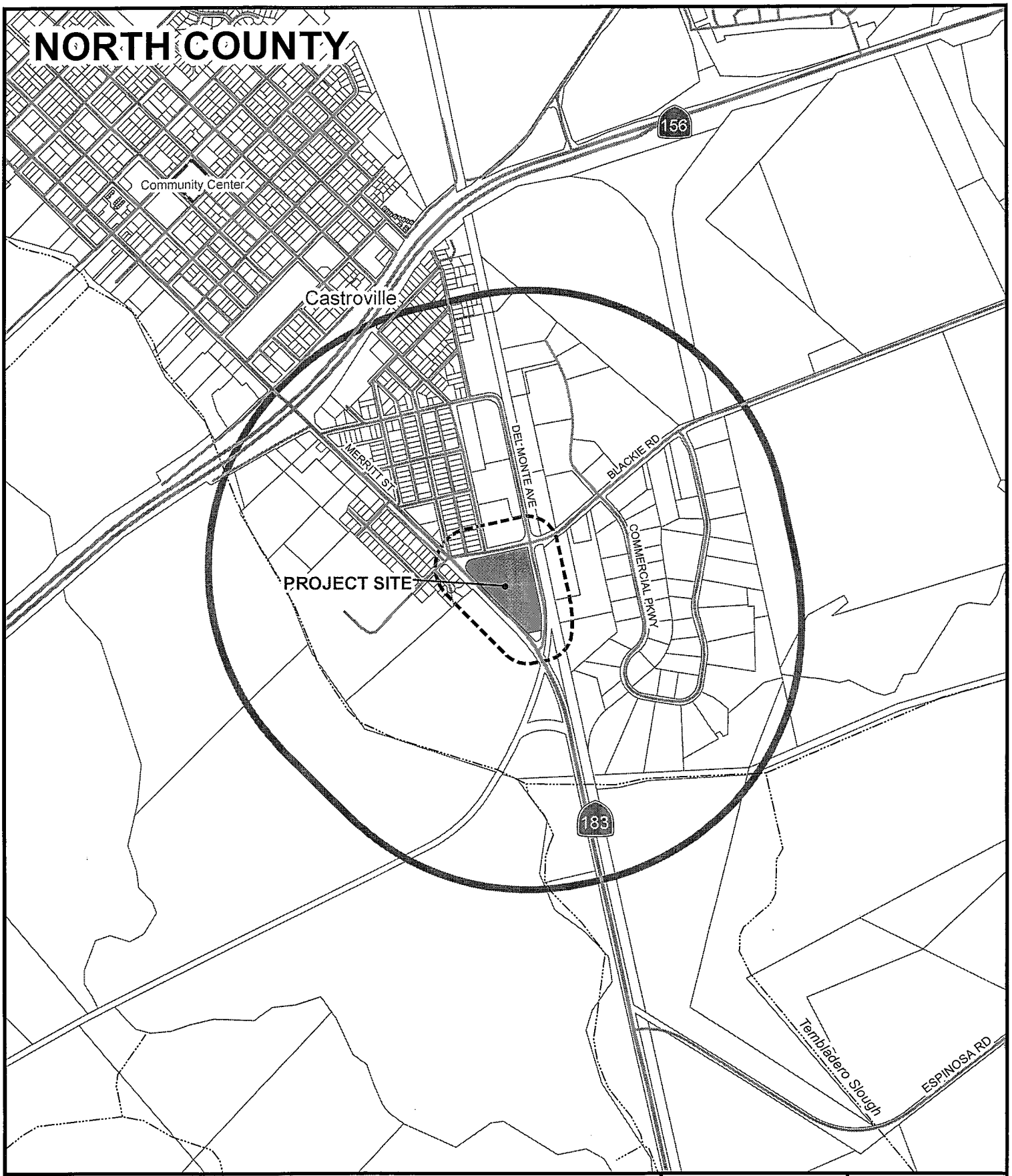


Office Exterior



Restroom Exterior

EXHIBIT E
VICINITY MAP
SATELLITE PHOTO



APPLICANT: WESTERN PRECOOLING SYSTEMS

APN: 030-262-009-000 **FILE #** PLN110655

Water | 2500' Limit | 300' Limit | City Limits

N

0 1,000 Feet

MONTEREY COUNTY CALIFORNIA 1850

PLANNER: MASON

Blackie Rd
Del Monte Ave
241 ft
183
© 2011 Google
Google earth

EXHIBIT F
TECHNICAL REPORTS

Hatch Mott MacDonald

1300-B First Street
Gilroy, CA 95020
T 408-848-3122
www.hatchmott.com

January 27, 2012

Mr. David Peartree
Belli Architectural Group
313 Salinas Street
Salinas, CA 93901

Re: Western Precooling Systems Traffic Impact Analysis, Castroville, Monterey County, CA

Dear David,

This letter report describes the results of a traffic impact analysis for the proposed expansion of the Western Precooling Systems facility located at 11296 Blackie Road in Castroville, Monterey County, California. **Exhibit 1** shows the location of the proposed project. The project's site plan is shown on **Exhibit 2**.

1. Background Information

The project site was previously owned and operated by D'Arrigo Bros. Co. as a vegetable processing, cooling and shipping facility. In 2006 D'Arrigo moved their operations to their new facility in Spreckels. From about 2006 until 2009, the site was operated by Dole. The current owner of the property (Western Precooling) has owned it for approximately 2 years. As a result, the site has essentially been in operation on a continuous basis dating well before the year 2005. The preceding statements are for informational purposes. Although the site has been in operation for many years, the analysis contained in this report reflects the current land use and current traffic volumes at the project site.

2. Project Description

As noted above, the project site is currently operated by Western Precooling. Although there is a processing building located on the site, it is not used for processing. Current activities on the site include the cooling and shipping of berries. The proposed project involves the alteration of the portion of the existing facility that was used in the past for processing. The facility will be modified for the exclusive use of cooling and shipping berries. An existing 15,335 SF processing building will be replaced by a 24,665 SF warehouse as part of the project, for a net increase of 9,330 SF of building space.

In general, the project will be in operation between the months of April and October from 8:00 a.m. to 2:00 a.m., and two employee shifts (with 55 employees per shift) will run from 6:00 a.m. to 3:00 p.m. and from 3:00 p.m. to 12:00 a.m.

Table 1 shows the size and trip generation of the project site under existing and existing plus

project conditions.

Table 1. Existing vs. Existing Plus Project Size and Trip Generation

Existing Conditions											
			AM PEAK HOUR				PM PEAK HOUR			
TRIP GENERATION RATES (per 1,000 square feet)	ITE LAND USE CODE	DAILY TRIP RATE	PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
General Office Building	710	11.01	1.55	14%	88%	12%	1.49	14%	17%	83%
Warehouse (Processing Building Used as Warehouse)	150	3.56	0.3	8%	79%	21%	0.32	9%	25%	75%
Warehouse	150	3.56	0.3	8%	79%	21%	0.32	9%	25%	75%
			AM PEAK HOUR				PM PEAK HOUR			
GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
General Office Building	2,919 SF	32	5	16%	4	1	4	13%	1	3
Warehouse (Processing Building Used as Warehouse)	15,335 SF	55	5	9%	4	1	5	9%	1	4
Warehouse	72,805 SF	259	22	8%	17	5	23	9%	4	19
TOTAL GENERATED TRIPS	91,059 SF	346	32	9%	25	7	32	9%	6	26

Existing Plus Project Conditions										
			AM PEAK HOUR				PM PEAK HOUR			
TRIP GENERATION RATES (per 1,000 square feet)	ITE LAND USE CODE	DAILY TRIP RATE	PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
General Office Building	710	11.01	1.55	14%	88%	12%	1.49	14%	17%	83%
New Warehouse Building	150	3.56	0.3	8%	79%	21%	0.32	9%	25%	75%
Warehouse	150	3.56	0.3	8%	79%	21%	0.32	9%	25%	75%
			AM PEAK HOUR				PM PEAK HOUR			
GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
General Office Building	2,919 SF	32	5	16%	4	1	4	13%	1	3
New Warehouse Building	24,665 SF	88	8	9%	6	2	8	9%	2	6
Warehouse	72,805 SF	259	22	8%	17	5	23	9%	4	19
TOTAL GENERATED TRIPS	100,389 SF	379	35	9%	27	8	35	9%	7	28
NET INCREASE WITH PROJECT	**9,330 SF**	**33**	**3**	**9%**	**2**	**1**	**3**	**9%**	**1**	**2**

Notes:
1. Trip generation rates published by Institute of Transportation Engineers, "Trip Generation," 8th Edition, 2008.

3. Scope of Work

The following scope of work was developed through consultation with Monterey County Public Works Department staff. This study analyzes the potential traffic impacts associated with the proposed Western Precooling expansion on the local road network. The study includes the evaluation of the following intersection:

- Merritt Street (SR 183) / Oak Street-Blackie Road

Weekday AM and PM peak hour traffic operations were analyzed for the following conditions:

- Existing Traffic Conditions
- Existing Plus Project Traffic Conditions
- Cumulative Plus Project Conditions

4. Traffic Operation Evaluation Methodologies and Level of Service Standards

The study intersection is under the jurisdiction of Monterey County. Intersection traffic operations were evaluated based on the Level of Service (LOS) concept, and the LOS standard adopted by the County of Monterey (LOS D). LOS is a quantitative description of an intersection and roadway's operation, ranging from LOS A to LOS F. Level of service "A" represents free flow un-congested traffic conditions. Level of service "F" represents highly congested traffic conditions with what is commonly considered unacceptable delay to vehicles on the road segments and at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. LOS descriptions for signalized intersections are shown in **Appendix A.**

Intersection traffic operations were evaluated using the Synchro analysis software (Version 7), based on the *Highway Capacity Manual 2000* methodologies for signalized intersections. Intersection operations are based upon the average vehicular delay at the intersection. The average delay is then correlated to a level of service.

The study intersection is located on a State facility in the County of Monterey. The Caltrans level of service standard is the LOS C/D threshold. Therefore the Caltrans LOS C/D standard has been applied to the study intersection within this analysis.

5. Criteria for Significant Project Impacts

According to the California Environmental Quality Act (CEQA) guidelines, a project may have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. In accordance with CEQA, specific impact criteria have been applied to the study intersections and road segments to determine if the project specific increase in traffic is substantial in relation to the existing traffic load and capacity of the street system.

Caltrans seeks to maintain LOS C operations on State facilities. Caltrans does not have defined significance criteria for evaluating the significance of impacts to State facilities. For this study, the LOS C threshold for acceptable operations was utilized and the County significance criteria were applied.

The Monterey County significance criteria for signalized intersections state that a significant impact at a **signalized study intersection** is defined to occur under the following conditions:

- A significant impact would occur if an intersection operating at LOS A, B or C degrades to D, E or F. For intersections already operating at unacceptable levels D and E, a significant impact would occur if a project adds 0.01 or more during peak hours to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.

6. Existing Traffic Data

Typically, traffic counts not more than two years old are used to represent existing traffic conditions. HMM performed intersection turning movement counts at the Merritt Street (SR 183) / Blackie Road intersection in 2005. A review of historical count data indicates that traffic volumes have remained stable or decreased between 2005 and 2010. **Exhibit 3** shows the Annual Average Daily Traffic (AADT) volumes on Merritt Street (SR 183) north of Blackie Road between 1992 and 2010 (obtained from the Caltrans Traffic Data Branch website) and on Blackie Road between Merritt Street (SR 183) and Del Monte Avenue between 1996 and 2010 (obtained from the Monterey County Department of Public Works).

Although traffic volumes have remained stable or decreased between 2005 and 2010, a growth rate of 2% per year (or 4%) was applied to the 2005 counts to account for possible growth between 2010 and the present time. This is the annual growth rate used for Merritt Street (SR 183) in the Castroville Community Plan Circulation Study (Higgins Associates, 2006), which was based on growth projections within AMBAG model forecasts for the year 2030.

The resulting existing conditions traffic volumes are included in **Exhibit 4**.

7. Existing Conditions Intersection Operations

Synchro 7 was utilized to evaluate the existing conditions operational levels of service at the study intersection. The analysis was performed for the weekday AM and PM peak hours using the *2000 Highway Capacity Manual* (HCM) methodology.

Merritt Street (SR 183) / Oak Street-Blackie Road operates at an acceptable LOS B and LOS C during the weekday AM and PM peak hours, respectively, under existing traffic conditions.

Appendix B contains the intersection level of service calculation sheets for the existing conditions analysis. **Exhibit 5** summarizes the average delays and levels of service for the study intersection.

8. Project Trip Generation

As discussed in Sections 1 and 2, the project site was previously owned and operated by D'Arrigo Bros. Co for the processing, cooling and shipping of produce. The trips that were generated by the site when it was owned by D'Arrigo Bros. Co. were estimated based on the trip generation found in the *D'Arrigo Bros. Co. Traffic Impact and Pavement Analysis Report* (Higgins Associates, 2003), which was conducted for D'Arrigo's new site in Spreckels.

Since the Spreckels site is larger than the Castroville site, the trips generated by D'Arrigo when at the Castroville site were scaled down to reflect the difference in size of each location. **Parts A** and **B** of **Exhibit 6** show the trips generated by the D'Arrigo facility at the Spreckels site and the trips generated by the D'Arrigo facility when it was at the Castroville site, respectively. As shown in **Part B** of **Exhibit 6**, the Castroville site generated approximately 397 daily truck trips when it was operated by D'Arrigo Bros. Co.

The project site plan in **Exhibit 2** shows the proposed direction of internal traffic flow within the project site.

Project Trip Generation

The current activities on the project site will continue with the proposed expansion. The proposed expansion will result in a net increase of 9,330 square feet of warehouse space. The additional trips generated by the proposed expansion are shown in **Part C** of **Exhibit 6**. As shown in **Exhibit 6**, the proposed expansion will generate an additional 33 daily trips, with 3 occurring during the weekday AM peak hour (2 in, 1 out) and 3 occurring during the weekday PM peak hour (1 in, 2 out). The project's trip generation estimate was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 8th Edition, 2008.

Part D of **Exhibit 6** shows the total number of trips generated by the project site after the expansion. **Part E** of **Exhibit** 6 shows the difference between the trip generation when the site was operated by D'Arrigo Bros. Co. and the project site after the proposed expansion. As shown in **Part E** of **Exhibit 6**, the project will generate 136 fewer daily trips (8 fewer trips during the AM peak hour and 20 fewer trips than during the PM peak hour) than when it was operated by D'Arrigo Bros. Co.

Project Truck Traffic

The total number of daily truck trips generated by the project after the expansion is 270. Project truck traffic will consist of up to 80 bobtail field trucks and up to 55 semi line trucks per day. In addition, approximately 4 truck and trailer units will enter and exit the site per week to deliver packaging materials.

As shown in **Part B** of **Exhibit 6**, when the facility was operated by D'Arrigo Bros. Co., the estimated number of truck trips was 397 per day. Therefore, even with the proposed project expansion, the project site will generate approximately 127 fewer daily truck trips than the site's

previous truck trip generation.

In general, project bobtail field trucks will travel within a 5-mile radius of the project site, utilizing Highway 1 to travel to and from the north (to the Moss Landing area), and Highway 183 and Cooper Road to travel to and from the south (to the Salinas area).

9. Existing Plus Project Conditions Intersection Operations

Trips generated by the proposed project's expansion were assigned to the study intersection and combined with the existing traffic volumes to obtain existing plus project traffic volumes. The project's trip assignment and existing plus project traffic volumes are included in **Exhibit 7**.

Merritt Street (SR 183) / Oak Street-Blackie Road would continue to operate at an acceptable LOS B and LOS C during the weekday AM and PM peak hours, respectively, under existing plus project traffic conditions. Therefore, the project will not have a significant impact on the study intersection.

Appendix C contains the intersection level of service calculation sheets for the existing plus project conditions analysis. **Exhibit 5** summarizes the average delays and levels of service for the study intersection.

10. Cumulative Plus Project Conditions Intersection Operations

Cumulative traffic volumes were obtained from the Castroville Community Plan Circulation Study (Higgins Associates, 2006). The cumulative volumes include traffic generated by the Castroville Community Plan development. However, since the Coastal Commission did not approve any of the areas in Community Plan that are in the Coastal Zone, the only areas assumed for future development within the Castroville Community Plan were the Infill Sites, the Merritt Corridor Development, and the Cypress Residential Area.

Trips generated by the proposed project were combined with the cumulative volumes to obtain cumulative plus project traffic volumes. Cumulative plus project traffic volumes are included in **Exhibit 8**.

Merritt Street (SR 183) / Oak Street-Blackie Road would operate at an acceptable LOS C during the weekday AM peak hour but would degrade to an unacceptable LOS F during the weekday PM peak hour under cumulative plus project traffic conditions.

This intersection is located on a State facility within the County of Monterey; therefore, modified County of Monterey thresholds are applicable with LOS C being the worst level of service considered acceptable.

Impact: Since the project would add traffic to an intersection operating at an unacceptable level of service under cumulative conditions, the project's impact to the intersection is considered a

significant cumulative impact.

Mitigation: The 2010 Monterey County General Plan indicates that Merritt Street (SR 183) will be widened to four lanes between SR 156 and Blackie Road under 2030 cumulative traffic conditions, but will continue to have two lanes south of Blackie Road. As a result, the intersection was analyzed with one southbound through lane and two northbound through lanes under the mitigated scenario. With the addition of a second northbound through lane, the intersection would operate at LOS C during the AM peak hour and LOS E during the PM peak hour. Although the intersection would still operate at an unacceptable level of service during the PM peak hour with the addition of a second northbound through lane, payment of the TAMC fee will mitigate the project's cumulative impact at this intersection.

Appendix D contains the intersection level of service calculation sheets for the cumulative plus project conditions analysis. **Exhibit 5** summarizes the average delays and levels of service for the study intersection.

11. Traffic Impact Fee Calculation

The proposed project will be responsible for paying the Transportation Agency for Monterey County (TAMC) traffic impact fee to mitigate its cumulative impacts on the regional road network. The project's share of the regional traffic impact fees are calculated based on the current fee rates found in the TAMC Regional Impact Fee Nexus Study Update, effective August 27, 2008. **Appendix E** includes the TAMC fee calculation worksheet. The TAMC fee estimate is shown in **Table 2**.

Table 2. Traffic Impact Fee Calculation

Traffic Fee	Fee Rate	Project Trips	Project Size	Project Fee
TAMC Fee	$1.77/SF		9,330 SF	$16,552.80

12. Pavement Discussion

Based on the discussion of truck traffic in Section 8, the proposed project, after expansion, will generate 127 fewer daily trucks trips than the previous uses on the site. Based on this, the proposed project will not cause an impact to the pavement on the surrounding road network.

13. Conclusion

The results of the analysis show that the proposed project will not have a significant impact on the local or regional road network under existing plus project traffic conditions. However, the project will incrementally contribute to a significant cumulative impact. Payment of the TAMC fee will mitigate the project's cumulative impacts.

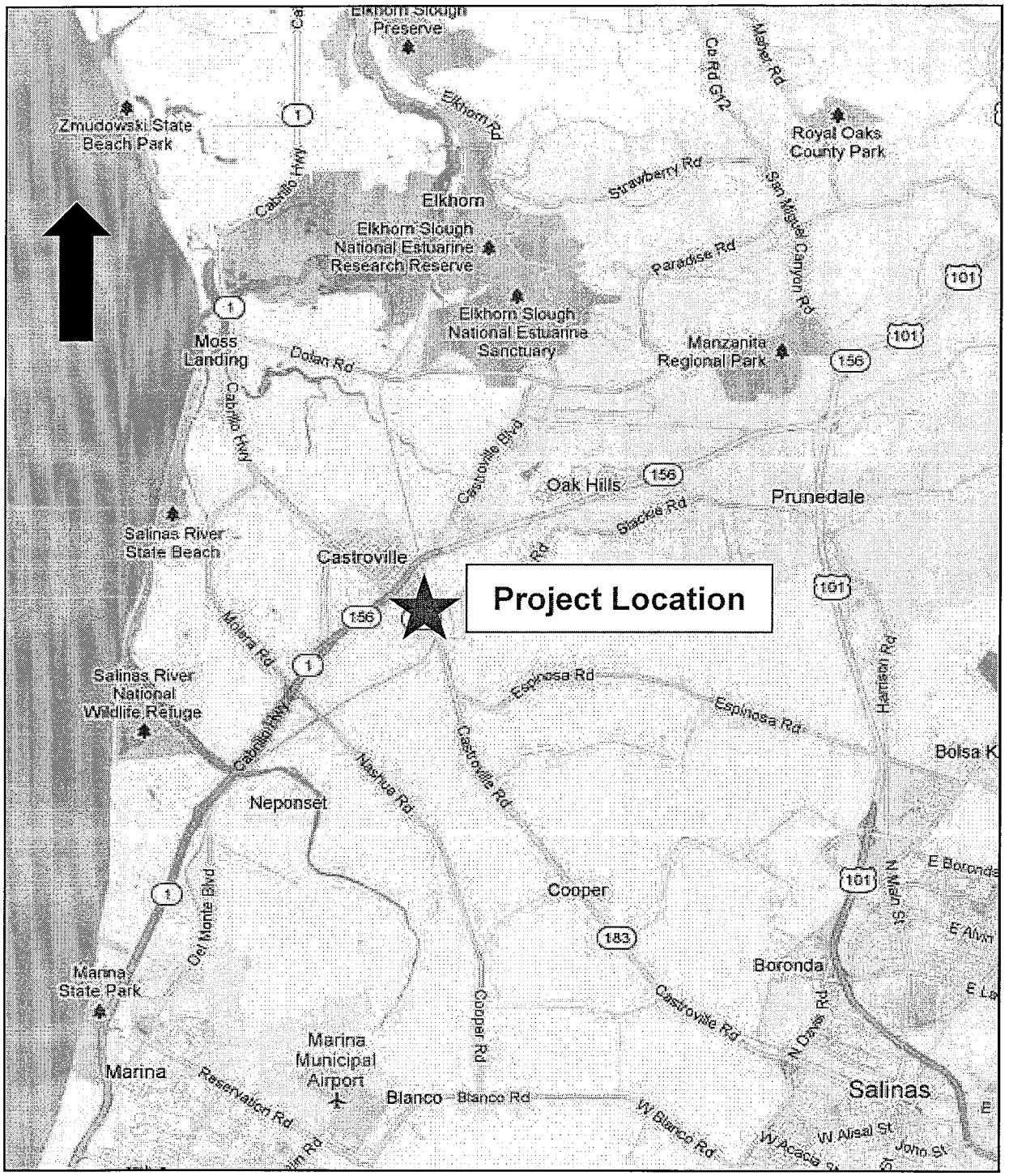
It is important to note that the proposed project will only be adding 33 daily trips, 3 AM peak hour trips, and 3 PM peak hour trips to the road network. In addition, the previous uses on the site were of a higher intensity than the currently proposed uses. The site previously generated approximately 397 daily truck trips, while the propose use will generate 270 daily truck trips.

Thank you for the opportunity to work on this project. Should you have any questions, please do not hesitate to contact me.

Sincerely yours,

Keith B. Higgins, CE, TE

kbh:jo



Map Source: Google Maps 2010

Exhibit 1

Hatch Mott MacDonald 304386 Project Location Map.xls **Project Location Map**

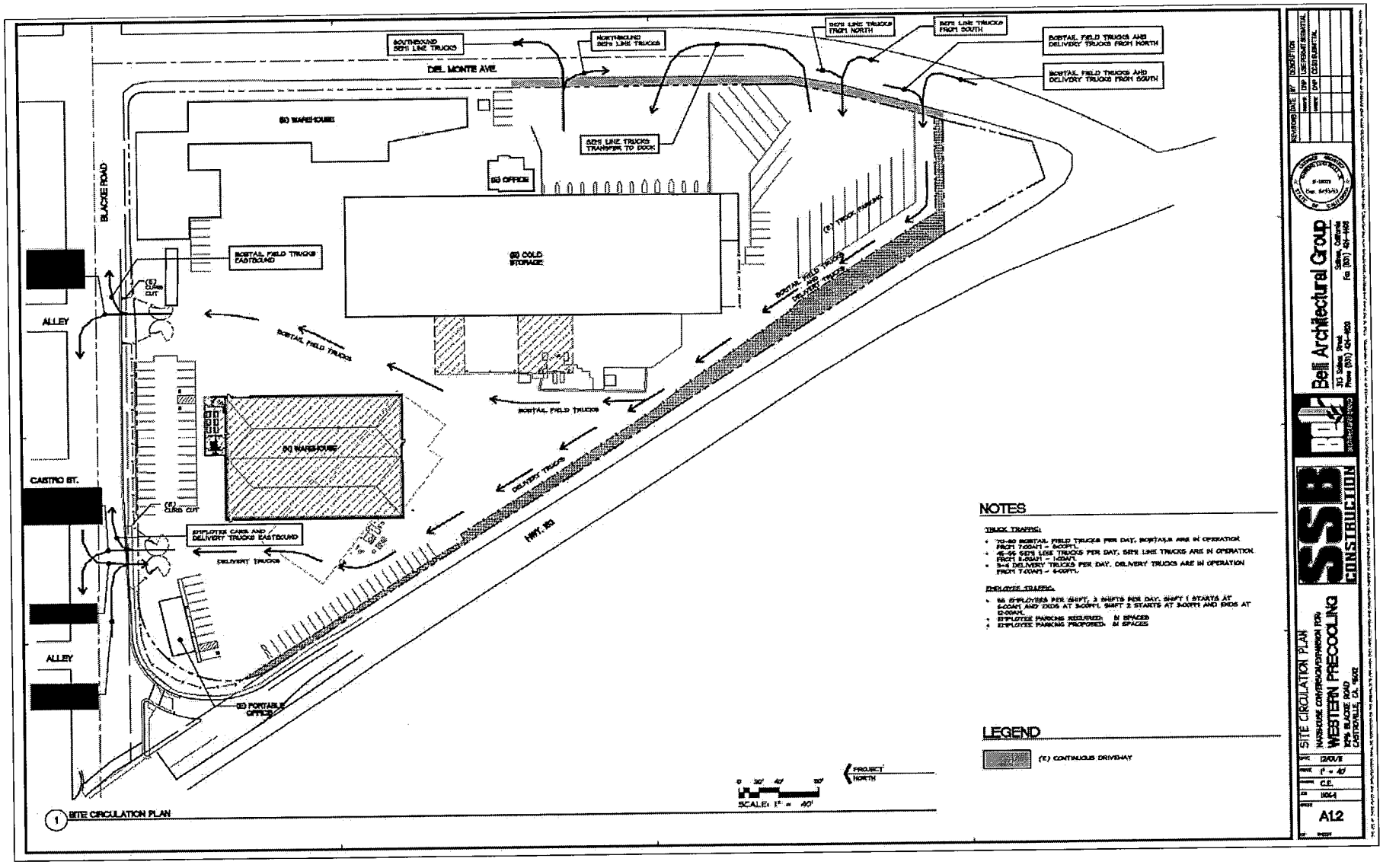
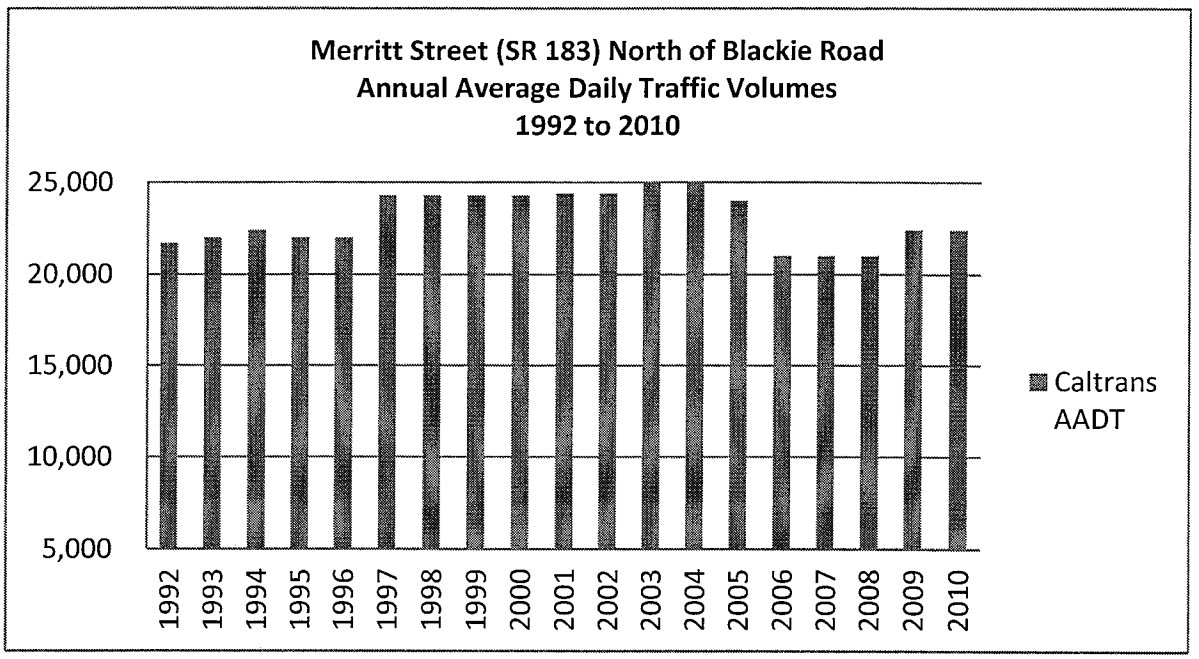
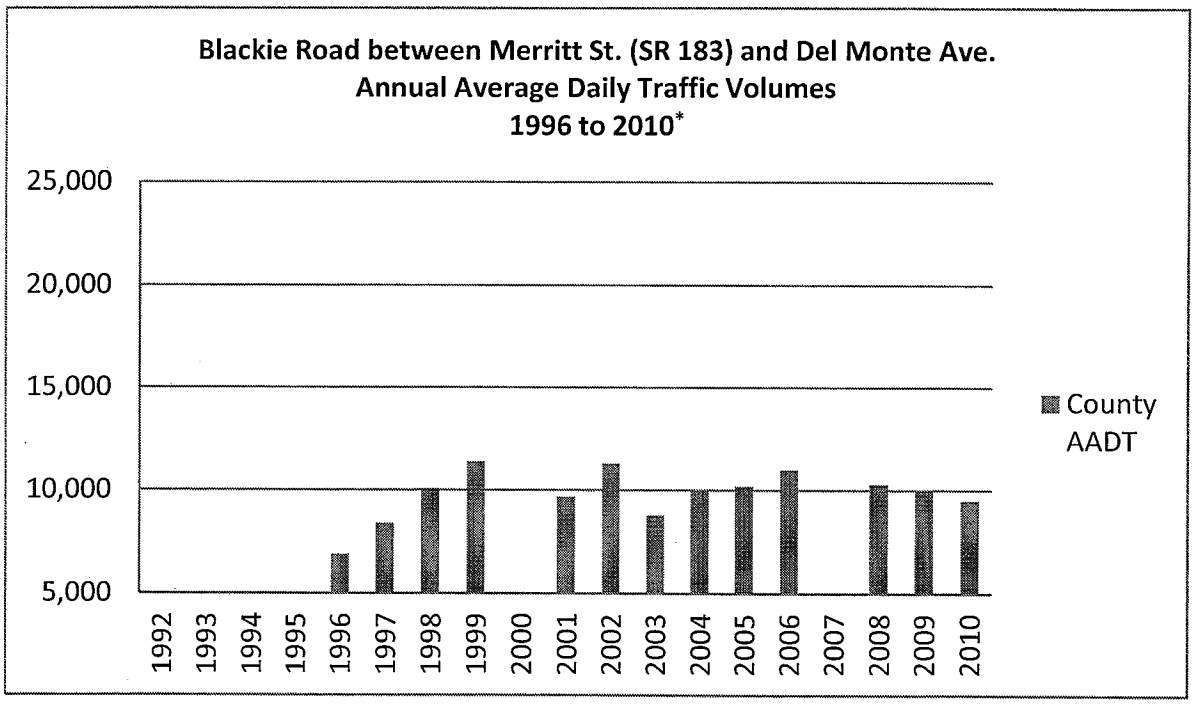


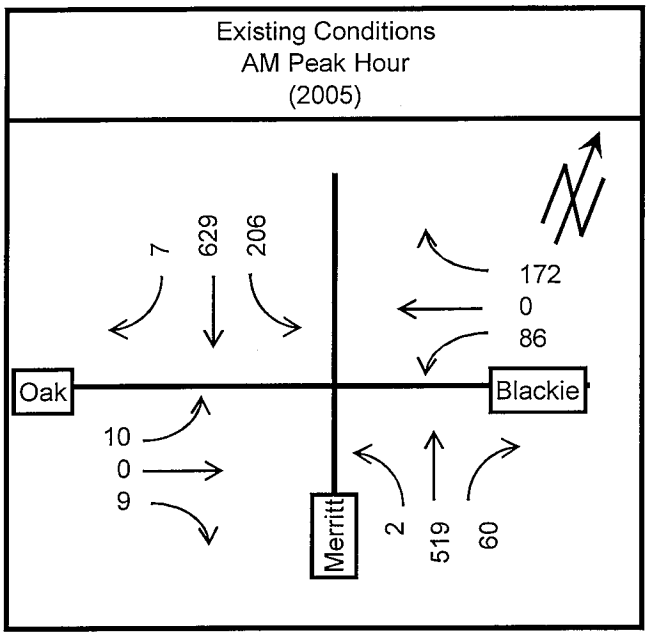
Exhibit 2
Project Site Plan

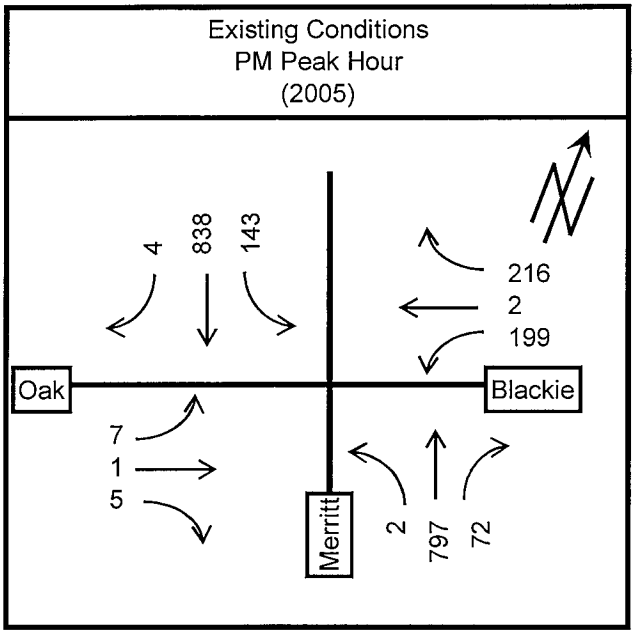




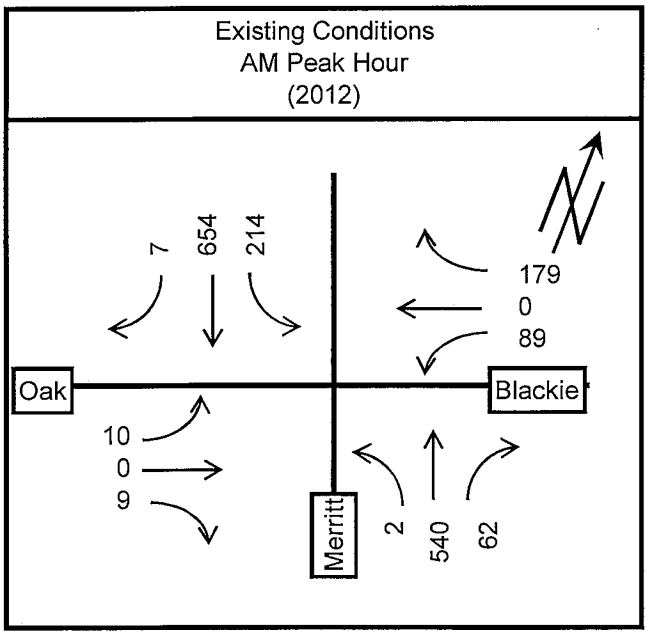
Caltrans Source: http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm
Monterey County Source: Monterey County Dept. of Public Works AADT booklets.

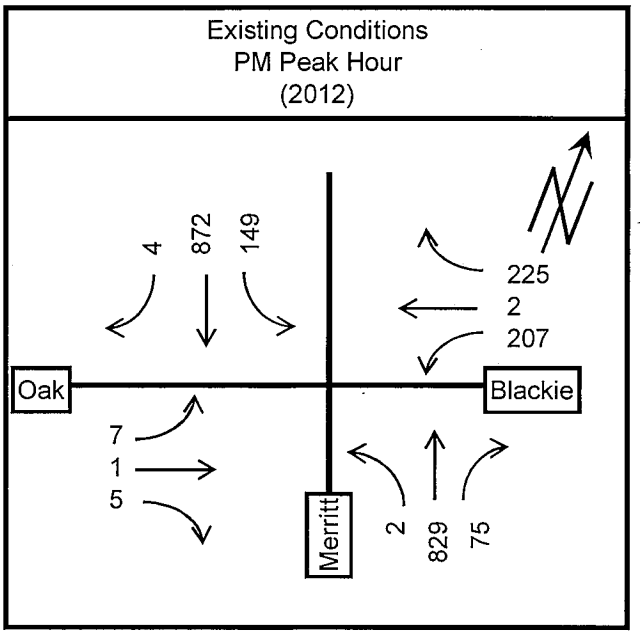
* Monterey County did not publish counts for this segment in 2000 or 2007.
Consultant was unable to locate counts for the years 1992 to 1995.





Note: Turning movement volumes collected May 19, 2005.





Note: 2012 volumes estimated by applying 4% growth rate to 2005 volumes.

Exhibit 4
Existing AM & PM
Peak Hour Volumes

N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions				Existing + Project Conditions				Cumulative + Project Conditions			
					AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr	
					Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Merritt Street (SR 183)	Oak Street - Blackie Road	NB 1-L, 1-T, 1-R SB 2-L, 1-T/R EB 1-L/T/R WB 1-L/T, 1-R	Signal	**Caltrans C**	**17.0**	**B**	**26.0**	**C**	**17.0**	**B**	**26.1**	**C**	**30.7**	**C**	**102.6**	**F**
				Mitigated									***24.1***	***C***	***64.5***	***E***

Notes:
1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.

Part A

Current D'Arrigo Site Trip Generation

D'Arrigo Brothers Spreckels Facility
100,000 SF Processing, Cooling & Storage
20,000 SF Office

GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR PEAK HOUR TRIPS	AM PEAK HOUR % OF ADT	AM PEAK HOUR TRIPS IN	AM PEAK HOUR TRIPS OUT	PM PEAK HOUR PEAK HOUR TRIPS	PM PEAK HOUR % OF ADT	PM PEAK HOUR TRIPS IN	PM PEAK HOUR TRIPS OUT
Office - Corporate Headquarters	20,000 SF	154	29	19%	27	2	28	18%	3	25
Processing, Cooling & Storage	100,000 SF	548	42	8%	23	19	58	11%	30	28
TOTAL GENERATED TRIPS	**120,000 SF**	**702**	**71**	**10%**	**50**	**21**	**86**	**12%**	**33**	**53**

Notes:
1. Trip generation estimate from D'Arrigo Bros. Co. Traffic Impact Analysis, Higgins Associates, 2003
2. Truck traffic estimated to be 450 truck trips per day.

Part B

Castroville D'Arrigo Site Trip Generation

Previous Trip Generation on Project Site
D'Arrigo Brothers - Castroville Facility

TRIP GENERATION RATES (per 1,000 square feet)	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR PEAK HOUR RATE	AM PEAK HOUR % OF ADT	AM PEAK HOUR % IN	AM PEAK HOUR % OUT	PM PEAK HOUR PEAK HOUR RATE	PM PEAK HOUR % OF ADT	PM PEAK HOUR % IN	PM PEAK HOUR % OUT
General Office Building	710	11.01	1.55	14%	88%	12%	1.49	14%	17%	83%
Processing, Cooling & Storage	N/A	-	-	-	-	-	-	-	-	-

GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR PEAK HOUR TRIPS	AM PEAK HOUR % OF ADT	AM PEAK HOUR TRIPS IN	AM PEAK HOUR TRIPS OUT	PM PEAK HOUR PEAK HOUR TRIPS	PM PEAK HOUR % OF ADT	PM PEAK HOUR TRIPS IN	PM PEAK HOUR TRIPS OUT
Office	2,919 SF	32	5	16%	4	1	4	13%	1	3
Processing, Cooling & Storage	88,140 SF	483	37	8%	20	17	51	11%	26	25
TOTAL GENERATED TRIPS	**91,059 SF**	**515**	**42**	**8%**	**24**	**18**	**55**	**11%**	**27**	**28**

Notes:
3. Proportional trip generation estimate based on D'Arrigo Bros. Co. Traffic Impact Analysis, Higgins Associates, 2003 and size of previous location in Castroville.
4. Truck traffic estimated to be 397 truck trips per day.

Part C

Additional Trips Generated by Proposed Expansion

Proposed Project Trip Generation
Western Precooling Expansion

TRIP GENERATION RATES (per 1,000 square feet)	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR PEAK HOUR RATE	AM PEAK HOUR % OF ADT	AM PEAK HOUR % IN	AM PEAK HOUR % OUT	PM PEAK HOUR PEAK HOUR RATE	PM PEAK HOUR % OF ADT	PM PEAK HOUR % IN	PM PEAK HOUR % OUT
Warehouse	150	3.56	0.30	8%	79%	21%	0.32	9%	25%	75%

GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR PEAK HOUR TRIPS	AM PEAK HOUR % OF ADT	AM PEAK HOUR TRIPS IN	AM PEAK HOUR TRIPS OUT	PM PEAK HOUR PEAK HOUR TRIPS	PM PEAK HOUR % OF ADT	PM PEAK HOUR TRIPS IN	PM PEAK HOUR TRIPS OUT
Warehouse	9,330 SF	33	3	9%	2	1	3	9%	1	2
TOTAL GENERATED TRIPS	**9,330 SF**	**33**	**3**	**9%**	**2**	**1**	**3**	**9%**	**1**	**2**

Notes:
5. Trip generation estimate of warehouse expansion based on ITE Trip Generation handbook, 8th Edition, 2008.

Part D

Project Trip Generation After Expansion

Proposed Project Trip Generation
Western Precooling Existing + Expansion

TRIP GENERATION RATES (per 1,000 square feet)	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR PEAK HOUR RATE	AM PEAK HOUR % OF ADT	AM PEAK HOUR % IN	AM PEAK HOUR % OUT	PM PEAK HOUR PEAK HOUR RATE	PM PEAK HOUR % OF ADT	PM PEAK HOUR % IN	PM PEAK HOUR % OUT
General Office Building	710	11.01	1.55	14%	88%	12%	1.49	14%	17%	83%
Warehouse	150	3.56	0.30	8%	79%	21%	0.32	9%	25%	75%

GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR PEAK HOUR TRIPS	AM PEAK HOUR % OF ADT	AM PEAK HOUR TRIPS IN	AM PEAK HOUR TRIPS OUT	PM PEAK HOUR PEAK HOUR TRIPS	PM PEAK HOUR % OF ADT	PM PEAK HOUR TRIPS IN	PM PEAK HOUR TRIPS OUT
Office	2,919 SF	32	5	16%	4	1	4	13%	1	3
Warehouse	97,470 SF	347	29	8%	23	6	31	9%	5	26
TOTAL GENERATED TRIPS	**100,389 SF**	**379**	**34**	**9%**	**27**	**7**	**35**	**9%**	**6**	**29**

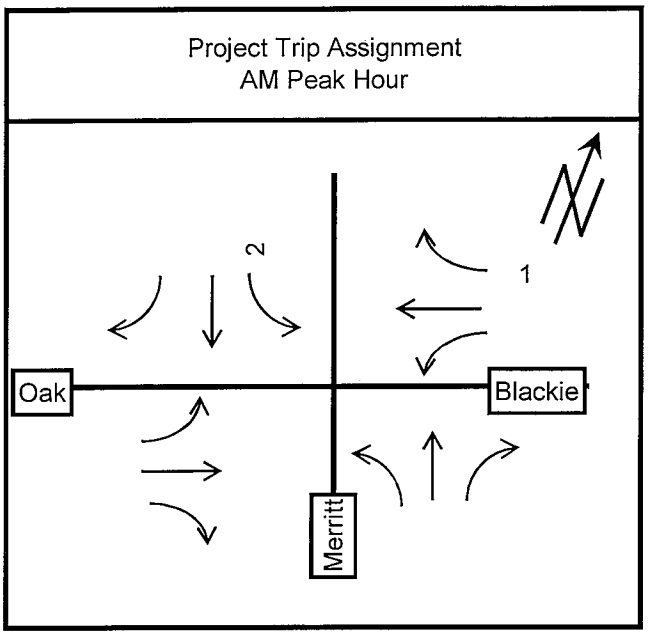
Notes:
6. Trip generation estimate of existing + expanded warehouse facility based on ITE Trip Generation handbook, 8th Edition, 2008.
7. Truck traffic estimated to be 270 truck trips per day.

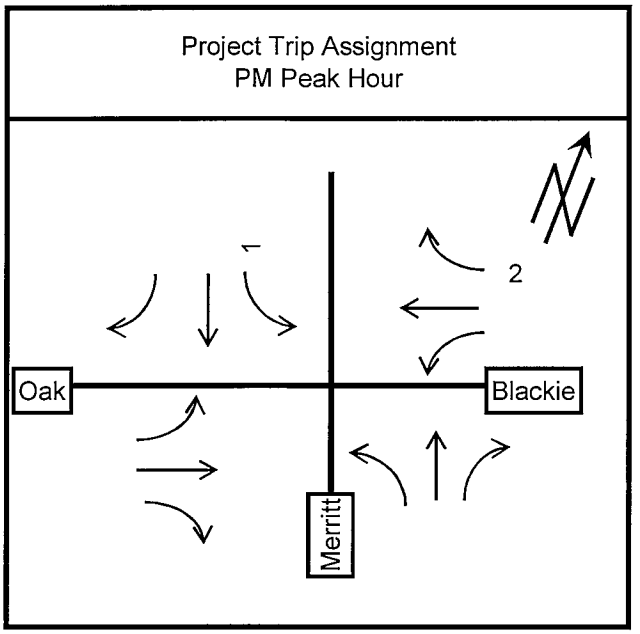
Part E

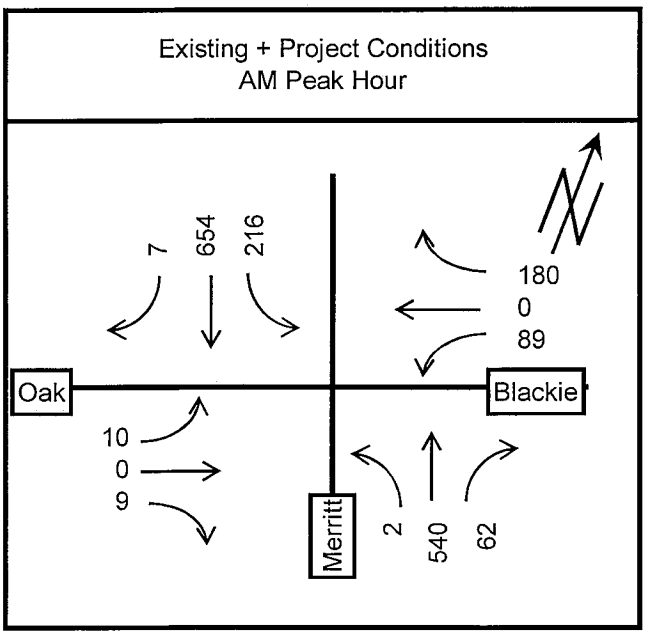
Difference Between Previous Trip Generation and Project Trip Generation After Expansion

Difference Between Previous Trip Generation and Existing + Proposed Expansion

	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS
Part D Minus Part B	**-136**	**-8**	**-20**







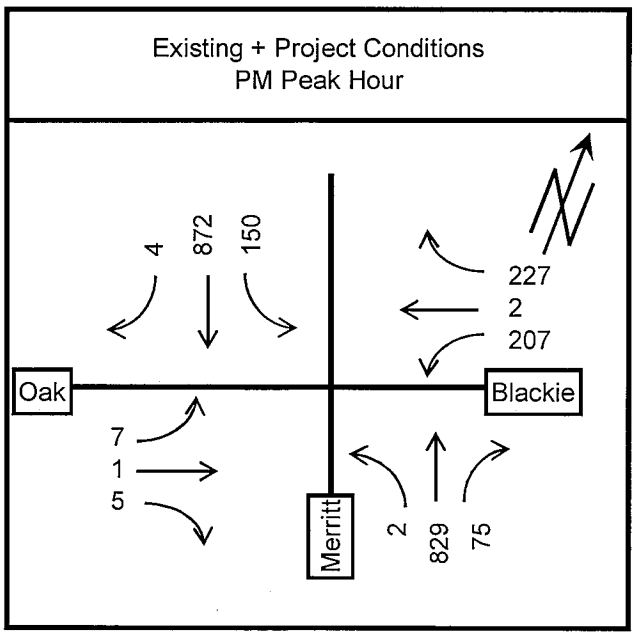


Exhibit 7
Project Trip Assignment and Existing + Project AM & PM Peak Hour Volumes

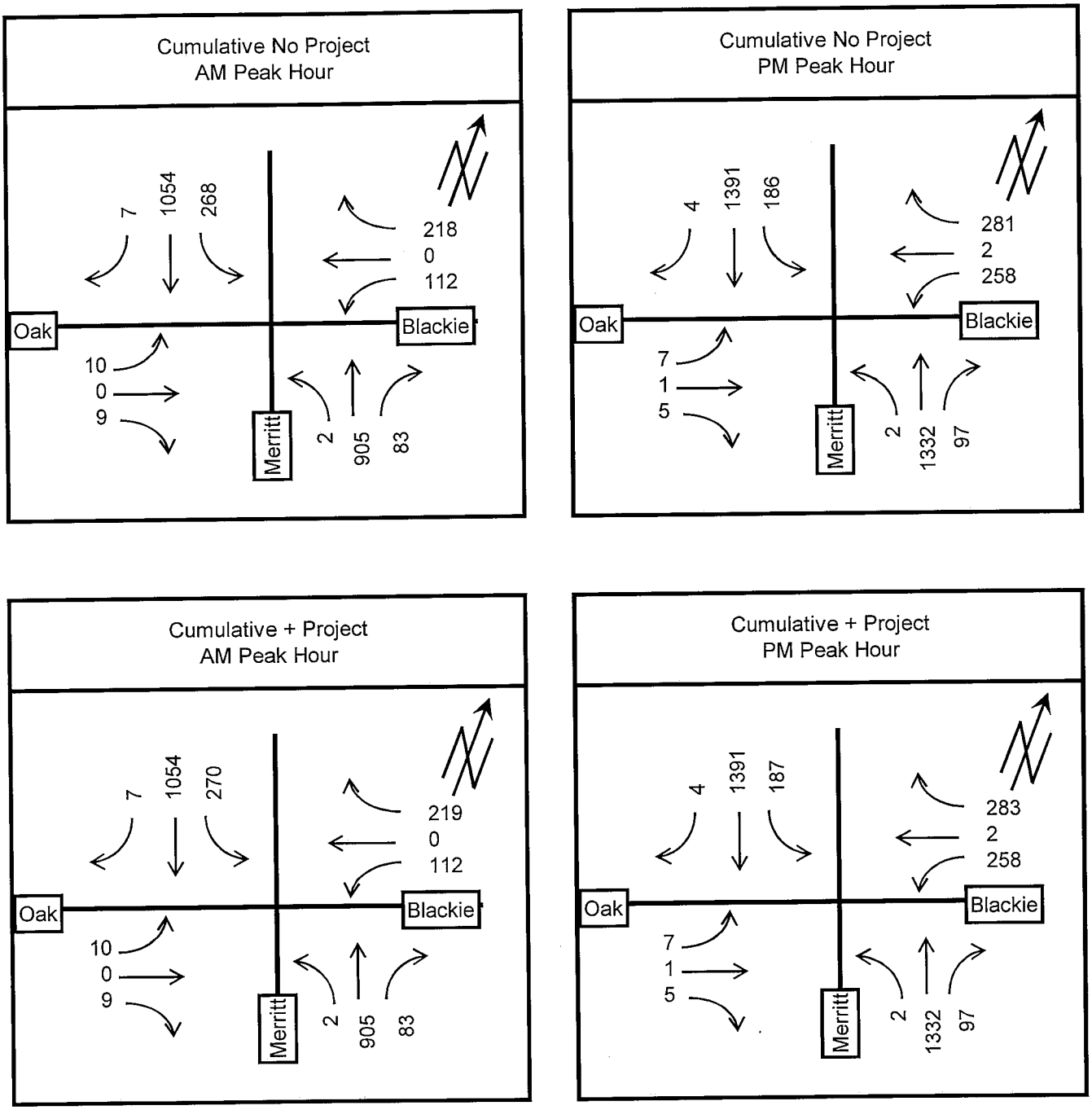


Exhibit 8
Cumulative No Project and
Cumulative + Project AM & PM
Peak Hour Volumes

APPENDIX A

LEVEL OF SERVICE (LOS) DESCRIPTION
SIGNALIZED INTERSECTIONS

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS

(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	<10
B	>10 - 20
C	>20 - 35
D	>35 - 55
E	>55 - 80
F	>80

Appendix B

Intersection Level of Service Calculations

Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	9	89	0	179	2	540	62	214	654	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	0.97	1.00	
Frt		0.94			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1699			1770	1583	1770	1863	1583	3433	1860	
Flt Permitted		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1699			1770	1583	1770	1863	1583	3433	1860	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	0	10	97	0	195	2	587	67	233	711	8
RTOR Reduction (vph)	0	10	0	0	0	151	0	0	36	0	0	0
Lane Group Flow (vph)	0	11	0	0	97	44	2	587	31	233	719	0
Turn Type	Split			Split		pm+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		2.1			7.1	14.4	0.7	29.7	29.7	7.3	36.3	
Effective Green, g (s)		2.1			7.1	14.4	0.7	29.7	29.7	7.3	36.3	
Actuated g/C Ratio		0.03			0.11	0.22	0.01	0.46	0.46	0.11	0.57	
Clearance Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		56			196	466	19	862	732	390	1052	
v/s Ratio Prot		c0.01			c0.05	0.01	0.00	0.32		c0.07	c0.39	
v/s Ratio Perm						0.02			0.02			
v/c Ratio		0.20			0.49	0.09	0.11	0.68	0.04	0.60	0.68	
Uniform Delay, d1		30.2			26.9	19.7	31.4	13.5	9.5	27.1	9.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.8			2.0	0.1	2.4	2.2	0.0	2.5	1.8	
Delay (s)		32.0			28.8	19.8	33.9	15.8	9.5	29.5	11.7	
Level of Service		C			C	B	C	B	A	C	B	
Approach Delay (s)		32.0			22.8			15.2			16.1	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	64.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	1	5	207	2	225	2	829	75	149	872	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	0.97	1.00	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1724			1775	1583	1770	1863	1583	3433	1862	
Flt Permitted		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1724			1775	1583	1770	1863	1583	3433	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	8	1	5	223	2	242	2	891	81	160	938	4
RTOR Reduction (vph)	0	5	0	0	0	188	0	0	27	0	0	0
Lane Group Flow (vph)	0	9	0	0	225	54	2	891	54	160	942	0
Turn Type	Split			Split		pm+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		1.3			15.5	21.1	0.8	54.6	54.6	5.6	59.4	
Effective Green, g (s)		1.3			15.5	21.1	0.8	54.6	54.6	5.6	59.4	
Actuated g/C Ratio		0.01			0.16	0.22	0.01	0.57	0.57	0.06	0.63	
Clearance Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		24			290	427	15	1071	910	202	1164	
v/s Ratio Prot		c0.01			c0.13	0.01	0.00	0.48		c0.05	c0.51	
v/s Ratio Perm						0.03			0.03			
v/c Ratio		0.38			0.78	0.13	0.13	0.83	0.06	0.79	0.81	
Uniform Delay, d1		46.4			38.1	29.6	46.8	16.5	8.9	44.1	13.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		9.7			12.2	0.1	4.0	5.6	0.0	18.8	4.3	
Delay (s)		56.1			50.3	29.7	50.8	22.1	8.9	62.9	17.8	
Level of Service		E			D	C	D	C	A	E	B	
Approach Delay (s)		56.1			39.6			21.1			24.3	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix C

Intersection Level of Service Calculations

Existing Plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	9	89	0	180	2	540	62	216	654	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	0.97	1.00	
Frt		0.94			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1699			1770	1583	1770	1863	1583	3433	1860	
Flt Permitted		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1699			1770	1583	1770	1863	1583	3433	1860	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	0	10	97	0	196	2	587	67	235	711	8
RTOR Reduction (vph)	0	10	0	0	0	152	0	0	36	0	0	0
Lane Group Flow (vph)	0	11	0	0	97	44	2	587	31	235	719	0
Turn Type	Split			Split		pm+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		2.1			7.1	14.4	0.7	29.7	29.7	7.3	36.3	
Effective Green, g (s)		2.1			7.1	14.4	0.7	29.7	29.7	7.3	36.3	
Actuated g/C Ratio		0.03			0.11	0.22	0.01	0.46	0.46	0.11	0.57	
Clearance Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		56			196	466	19	862	732	390	1052	
v/s Ratio Prot		c0.01			c0.05	0.01	0.00	0.32		c0.07	c0.39	
v/s Ratio Perm						0.02			0.02			
v/c Ratio		0.20			0.49	0.09	0.11	0.68	0.04	0.60	0.68	
Uniform Delay, d1		30.2			26.9	19.7	31.4	13.5	9.5	27.1	9.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.8			2.0	0.1	2.4	2.2	0.0	2.6	1.8	
Delay (s)		32.0			28.8	19.8	33.9	15.8	9.5	29.7	11.7	
Level of Service		C			C	B	C	B	A	C	B	
Approach Delay (s)		32.0			22.8			15.2			16.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	64.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	1	5	207	2	227	2	829	75	150	872	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	0.97	1.00	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1724			1775	1583	1770	1863	1583	3433	1862	
Flt Permitted		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1724			1775	1583	1770	1863	1583	3433	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	8	1	5	223	2	244	2	891	81	161	938	4
RTOR Reduction (vph)	0	5	0	0	0	190	0	0	27	0	0	0
Lane Group Flow (vph)	0	9	0	0	225	54	2	891	54	161	942	0
Turn Type	Split			Split		pm+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		1.3			15.5	21.1	0.8	54.6	54.6	5.6	59.4	
Effective Green, g (s)		1.3			15.5	21.1	0.8	54.6	54.6	5.6	59.4	
Actuated g/C Ratio		0.01			0.16	0.22	0.01	0.57	0.57	0.06	0.63	
Clearance Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		24			290	427	15	1071	910	202	1164	
v/s Ratio Prot		c0.01			c0.13	0.01	0.00	0.48		c0.05	c0.51	
v/s Ratio Perm						0.03			0.03			
v/c Ratio		0.38			0.78	0.13	0.13	0.83	0.06	0.80	0.81	
Uniform Delay, d1		46.4			38.1	29.6	46.8	16.5	8.9	44.1	13.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		9.7			12.2	0.1	4.0	5.6	0.0	19.2	4.3	
Delay (s)		56.1			50.3	29.7	50.8	22.1	8.9	63.4	17.8	
Level of Service		E			D	C	D	C	A	E	B	
Approach Delay (s)		56.1			39.6			21.1			24.4	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	26.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix D

Intersection Level of Service Calculations

Cumulative + Project Conditions

Cumulative + Project Conditions - Mitigated

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	9	112	0	219	2	905	83	270	1054	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	0.97	1.00	
Frt		0.94			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1699			1770	1583	1770	1863	1583	3433	1861	
Flt Permitted		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1699			1770	1583	1770	1863	1583	3433	1861	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	0	10	122	0	238	2	984	90	293	1146	8
RTOR Reduction (vph)	0	10	0	0	0	188	0	0	22	0	0	0
Lane Group Flow (vph)	0	11	0	0	122	50	2	984	68	293	1154	0
Turn Type	Split			Split		pm+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		4.0			13.1	25.8	0.8	75.4	75.4	12.7	87.3	
Effective Green, g (s)		4.0			13.1	25.8	0.8	75.4	75.4	12.7	87.3	
Actuated g/C Ratio		0.03			0.11	0.21	0.01	0.61	0.61	0.10	0.71	
Clearance Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		55			188	389	11	1140	969	354	1319	
v/s Ratio Prot		c0.01			c0.07	0.01	0.00	0.53		c0.09	c0.62	
v/s Ratio Perm						0.02			0.04			
v/c Ratio		0.21			0.65	0.13	0.18	0.86	0.07	0.83	0.87	
Uniform Delay, d1		58.1			52.8	39.6	60.9	19.7	9.7	54.2	13.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.9			7.5	0.1	7.8	6.9	0.0	14.6	6.7	
Delay (s)		59.9			60.3	39.7	68.7	26.6	9.7	68.8	20.5	
Level of Service		E			E	D	E	C	A	E	C	
Approach Delay (s)		59.9			46.7			25.3			30.3	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	123.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	1	5	258	2	283	2	1332	97	187	1391	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00	1.00	0.97	1.00	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1724			1775	1583	1770	1863	1583	3433	1862	
Flt Permitted		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1724			1775	1583	1770	1863	1583	3433	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	8	1	5	277	2	304	2	1432	104	201	1496	4
RTOR Reduction (vph)	0	5	0	0	0	156	0	0	16	0	0	0
Lane Group Flow (vph)	0	9	0	0	279	148	2	1432	88	201	1500	0
Turn Type	Split			Split		pm+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		2.8			19.5	26.0	0.9	93.4	93.4	6.5	99.0	
Effective Green, g (s)		2.8			19.5	26.0	0.9	93.4	93.4	6.5	99.0	
Actuated g/C Ratio		0.02			0.14	0.19	0.01	0.67	0.67	0.05	0.71	
Clearance Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		34			247	344	11	1241	1055	159	1315	
v/s Ratio Prot		c0.01			c0.16	0.02	0.00	0.77		c0.06	c0.81	
v/s Ratio Perm						0.07			0.06			
v/c Ratio		0.27			1.13	0.43	0.18	1.15	0.08	1.26	1.14	
Uniform Delay, d1		67.7			60.3	50.6	69.3	23.4	8.3	66.8	20.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		4.2			96.6	0.9	7.8	78.8	0.0	159.3	72.9	
Delay (s)		71.9			157.0	51.4	77.1	102.2	8.3	226.1	93.5	
Level of Service		E			F	D	E	F	A	F	F	
Approach Delay (s)		71.9			101.9			95.8			109.2	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM Average Control Delay	102.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	140.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	108.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	9	112	0	219	2	905	83	270	1054	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	0.97	1.00	
Frt		0.94			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1699			1770	1583	1770	3539	1583	3433	1861	
Flt Permitted		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1699			1770	1583	1770	3539	1583	3433	1861	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	0	10	122	0	238	2	984	90	293	1146	8
RTOR Reduction (vph)	0	10	0	0	0	183	0	0	37	0	0	0
Lane Group Flow (vph)	0	11	0	0	122	55	2	984	53	293	1154	0
Turn Type	Split			Split		pm+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		2.8			12.7	27.4	0.8	69.7	69.7	14.7	83.6	
Effective Green, g (s)		2.8			12.7	27.4	0.8	69.7	69.7	14.7	83.6	
Actuated g/C Ratio		0.02			0.11	0.23	0.01	0.59	0.59	0.12	0.71	
Clearance Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		40			191	428	12	2092	936	428	1320	
v/s Ratio Prot		c0.01			c0.07	0.02	0.00	0.28		c0.09	c0.62	
v/s Ratio Perm						0.02			0.03			
v/c Ratio		0.28			0.64	0.13	0.17	0.47	0.06	0.68	0.87	
Uniform Delay, d1		56.6			50.4	35.8	58.2	13.6	10.2	49.4	13.1	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.8			6.8	0.1	6.5	0.2	0.0	4.5	6.7	
Delay (s)		60.4			57.2	35.9	64.7	13.8	10.2	53.9	19.8	
Level of Service		E			E	D	E	B	B	D	B	
Approach Delay (s)		60.4			43.2			13.6			26.7	
Approach LOS		E			D			B			C	

Intersection Summary			
HCM Average Control Delay	24.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	117.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	1	5	258	2	283	2	1332	97	187	1391	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	0.97	1.00	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1724			1775	1583	1770	3539	1583	3433	1862	
Flt Permitted		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1724			1775	1583	1770	3539	1583	3433	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	8	1	5	277	2	304	2	1432	104	201	1496	4
RTOR Reduction (vph)	0	5	0	0	0	148	0	0	30	0	0	0
Lane Group Flow (vph)	0	9	0	0	279	156	2	1432	74	201	1500	0
Turn Type	Split			Split		pm+ov	Prot		Perm	Prot		
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		2.8			19.6	32.3	0.8	80.0	80.0	12.7	91.9	
Effective Green, g (s)		2.8			19.6	32.3	0.8	80.0	80.0	12.7	91.9	
Actuated g/C Ratio		0.02			0.15	0.24	0.01	0.60	0.60	0.10	0.69	
Clearance Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		36			261	438	11	2127	951	328	1286	
v/s Ratio Prot		c0.01			c0.16	c0.03	0.00	0.40		0.06	c0.81	
v/s Ratio Perm						0.06			0.05			
v/c Ratio		0.25			1.07	0.36	0.18	0.67	0.08	0.61	1.17	
Uniform Delay, d1		64.1			56.8	41.8	65.8	17.8	11.1	57.8	20.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.7			75.2	0.5	7.8	0.9	0.0	3.4	83.7	
Delay (s)		67.8			131.9	42.3	73.7	18.6	11.1	61.2	104.3	
Level of Service		E			F	D	E	B	B	E	F	
Approach Delay (s)		67.8			85.2			18.2			99.2	
Approach LOS		E			F			B			F	

Intersection Summary			
HCM Average Control Delay	64.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	133.1	Sum of lost time (s)	13.5
Intersection Capacity Utilization	108.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Appendix E

TAMC Regional Traffic Impact Fee Calculation

Regional Development Impact Fees

Fee Calculation Worksheet

Last updated August 1, 2011

Project Name: Western Precooling Systems **Date: 01/13/12**

Select the Benefit Zone:	NORTH COUNTY
Select the Agency:	County of Monterey

	Select the Land Use Type:	Fee Schedule	Enter the # of Units	Fees
1	Warehouse	$1.77	9,330	$16,552.80
2		$0.00		$0.00
3		$0.00		$0.00
4		$0.00		$0.00
5		$0.00		$0.00
	Calculate by Fee per Trip (Only use for appeals):	$358		$0.00
	Subtotal:			$16,552.80
	Apply discount:		0.00%	$0.00
	Apply credits:			$0.00
	Total Regional Fee:			**$16,552.80**

ARCHAEOLOGY REPORT WAIVER

ASSOCIATED PERMIT
PLN110655

ASSESSOR'S PARCEL NUMBER
030 - 262 - 009

DATE STAMP
RECEIVED
JAN 19 2012
MONTEREY COUNTY
PLANNING DEPARTMENT

The 2010 General Plan and the provisions of Chapter 21.66.050 C 1 of the Zoning Ordinance require the preparation of an archaeological report for development in certain areas. Your proposed project is located in an area of High or Moderate Archeological Sensitivity per our Department's database resource maps. The preparation of the archaeological report may be waived by the Director of Planning if any of the following circumstances are met.

The information you provide will be evaluated as part of the review of your application and the preparation of the archaeological report may be waived by the Director of Planning. If the report is waived, a note containing standard language would be required on the building permit plans giving notice that construction shall stop and that the County shall be notified immediately if archaeological resources are found during construction.

OWNER/APPLICANT INFORMATION Owner ☐ Agent ☒

PROJECT LOCATION: 11296 Blackie Road
NAME: Raymond Lino Belli, Jr.
PHONE: (831) 424-4620
MAILING ADDRESS: 313 Salinas Street
CITY/STATE: Salinas, CA.
ZIP: 93901
FAX: (831) 424-4408
E-MAIL: lino@belliag.com

Please check any of the items that may apply to your project and provide the information requested:

- ☐ A previous archaeological report was prepared for the site by a qualified archaeologist, as included in the County's list of archaeological consultants or as a member of the Register of Professional Archaeologists; and the report clearly and adequately included (surveyed) the currently-proposed development site within its scope (Please provide a copy of the report); or
- ☐ The proposed project does not involve land clearing or land disturbance; or
- ☒ The proposed project is a minor project on a previously disturbed site. **Please provide the information requested below;**
- ☐ Other acceptable evidence from a professional archaeologist.

If the project is proposed in an area previously disturbed, please provide the following information: See Attached.

1. Description of the foundation needed for the proposed project and the depth of the excavation needed for construction of the foundation;
2. If the existing foundation, i.e. concrete slab, is to be removed, describe the type and depth of the foundation;
3. Describe if the project would require any changes or expansion of an existing septic disposal system;
4. Describe the necessary infrastructure, i.e. water and sewer lines, needed for the project;
5. If your project includes the construction of a deck in a non-disturbed area, please describe the type of foundation and the extent (depth) of the excavation required;
6. Previously approved permit for grading in the area of the proposed development.

☒ WAIVER APPROVED ☐ WAIVER DENIED	DIRECTOR OF PLANNING	DATE
	[signature]	1/19/12

Archaeology Report Waiver
11296 Blackie Road
PLN110655
030-262-009

1. Foundation consists of a 6" concrete slab on grade with a perimeter continuous spread footing at approximately 2'-0" deep and 1'-0" wide, with limited areas of concentrated load requiring pad footing approximately 3'-0" deep, 4'-0" wide and 8'-0" long.

2. Existing foundation consists of approximately 6" concrete slab on grade similar to proposed foundation.

3. Does not apply to this project; no septic system on site.

4. Electrical only supplied from (E) service.

5. Does not apply to this project.

6. Permit granted in area of work dated 1997, 1998.

Grading Permits issued (S.M. 1-19-12):
- G48219 (1993 - 1,400 c.y grading)
- G47244 (1987 - 2,519 c.y. grading)