

**MONTEREY COUNTY**  
**RESOURCE MANAGEMENT AGENCY**

PLANNING

1441 SCHILLING PL SOUTH 2<sup>nd</sup> FLOOR, SALINAS, CA 93901

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***INITIAL STUDY***

***BACKGROUND INFORMATION***

<b>Project Title:</b>	Café Tori Investments LLC (Harvest Moon Agricultural Employee Housing Project)
<b>File No.:</b>	PLN190127
<b>Project Location(s):</b>	West side of North Davis Road and West Rossi Street, Salinas
<b>Name of Property Owner:</b>	Café Tori Investments LLC & City of Salinas
<b>Name of Applicant:</b>	Jeff Nohr C/O Avila Construction Inc
<b>Assessor's Parcel Number(s):</b>	261-011-026-000 & 261-011-024-000
<b>Acreage of Property:</b>	Total Parcel Acreage: 51.90; Total Acreage of Project Site: 14.7
<b>General Plan Designation:</b>	Greater Salinas Area Plan
<b>Zoning District:</b>	HI-UR (Heavy Industrial – Urban Reserve) – (PQP-UR) Public/Quasi Public-Urban Reserve
<b>Lead Agency:</b>	Monterey County - Resource Management Agency (RMA)
<b>Prepared By:</b>	Cheryl Ku, Senior Planner & Yasmee Hussain, Associate Planner
<b>Date Prepared:</b>	May 11, 2020
<b>Contact Person:</b>	Cheryl Ku, Senior Planner
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## **II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING**

### **A. DESCRIPTION OF PROJECT**

The Harvest Moon Agricultural Employee Housing Project (project) would be located within the Boronda community area in unincorporated Monterey County. The two parcels proposed for development lie directly adjacent to Salinas' city limits, northwest of the West Rossi Street and Davis Road intersection. The project site encompasses approximately 14.7 acres over two parcels located at 800 Rossi Street (**Figure 1**). The larger of the two parcels (Accessor's Parcel Number [APN] 261-011-026-000) is 48.65 acres, with 11.45 acres proposed for development. Development on the smaller of the two parcels (APN 261-011-024-000) would encompass approximately 3.16 acres of the 8.98-acre parcel (**Figure 2**). The 48.65-acre property has been agriculturally cultivated since the mid-1930's, possibly earlier. The property is currently being utilized for agricultural row-crop production by Maple Grey, since 2012 (see **Figure 3**). The property is owned by CAFÉ TORI Investments, LLC.. The proposed project would provide housing for agricultural workers during the Salinas Valley harvest season, as further described below.

The project consists of a Lot Line Adjustment between two legal lots of record of approximately 48.65 acres (APN 261-011-026-000) and 8.98 acres (APN 261-011-024-000), resulting in two parcels of approximately 51.81 (Parcel 1) acres and 5.82 acres (Parcel 2), and a Use Permit and General Development Plan to allow 150 units accommodating up to 1,200 agricultural employees. The project involves the construction of ten (10) two-story apartment style buildings consisting of 150 apartment units, four (4) laundry facilities, two (2) manager's units, four (4) recreation rooms, open space and informal recreation field (see site plan, elevations, and landscape plans **Figure 4-6**). The agricultural housing project will be occupied primarily during the Salinas Valley harvest season from April through November of each year. The housing would be available solely for agricultural employees and designed to accommodate up to 1,200 employees without dependents. Each apartment unit would be suitable to house eight workers, and each unit would provide the essential needs such as kitchen and restroom amenities (see **Appendices A-C** for illustration of floor plans).

A lot line adjustment to acquire property from the City of Salinas is needed to complete this development project. This involves 3.16 acres (currently a part of APN 261-011-024-000) which will be used for additional parking area on the site. This parcel is currently in escrow to transfer ownership from the City of Salinas to Café Tori Investments (please refer to **Figure 7**). Engineered drawing detailing the lot line adjustment was submitted along with the Application. The parcel is currently undeveloped. The site is also within the City General Plan Sphere of Influence future growth area. The land is designated Public/Quasi-public within the City of Salinas. The City is following the requirements of the Surplus Land Act in reference to the sale of a portion of the City-owned land. The City has found this parcel difficult to develop for the intended land use designation due to PG&E Easement for the utility power lines running above the length of the parcel, floodplain designation for the majority of this City parcel and the parcel being landlocked, resulting in difficulties with accessing the site for public use. The area within the Lot Line Adjustment would be dedicated for residential parking, a stormwater retention pond, and open space. The County General Plan and Zoning designate the proposed project area parcels for industrial and public/quasi-public land uses. (See **Figure 8 and Figure 9** and discussion under *Section II.B, Environmental Setting and Surrounding Land Uses*).

Traffic. The residents of the facility would be transported to and from their work destinations by buses or carpool. The buses would be parked offsite and driven to and from the site each day, while the vans would be parked onsite. Most of the bus trips would be in the early morning and early afternoon, before peak hour traffic periods. Outbound bus/vanpool trips would occur between 2:00-5:00 a.m. and inbound bus/vanpool trips would occur between 12:00-4:00 p.m. The property has access to Highway 101 interchanges (Laurel and Boronda) and via Davis Road to ranches in the Blanco area. A Traffic Impact Analysis has been completed and incorporated into this Initial Study to consider traffic impacts and appropriate mitigation, if any. Off-site access improvements include a new driveway entrance at western leg of North Davis Road and Rossi Street intersection, along with traffic signal improvements and sidewalk construction along the project frontage on North Davis Road.

Fencing and Lighting. The proposed project would install a perimeter fence around the development. Exterior lighting at the project site would be downward facing, shielded to direct light downwards to ensure that lighting does not spill over onto nearby residential properties, and consistent with local lighting ordinances, including in the County's Design Guidelines for Exterior Lighting.

Recreation. The proposed project incorporates indoor and outdoor recreational facilities. Indoor recreational facilities would consist of four recreation rooms. Outdoor recreational facilities would include approximately 90,975 square feet (2.1 acres) of open space throughout the apartment complex, which would serve as informal recreation fields. Bus service to and from Salinas will be provided on weekends and weekday evenings, as needed, to allow the occupants the opportunity for shopping, recreation and attending religious services.

Water. California Water Service Company (Cal Water), a public utility, serves the Boronda Community and has capacity to serve the proposed project. A "can and will serve" letter has been issued by Cal Water. The proposed project would be connected to the existing water system.

Wastewater. The City of Salinas provides sewer service to the Boronda Community under agreement with the Boronda Sanitation District. The City has issued its letter that it has capacity to, and will serve, the proposed project. The proposed project would be connected to the existing wastewater system.

Drainage. Whitson Engineers prepared a report entitled *Storm Water Control Plan and Provided Recommendations for the Harvest Moon Agricultural Housing Project*, dated April 27, 2020. The report summarizes the proposed project's proposed stormwater management strategy pursuant to the Post Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032, and the guidance documents promulgated by the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development, dated March 25, 2015. The drainage system would be designed and constructed to meet current regulations and requirements, including the Monterey County flood control requirements pursuant to MCC Section 19.10.050.

The proposed project is located within the Salinas Valley Groundwater Basin, Zone AE, 100-year floodplain of the Salinas River (please refer to **Figure 10**). The Federal Emergency Management Agency (FEMA) and Flood Insurance Rate Maps (FIRM) identify land areas that are subject to

flooding. FEMA defines Zone AE as areas subject to inundation by the one-percent-annual-chance flood event (or a flood that statistically has a one percent probability of occurring in a given year). In addition, the project site is just north and outside of the FEMA Floodway per FIRM Panel No. 06053C0208G. The proposed project design locates parking and proposed drainage facilities within or close to the 100-year floodplain. The proposed structures and improvements on the site are located in an area of the parcel that is least sensitive to the floodway and floodplain.

As shown on **Figure 10**, two stormwater retention ponds are located in areas susceptible to flooding. These facilities are located within the floodplain and would separately have the capacity to retain 13,700 and 12,900 cubic feet of stormwater for the more frequent and smaller storm events. The ponds will be submerged during large storm events (flood stage). All development (fill), including the ponds, within the floodplain will be mitigated by exporting a larger amount (cut) of material outside the floodplain, whereas the total storage provided in Markley Swamp will be greater than pre-development conditions.

Grading. A Geotechnical Investigation Report was prepared by Soil Surveys, Inc. dated December 4, 2019. The proposed project site consists of several soil types, including moderately to highly expansive clayey soil near the surface and possibly loose soil conditions throughout the proposed project site. According to Monterey County Geographic Information System (GIS), the project site is proposed in an area of "low" earthquake, erosion hazard potential, liquefaction, and landslide potential (Source 1). Development of the site would be required to be built in conformance with the 2019 California Building Code.

Construction Activities. The duration of construction is expected to be approximately 14 months from issuance of permits. Construction hours are 7 a.m. to 5 p.m. The number of workers will vary throughout construction and will range from 10 to 100 workers at any given time.

Police and Fire Protection. The Boronda Community is served by the Salinas Police Department and the Monterey County Regional Fire Department. The proposed project housing units will include a fire sprinkler system and conform to all fire code requirements.

## **B. ENVIRONMENTAL SETTING AND SURROUNDING LAND USES**

The project site is located on two parcels (APNs 261-011-026-000 and 261-011-024-000) on the west side of North Davis Road and West Rossi Road, in unincorporated Salinas, within Monterey County. Approximately 11.45 acres of the 48.65-acre parcel, APN 261-011-026-000, would be developed. The County General Plan designates this parcel as Industrial and Open Space land uses and is within the Heavy Industrial-Urban Reserve (HI-UR) and Open Space-Urban Reserve (OP-UR) Zoning districts (please refer to **Figures 8 and 9**). Parcel APN 261-011-024-000 is 8.98 acres and only 3.16 acres are proposed to be developed as part of the proposed project. This parcel consists of Public/Quasi Public, Residential-High Density 5-20 Units/Acre, and Open Space land use designations, and is within High Density Residential 5-20 Units/Acre (HDR/15), Open Space-Urban Reserve (OS-UR), and Public/Quasi Public (PQP) Zoning Districts.

Zoning for parcels surrounding the project site are listed below:

- North: HDR/15 and OS-UR (County Jurisdiction).

- South: HI-UR and Farmlands 40 Acres Minimum (F/40) (County Jurisdiction).
- West: F/40 and Heavy Commercial-Urban Reserve (HC-UR) (County Jurisdiction).
- East: Residential Low Density (R-L-5.5), Residential Medium Density (R-M-3.6), and Industrial-Business Park (IBP) (City Jurisdiction).

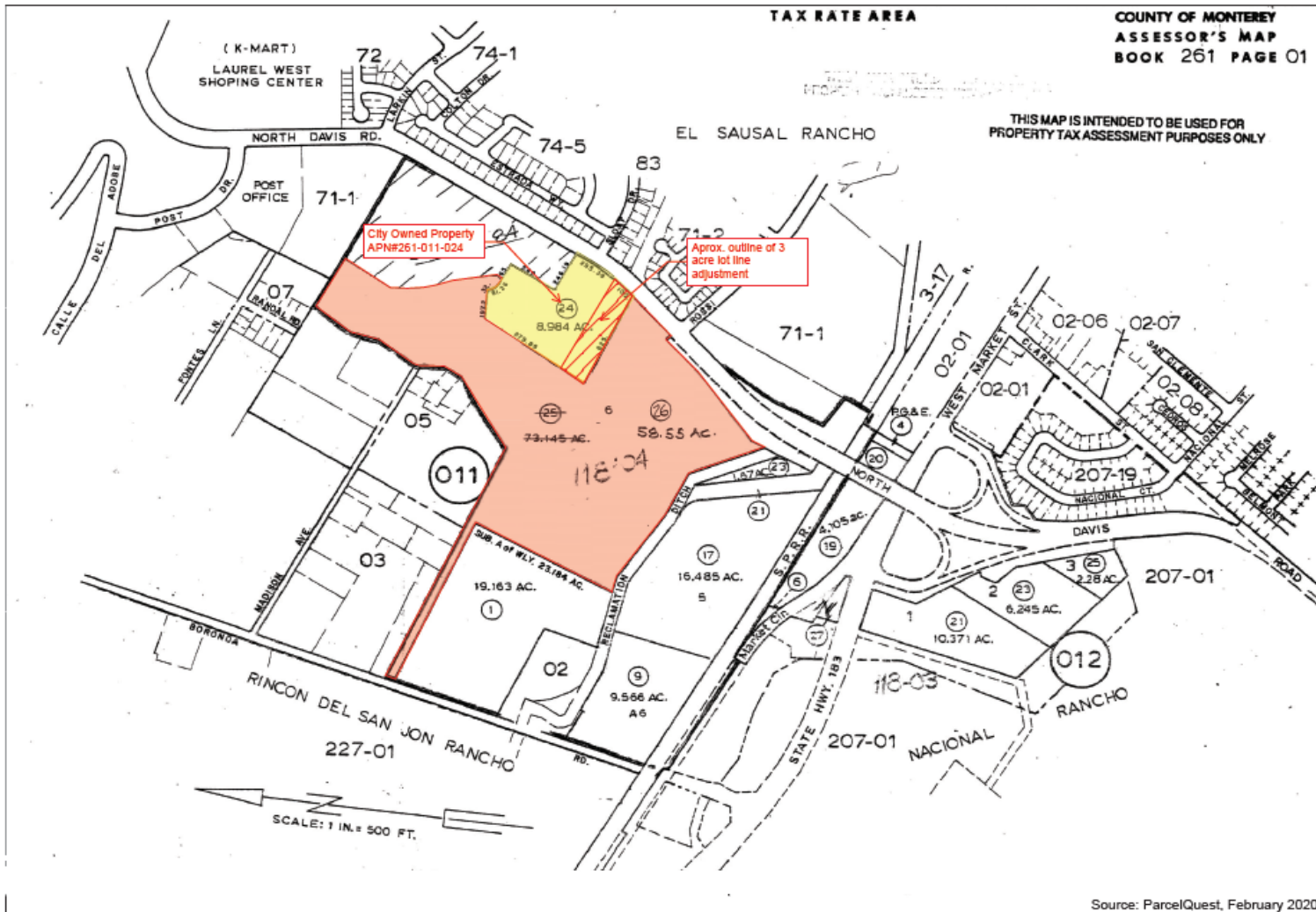
**C. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:**

- None



**Figure 1 – Project Location Map**





**Figure 2 – APN Map**



Front of the property facing west from North Davis Road.



Front of the property facing north towards utility lines.



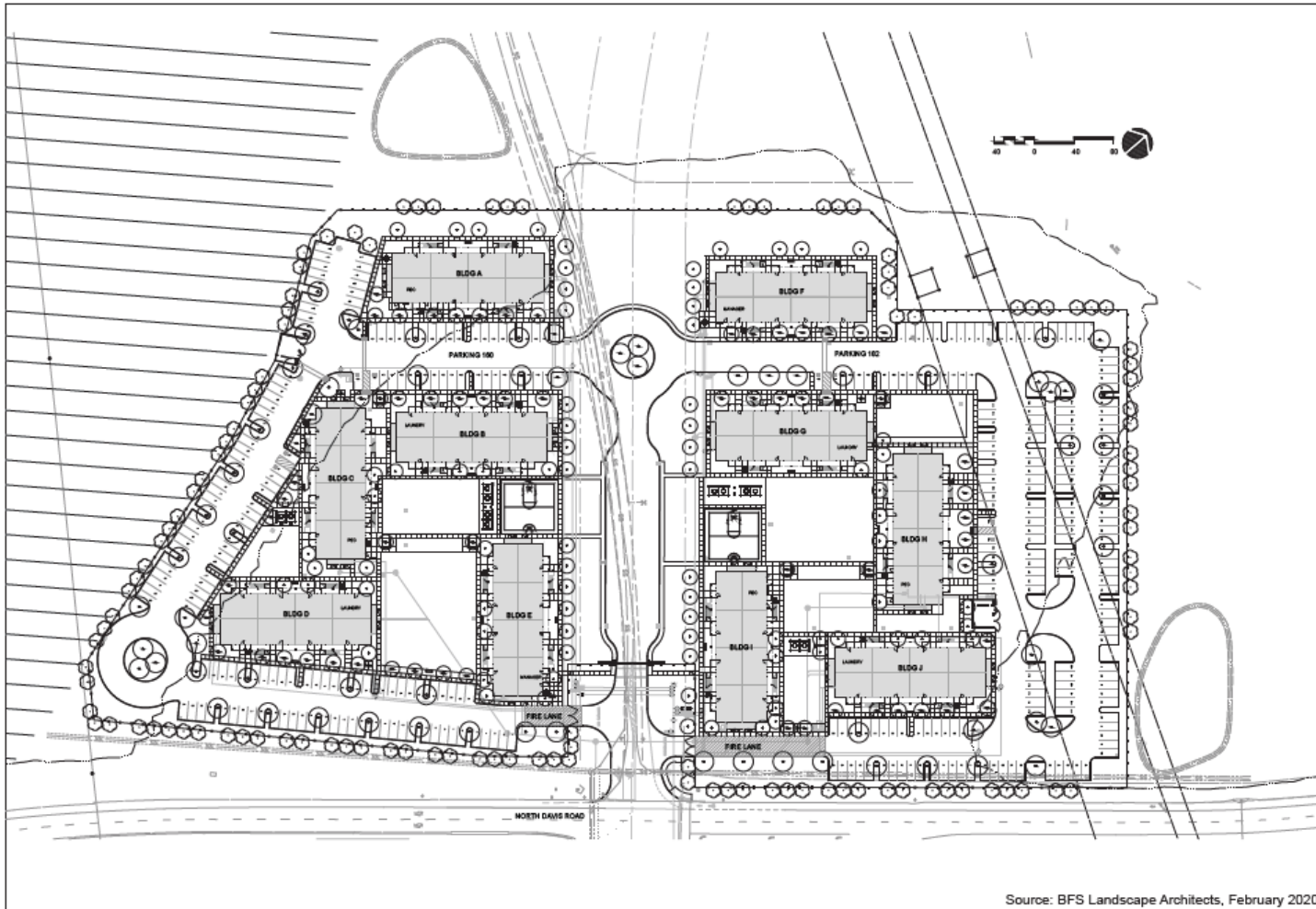
Back of property facing east towards North Davis Road and West Rossi Street.



North end of Reclamation Ditch.

**Figure 3 – Site Photos**





**Figure 4 – Site Plans**





Figure 6 – Landscape Plan (1 inch=40 feet)



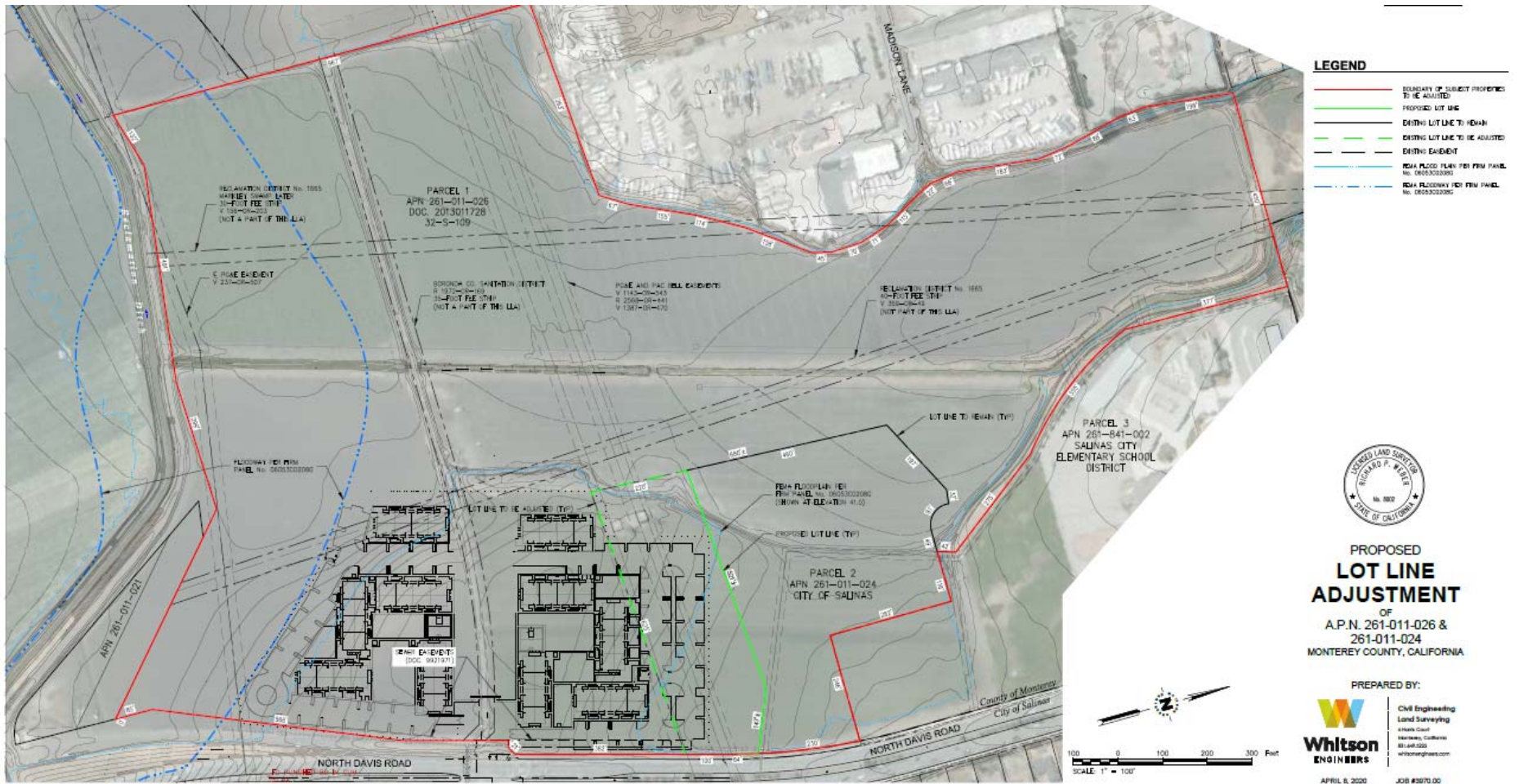
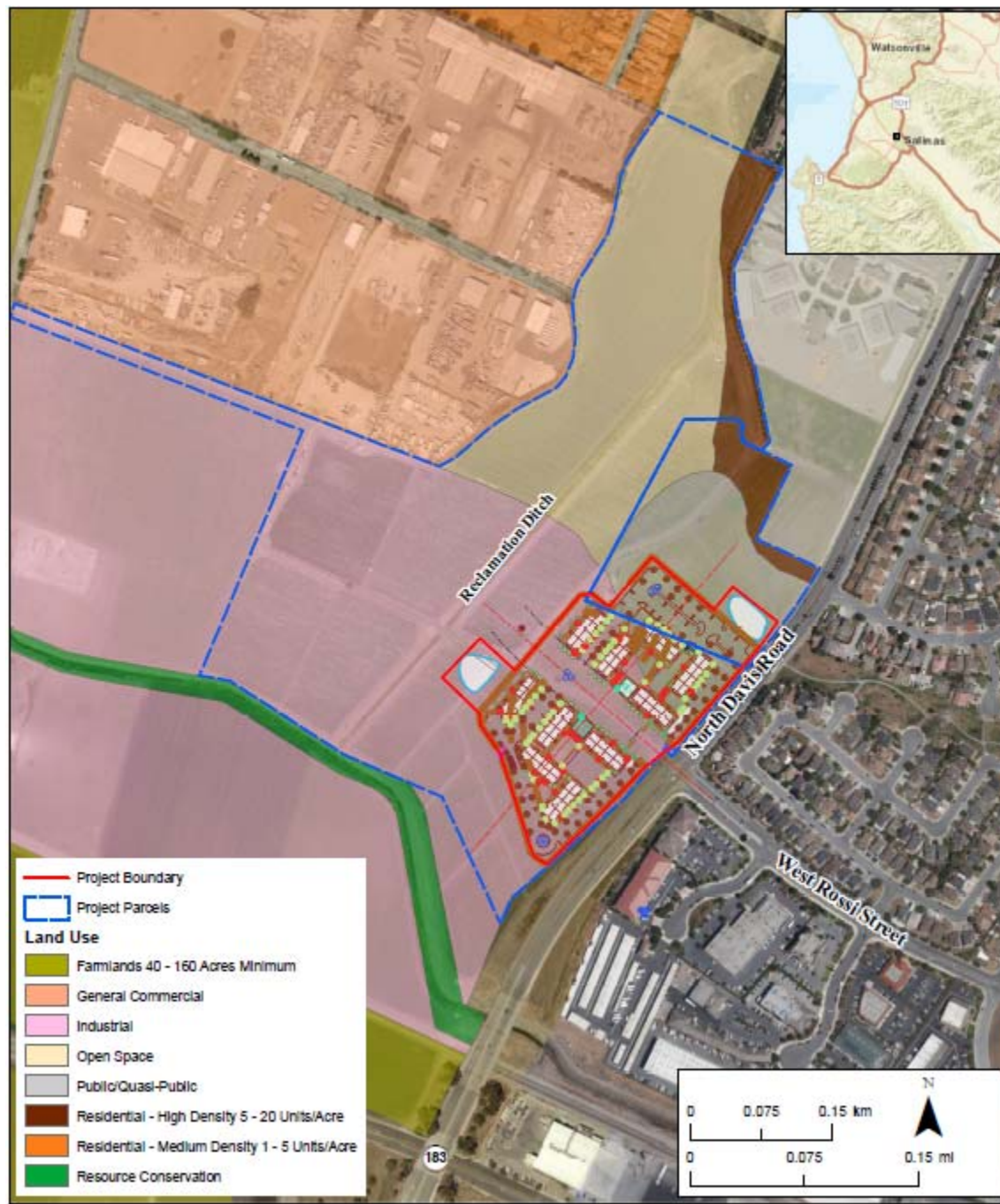
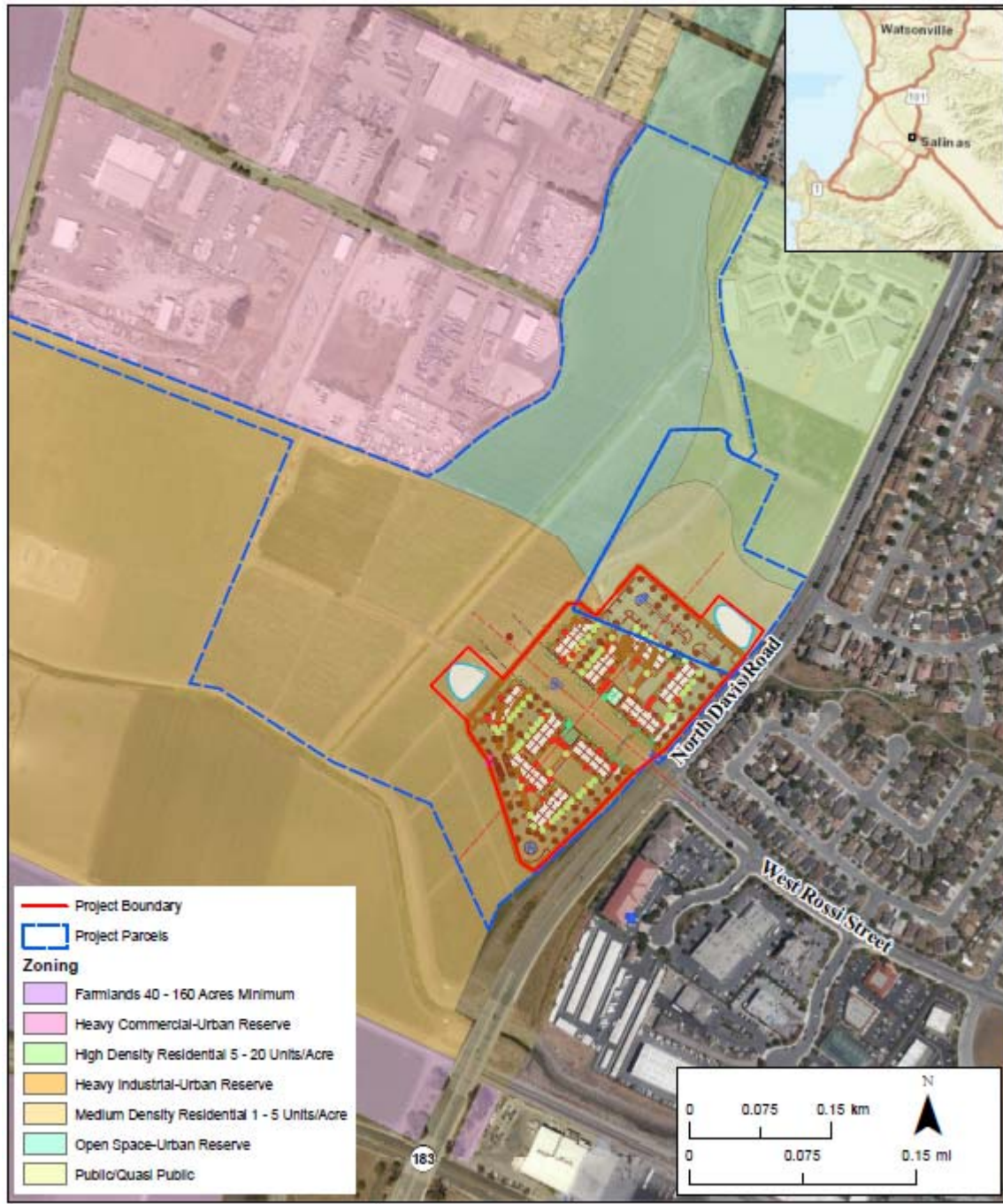


Figure 7 – Lot Line Adjustment



**Figure 8 –Land Use**





**Figure 9 – Zoning Map**





**Figure 10 – Flood Zone Map**

### **III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS**

Use the list below to indicate plans applicable to the project and verify their consistency or non-consistency with project implementation.

General Plan/Area Plan	■	Air Quality Mgmt. Plan	■
Specific Plan	■	Airport Land Use Plans	□
Water Quality Control Plan	■	Local Coastal Program-LUP	□

**Monterey County 2010 General Plan/Greater Salinas Area Plan:** The proposed project was reviewed for consistency with the Monterey County 2010 General Plan and the Greater Salinas Area Plan. The Housing Element of the 2010 General Plan emphasizes the importance of agricultural workers and encourages increased development of farmworker housing. Policies H-2.1 and H-2.11 call for new residential development to ensure a range of housing types, including housing for farmworkers, and for the County to support private sector partnerships to increase the supply of farmworker housing. Additionally, the Housing Element identifies the Boronda Community Plan Area as a favorable location for new urban development.

The proposed project is a use allowed under the Monterey County Zoning Code (MCC Title 21, Source 5). The subject parcels have zoning designations of Heavy Industrial and Public/Quasi-Public. The Heavy Industrial zoning district allows hotel/motel use (MCC 21.28.050 G), which is similar to seasonal housing. The Public/Quasi Public zoning designation allows convalescent homes subject to a use permit (MCC 21.040.050 E), which are similar in intensity to seasonal farmworker housing. Therefore, this project meets the zoning requisites for the Heavy Industrial and Public/Quasi Public zones.

The property is currently in agricultural cultivation, so the project was reviewed for consistency with General Plan *Policies AG-1.6 and AG-1*. *Policy AG-1.6* states that farmworker housing projects may be considered in areas designated for agricultural use, subject to appropriate public health and environmental review in accordance with state law. In addition, the proposed project is not located within any Special Treatment Area or Study Area. Furthermore, the proposed project has also been reviewed for consistency with the development standards listed in Monterey County Code (MCC) Section 21.24, Title 21, Zoning Ordinance, Heavy Industrial Zoning Districts and Urban Reserve Zoning District. The proposal is consistent with the land use categories, policies, and standards of the plans and ordinances identified above. **Consistent.**

**Air Quality Management Plan:** The proposed project was reviewed for consistency with the 2008 Monterey Bay Air Resources District's (MBARD) CEQA Air Quality Guidelines for the Monterey Bay Region. Section IV.3 (Air Quality) discusses whether this particular project conflicts or obstructs implementation of air quality plans, violates any standard or contributes to air quality violations, results in cumulative non-attainment of ambient air quality standards, exposes sensitive receptors to pollutant concentrations or creates objectionable odors affecting many people. The proposed project complies with the requirements of this plan. **Consistent.**

**Water Quality Control Plan:** The proposed project is consistent with the 2010 General Plan and AMBAG'S 2018 Regional Growth Forecast. The Regional Water Quality Control Board (RWQCB) incorporates these documents in its preparation of regional water quality plans; therefore, the proposed project is consistent with the Regional Water Quality Control Plan. Section IV.9. (Hydrology and Water Quality) discusses whether this project violates any water quality standards or waste discharge requirements, substantially depletes groundwater supplies or interferes substantially with groundwater recharge, substantially alters the existing drainage pattern of the site or area or creates or contributes runoff water that would exceed the capacity of existing or planned storm water drainage. **Consistent.**

## ***IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION***

### **A. FACTORS**

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

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                | <input checked="" type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources      | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Energy                             |
| <input checked="" type="checkbox"/> Geology/Soils             | <input checked="" type="checkbox"/> Greenhouse Gas Emission            | <input checked="" type="checkbox"/> Hazards/Hazardous Materials        |
| <input checked="" type="checkbox"/> Hydrology/Water Quality   | <input checked="" type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources                             |
| <input checked="" type="checkbox"/> Noise                     | <input checked="" type="checkbox"/> Population/Housing                 | <input checked="" type="checkbox"/> Public Services                    |
| <input checked="" type="checkbox"/> Recreation                | <input checked="" type="checkbox"/> Transportation/Traffic             | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Wildfire                           | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

- ☐ Check here if this finding is not applicable

**FINDING:** For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from construction, operation or maintenance of the proposed project and no further discussion in the Environmental Checklist is necessary.

**EVIDENCE:** Based upon the planner's project analysis, many of the above topics on the checklist do not apply. Less than significant impacts or potentially significant impacts are identified for Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Hydrology/Water Quality, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, Tribal Cultural Resources and Utilities/Service



Systems. The project would have no quantifiable adverse environmental effect on the categories not checked above, as follows:

**Mineral Resources:** No mineral resources have been identified or would be affected by this project. **No Impact.** (Source: 1, 2, 3, 4, 5, 6)

## B. DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



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Name

5/12/2020

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Date

## ***V. EVALUATION OF ENVIRONMENTAL IMPACTS***

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c) (3) (D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist, references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

## VI. ENVIRONMENTAL CHECKLIST

1. AESTHETICS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Have a substantial adverse effect on a scenic vista? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project in in an urbanized are, would the project conflict with applicable zoning and other regulations governing scenic quality? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** The proposed project site is zoned Heavy Industrial – Urban Reserve (HI-UR). The site is located on property being utilized for agricultural cultivation. According to the Monterey County 2010 General Plan, the proposed project site is not located within a visually sensitive area and is not visible from any designated scenic highway corridors. Goal OS-1 of the 2010 Monterey County General Plan (General Plan), protects scenic resources by retaining the character and natural beauty of Monterey County by preserving, conserving, and maintaining unique physical features, natural resources, and agricultural operations. The project is within the Greater Salinas Area Plan, which identifies Old Stage Road and Highway 101 as scenic corridors. However, the project site is not located near or visible from these scenic corridors.

**1(a, b): Less Than Significant Impact.** The project site would not have an adverse effect on a scenic vista due to being located outside of a visually sensitive area. The project site is currently being utilized for agricultural cultivation and there are no scenic resources on the site, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, that would be damaged as a result from the proposed project. Therefore, this would result in a less-than-significant impact.

**1(c): Less Than Significant Impact.** The project site is currently undeveloped within the HI-UR Zoning District, across the street from an urbanized area, but otherwise surrounded by agricultural lands. The proposed project would alter the existing visual character of the site by introducing a new residential complex. However, there is a residential neighborhood directly east of the project site, therefore the project would be consistent with the surrounding visual character of the area. Additionally, the tallest proposed buildings are two stories in height and consistent with the surrounding commercial and residential development. The project would alter the existing view across the site and into the valley from the adjacent residences to the east but would not



significantly impact the overall viewshed. The project proposes to incorporate architectural and design elements including variations in exterior elevations and two-toned siding to break up the visual mass of the structures. The colors proposed for the apartment buildings would include various shades of green, brown and gray. In addition, the project proposes a landscaping plan to neutralize visual impacts of the proposed project to the surrounding areas. For these reasons, the project would not substantially degrade the existing visual character or quality of public views of the site, resulting in less-than-significant impact.

**1(d): Less Than Significant Impact.** The proposed residential buildings and parking areas will utilize nighttime lighting primarily for security. Construction of the proposed project will not require nighttime construction. All proposed exterior lighting will be downward facing and consistent with Monterey County 2010 General Plan lighting policies including LU-1.13, which states that “All exterior lighting shall be unobtrusive and constructed or located so that only the intended area is illuminated, long range visibility is reduced of the lighting source, and off-site glare is fully controlled.” The applicant has submitted an exterior lighting plan as specified in the Monterey General Plan requirements for HI districts (§21.20.070). In addition, the project does not propose any significant source of glare and lighting features are consistent with County regulations. Therefore, the project will have a less-than-significant impact related to lighting or glare.

## 2. AGRICULTURAL AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Source: 1, 2, 3,4, 5, 6, 7)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source: 1, 2, 3,4, 5, 6, 7)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)? (Source: 1, 2, 3,4, 5, 6, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

## 2. AGRICULTURAL AND FORESTRY RESOURCES

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Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Result in the loss of forest land or conversion of forest land to non-forest uses? (Source: 1, 2, 3,4, 5, 6, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Source: 1, 2, 3,4, 5, 6, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** The overall proposed project site is located within an area zoned HI-UR (Heavy Industrial – Urban Reserve Zoning). The site is designated as Prime Farmland in the Monterey County Important Farmland Map (2016), but is not part of a Williamson Act Contract. The site is not designated as forest land, or in an area for timberland production. General Plan *Policies AG-1.6 and AG-1.7*. *Policy AG-1.6* states that farmworker housing projects may be considered, subject to appropriate public health and environmental review in accordance to state law. *Policy AG-1.7* states that housing facilities for farmworkers and their families are allowed in the agricultural land use designations and clustering of residential uses is encouraged in order to minimize impacts on the most productive land. Approximately 12.85 acres of the 58.25 acres currently in agricultural production is proposed to be developed, with an additional 3.15 acres of agricultural buffer space. The project is proposed to serve agricultural workers for this and other sites, thereby contributing to the overall viability of ongoing agricultural uses on this and surrounding sites in Monterey County.

**2 (a, b, e): Less Than Significant Impact.** Development of the proposed project would result in the conversion of Prime Farmland to non-agricultural use and would not conflict with any Williamson Act contract. The project is proposed to support agricultural operations throughout the County, and the majority of the property will remain in cultivation. As stated in the discussion above, General Plan policies AG-1.6 and 1.7 allow farmworker housing in agricultural land use designations, therefore, the conversion from Prime Farmland to non-agricultural use would have a less-than-significant impact.

**2 (c, d): No Impact.** The project site is not designated as forestland or in an area for timberland production, therefore the proposed project would not conflict with zoning for forestland or timberland areas or timberland production; nor would it result in the loss of forest land or conversion of forest land to non-forest use, resulting in no impact.

### 3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** An Air Quality Study for the proposed project was conducted by Rincon Consultants, Inc. in November 2019. Information contained in this section was derived from the study, found in **Appendix D**.

#### Local Climate and Meteorology

The project site is located in the North Central Coast Air Basin (NCCAB), which covers Monterey, Santa Cruz, and San Benito counties. The NCCAB is bordered by the Pacific Ocean to the west, the San Francisco Bay Area Air Basin (SFBAAB) to the north, the San Joaquin Valley Air Basin to the east, and the South Central Coast Air Basin to the south. Onshore sea breezes dominate regional wind patterns, bringing fog and cool air into the coastal valleys during the summer months. In the fall, winds generally slow or reverse direction toward the sea; in the winter, the Pacific high-pressure system moves south and has less influence on the NCCAB. In general, mild annual temperatures dominate in the maritime and coastal areas, and the interior and valley areas experience warmer summers and cooler winters. The NCCAB is situated downwind of the SFBAAB, and the transport of ozone precursor emissions from the SFBAAB plays a dominant role in ozone concentrations measured in San Benito and Santa Cruz counties.

Air pollutant emissions in the NCCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative

emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

### Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). Ozone is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>). The project would generate emissions of CO, PM<sub>10</sub>, PM<sub>2.5</sub>, and SO<sub>2</sub> as well as ozone precursors VOC and NO<sub>x</sub> (including NO<sub>2</sub>) during construction and operation. These pollutants can have adverse impacts on human health at certain levels of exposure. The following subsections describe the characteristics, sources, and health and atmospheric effects of air pollutants.

#### *Ozone.*

Ozone (O<sub>3</sub>) is produced by a photochemical reaction (triggered by sunlight) between NO<sub>x</sub> and VOC.<sup>1</sup> NO<sub>x</sub> is formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because O<sub>3</sub> requires sunlight to form, it mostly occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory irritation, injury and damage to the lungs, decreases in pulmonary function, and impairment of immune mechanisms (MBARD 2008). Groups most sensitive to O<sub>3</sub> include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

#### *Carbon Monoxide.*

Carbon monoxide is a local pollutant that is found in high concentrations only near fuel combustion equipment and other sources of CO. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty for people with chronic diseases, nausea, reduced lung capacity, and impaired mental abilities. CO can also affect the central nervous system, leading to headaches, dizziness, sleepiness, vomiting, confusion, and disorientation (MBARD 2008).

#### *Nitrogen Dioxide.*

Nitrogen dioxide is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen dioxide produced by

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<sup>1</sup> Organic compound precursors of ozone are routinely described by several variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). MBARD uses the term VOC to denote organic precursors.

combustion is nitric oxide (NO), but NO reacts rapidly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. Nitrogen dioxide is an acute irritant and elevated levels of NO<sub>2</sub> can cause respiratory irritation, impaired pulmonary function, and bronchitis. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of ozone, smog and acid rain.

#### *Sulfur Dioxide.*

SO<sub>2</sub> is a colorless pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. When SO<sub>2</sub> oxidizes in the atmosphere, it forms sulfur trioxide (SO<sub>3</sub>). Collectively, these pollutants are referred to as sulfur oxides (SO<sub>x</sub>). In humid atmospheres, SO<sub>2</sub> can also form sulfuric acid mist, which can eventually react to produce sulfate particulates that can inhibit visibility. Combustion of high sulfur-content fuels is the major source of SO<sub>2</sub>, while chemical plants, sulfur recovery plants, and metal processing are minor contributors. At sufficiently high concentrations, SO<sub>2</sub> irritates the upper respiratory tract, which can include wheezing, shortness of breath, and coughing. At lower concentrations, in conjunction with particulates, SO<sub>2</sub> appears to do still greater harm by injuring lung tissues. This compound also constricts the breathing passages, especially for people with asthma and people involved in moderate to heavy exercise. Long-term SO<sub>2</sub> exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease. Sulfur oxides, in combination with moisture and oxygen, can turn plant leaves yellow, dissolve marble, and eat away iron and steel.

#### *Suspended Particulates.*

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of concern are PM<sub>10</sub> (small particulate matter measuring no more than 10 microns in diameter) and PM<sub>2.5</sub> (fine particulate measuring no more than 2.5 microns in diameter). The characteristics, sources, and potential health effects associated with the PM<sub>10</sub> and PM<sub>2.5</sub> can be different. Major man-made sources of PM<sub>10</sub> are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer PM<sub>2.5</sub> particulates are generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. PM<sub>2.5</sub> is more likely to penetrate deeper into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can deteriorate health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance. The health effects of suspended particulates include premature mortality, aggravation of respiratory and cardiovascular disease, changes in lung function and increased respiratory symptoms, changes to lung tissues and structure, and altered respiratory defense mechanisms (MBARD 2008).

#### *Toxic Air Contaminants.*

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in mortality or serious illness or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of



TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM; California Air Resources Board [CARB] 2011). TACs are different than the criteria pollutants previously discussed because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

## Air Quality Regulations

### *Federal and State.*

The federal and State governments have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (U.S. EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in the California Environmental Protection Agency. County-level Air Quality Management Districts (AQMDs) provide local management of air quality. CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local AQMDs are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, including the NCCAB.

The U.S. EPA has set primary national ambient air quality standards (NAAQS) for ozone, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and Pb. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California ambient air quality standards [CAAQS]) for these and other pollutants, some of which are more stringent than the federal standards. Table 1 lists the current federal and state standards for regulated pollutants. The NCCAB is designated nonattainment-transitional for the state ozone standards and nonattainment for the state PM<sub>10</sub> standard (MBARD 2017).<sup>2</sup>

**Table 1. Federal and State Ambient Air Quality Standards**

Pollutant	Average Time	NAAQS	CAAQS
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.030 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM <sub>10</sub>	Annual	--	20 µg/m <sup>3</sup>
	24-Hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
PM <sub>2.5</sub>	Annual	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>
	24-Hour	35 µg/m <sup>3</sup>	--
Lead	30-Day Average	--	1.5 µg/m <sup>3</sup>
	3-Month Average	0.15 µg/m <sup>3</sup>	--
ppm = parts per million µg/m <sup>3</sup> = micrograms per cubic meter Source: CARB 2016			

<sup>2</sup> Areas are designated as nonattainment-transitional for ozone if no monitoring location in the nonattainment area has recorded more than three exceedance days during the previous calendar year (California Code Section 70303.5).

### *Monterey Bay Air Resources District*

MBARD is the designated air quality control agency in the NCCAB. Under state law, MBARD is required to prepare a plan for air quality improvement for pollutants for which the NCCAB is in noncompliance. The latest air quality management plan (AQMP), the *2012-2015 Air Quality Management Plan* (2015 AQMP), is an update to the 2012 AQMP. The 2015 AQMP assesses and updates elements of the 2012 AQMP, including ambient air quality data, emission inventory trends, information on ozone transport, control measures, mobile source programs, emission reduction strategies, and growth forecasts. The 2015 AQMP only addresses attainment of the state eight-hour ozone standard because in 2012, the U.S. EPA designated the NCCAB as in attainment for the current national eight-hour ozone standard of 0.075 ppm. In October 2015, the national standard was reduced to 0.070 ppm. However, the NCCAB continues to be in attainment with the federal ozone standard (MBARD 2017).

The following MBARD rules would apply to the proposed project:

- **Rule 400 (Visible Emissions).** Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.
- **Rule 402 (Nuisances).** No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 425 (Use of Cutback Asphalt).** The use of cutback asphalt (asphalt cement that has been blended with petroleum solvents) and emulsified asphalt (an emulsion of asphalt cement and water with a small amount of emulsifying agent) is restricted to limit VOC emissions. Rule 425 prohibits the use of rapid cure asphalt, restricts the use of medium cure asphalt to November through March, and limits the content of total distillate in slow cure asphalt and petroleum solvents in emulsified asphalt.
- **Rule 426 (Architectural Coatings).** This rule limits the emissions of VOCs from the use of architectural coatings and sets VOC content limits for a variety of coating categories.
- **Rule 1000 (Permit Guidelines and Requirements for Sources Emitting Toxic Air Contaminants):** This rule regulates TACs from new or modified stationary sources that have the potential to emit carcinogenic or noncarcinogenic TACs.

MBARD also promulgates rules applicable to numerous other activities.<sup>3</sup>

### Current Air Quality

CARB operates a network of air quality monitoring stations throughout the NCCAB that measure ambient concentrations of pollutants and determine if ambient air quality meets the federal and state standards. The station closest to the project site is the Salinas #3 Monitoring Station, located approximately 3.6 miles northeast of the project site at 855 East Laurel Drive in Salinas, CA (CARB 2019). Data for PM<sub>10</sub> is not measured at this monitoring station; therefore, PM<sub>10</sub> is reported

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<sup>3</sup> MBARD rules available online at: <https://ww3.arb.ca.gov/drdb/mon/cur.htm>

for the closest monitoring station with available data, which is the Hollister-Fairview Road located at 1979 Fairview Road in Hollister, CA, approximately 20 miles northeast of the project site. Table 2 indicates the number of days each standard has been exceeded at these stations. As shown, the federal PM<sub>2.5</sub> standard was exceeded on one day in 2017 and five days in 2018 (CARB 2019).

**Table 2. Ambient Air Quality at the Nearest Monitoring Stations**

Pollutant	2016	2017	2018
8 Hour Ozone (ppm), 8-Hour Average <sup>1</sup>	0.058	0.070	0.052
Number of Days of State and Federal Exceedances (>0.070 ppm)	0	0	0
Ozone (ppm), Worst 1-Hour <sup>1</sup>	0.066	0.082	0.089
Number of days of State exceedances (>0.09 ppm)	0	0	0
Number of days of Federal exceedances (>0.112 ppm)	0	0	0
Nitrogen Dioxide (ppm), Worst Hour <sup>1</sup>	0.033	0.034	0.047
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of Federal exceedances (>0.10 ppm)			
Particulate Matter ≤ 10 µg/m <sup>3</sup> , Worst 24 Hours <sup>2</sup>	44.3	80.9	95.9
Number of days of above State standard (> 50 µg/m <sup>3</sup> )	*	*	*
Number of days of above Federal standard (> 150 µg/m <sup>3</sup> )	0	0	0
Particulate Matter ≤ 2.5 µg/m <sup>3</sup> , Worst 24 Hours <sup>1</sup>	28.7	42.2	64.0
Number of days of above Federal standard (> 35 µg/m <sup>3</sup> )	0	1	5
* = Data not available			
1. Salinas #3 Monitoring Station			
2. Hollister-Fairview Monitoring Station			
Source: CARB 2019			

### *Sensitive Receptors.*

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. CARB identifies sensitive receptors as “land uses where sensitive individuals are most likely to spend time,” such as “schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities” (CARB 2005).

Several sensitive receptors are located in the vicinity of the project site. The closest sensitive receptors are single-family residences located approximately 100 feet east of the project site across North Davis Road. In addition, Boronda Meadows Elementary School is located approximately 0.2 mile north of the project site.

### Methodology

The project’s construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod uses project-specific information, including the project’s land uses, square footages for different uses (e.g., multi-family residential, surface parking lot), and location, to model a project’s construction and operational emissions.

### *Construction Emissions*

Construction emissions modeled include emissions generated by construction equipment used onsite and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed

based on the applicant-provided construction schedule and construction equipment list. It is assumed that all construction equipment used would be diesel-powered. According to applicant provided information, all soil material would be balanced on-site. This analysis assumes that the project construction would comply with all applicable regulatory standards including MBARD Rule 426 (Architectural Coatings).

### *Operational Emissions*

Table 3 summarizes the trip generation rate and vehicle fleet mix assumptions for weekday, Saturday, and Sunday trips. The weekday trip generation rate is based on the Traffic Impact Analysis prepared for the project by Keith Higgins Traffic Engineer (Keith Higgins Traffic Engineer 2019). As shown in Table 3, the project would generate approximately 0.288 trips per resident on weekdays, or 1,730 total weekday trips each week. Based on applicant-provided information, the average distance to job site locations would be approximately 12 miles. Residents would travel from the project site to their job site locations via bus, van, or passenger vehicle. Based on applicant-provided information, approximately 85 percent of residents (i.e., 1,020 persons) would be transported via buses, and approximately 10 percent of residents (i.e., 120 persons) would be transported via vans. The remaining five percent of residents (i.e., 60 persons) would travel to work via personal vehicles, which would equate to approximately 120 one-way vehicle trips each weekday (60 persons \* 2 trips per day).

As shown in Table 3, the Saturday and Sunday trip generation rates are based on the default trip generation rates provided in CalEEMod, which are sourced from the Institute of Transportation Engineers' 9th edition of the *Trip Generation Manual* (California Air Pollution Control Officers Association 2017). It is assumed that all Saturday and Sunday trips would be made using residents' and employees' personal vehicles, which would be equally allocated between light-duty automobiles (i.e., passenger cars) and the two classifications of light-duty trucks.

**Table 3. Vehicle Trip Generation Rate and Fleet Mix Assumptions**

Day of Week	Trip Rate (Trips/Day)	Weekly Trips	Fleet Mix (Weekly Trips per Vehicle Category)				
			LDA	LDT1	LDT2	LHD1	SBUS
Weekdays	0.288 / resident <sup>1</sup>	1,730	445	445	440	80	320
Saturday	6.39 / dwelling unit <sup>2</sup>	959	320	320	319	0	0
Sunday	5.86 / dwelling unit <sup>2</sup>	879	293	293	293	0	0
Total Weekly Trips		3,569	1,058	1,058	1,052	80	320
Overall Vehicle Fleet Mix Percentage			29.7%	29.7%	29.5%	2.2%	9.0%
N/A = not applicable LDA = light-duty automobiles (i.e., passenger cars); LDT1 = light-duty trucks (gross vehicle weight rating of < 6,000 pounds and equivalent test weight of ≤ 3,750 pounds); LDT2 = light-duty trucks (gross vehicle weight rating of < 6,000 pounds and equivalent test weight between 3,751 and 5,750 pounds); LHD1 = light-heavy-duty trucks (gross vehicle weight rating between 8,501 to 10,000 pounds); SBUS = school bus 1 Equivalent to approximately 2.31 trips per dwelling unit per day [(0.288 trips per resident * 1,200 residents) / 150 dwelling units] (Keith Higgins Traffic Engineer 2019). 2 Source: Institute of Transportation Engineers 9th edition of the <i>Trip Generation Manual</i> (CAPCOA 2017)							

Given the above assumptions, approximately 28.0 percent of weekly trips would be home-work trips  $[(64 + 16 + 120) * 5]$  weekday home-work trips / 3,568 total weekly trips). The remaining 72.0 percent of weekly trips would be home-shop or home-other trips. The project's home-work trip percentage is lower than the CalEEMod default percentage; therefore, the CalEEMod defaults for percentages of home-shop and home-other trips were increased proportionally to 24.2 percent and 47.8 percent, respectively, to account for the increased percentage of home-work trips.

### Significance Threshold

The *CEQA Guidelines* (Section 15064.7) provide that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance. MBARD has adopted guidelines for quantifying and determining the significance of air pollutant emissions in its *CEQA Air Quality Guidelines* (MBARD 2008). Emissions generated by the proposed project were compared to MBARD's thresholds for both construction and operational emissions.

The proposed project would be inconsistent with the MBARD AQMP, and would therefore have a cumulatively considerable (significant) contribution to significant cumulative air quality impacts, if it would result in either of the following (MBARD 2008, Duymich 2018):

- Population growth generated by the proposed project would cause the cumulative population of Monterey County (i.e., existing population plus population accommodated by the proposed project and locally approved and unconstructed projects) to exceed the population forecast for the appropriate five-year increment utilized in the 2015 AQMP; or<sup>4</sup>
- Construction and operational emissions of ozone precursors would exceed the significance thresholds established by MBARD, which are intended to set the allowable limit that a project can emit without impeding or conflicting with the AQMP's goal of attainment ambient air quality standards.

In addition, the proposed project's impacts on criteria air pollution would be significant if the proposed project would result in air pollutant emissions during construction or operation that exceeds the thresholds in Table 4.

**Table 4. Air Quality Thresholds of Significance**

Pollutant	Source	Threshold of Significance
<b>Construction Impacts</b>		
PM <sub>10</sub>	Direct	82 lbs/day <sup>1</sup>
<b>Operational Impacts</b>		
VOC	Direct and Indirect	137 lbs/day
NO <sub>x</sub>	Direct and Indirect	137 lbs/day
PM <sub>10</sub>	On-site	82 lbs/day <sup>2</sup>
CO	Direct	550 lbs/day
SO <sub>x</sub> , as SO <sub>2</sub>	Direct	150 lbs/day
Notes: PM <sub>10</sub> = particulate matter with a diameter of 10 micrometers or less; lbs/day = pounds per day; VOC = volatile organic compounds; NO <sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; LOS = level of service; V/C = volume-to-capacity; SO <sub>x</sub> = oxides of sulfur; SO <sub>2</sub> = sulfur dioxide;		
1 This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM <sub>10</sub> emissions may occur if a project uses equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD <i>CEQA Air Quality Guidelines</i> .		
2 MBARD's operational PM <sub>10</sub> threshold of significance applies only to on-site emissions, such as project-related exceedances along unpaved roads. These impacts are generally less than significant. For large development projects, almost all travel is on paved roads, and entrained road dust from vehicular travel can exceed the significance threshold.		
Source: MBARD 2008		

The CO thresholds provided by MBARD are designed to screen out from further analysis projects that would have a less than significant impact to CO; however, projects that exceed these thresholds would not necessarily result in a hotspot. Localized CO concentrations are primarily the result of the volume of cars along a road and the level of emissions generated by vehicles;

<sup>4</sup> In Monterey County, consistency with population forecasts is based on comparing a project's population with countywide forecasts to avoid confusion related to declining population forecasts for cities on the Monterey Peninsula (MBARD 2008).

restricted vehicular traffic flows can contribute to higher volumes of vehicles on a given roadway in a period of time, but are not the cause of high CO concentrations. Stringent vehicle emission standards in California have reduced the level of CO emissions generated by vehicles over time such that CO hotspots are rarely a concern, except for roadways with very high traffic volumes. The Bay Area Air Quality Management District (BAAQMD) has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). The NCCAB and the SFBAAB (the jurisdiction of the BAAQMD), which is the air basin immediately adjacent to the NCCAB to the north, are both in attainment for the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for CO and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (CARB 2019; BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis. The BAAQMD threshold is applied in the following impact analysis if the proposed project exceeds the MBARD screening thresholds presented above to determine whether the proposed project would result in an exceedance of CO standards.

In addition to criteria pollutants, MBARD regulates TACs from new or modified sources under Rule 1000. Rule 1000 applies to any source which requires a permit to construct or operate pursuant to District Regulation II (Permits) and has the potential to emit carcinogenic or noncarcinogenic TACs. MBARD also implements Rule 1003, which establishes and implements the Air Toxics Hot Spots Act, and Rule 424, which applies to demolition and/or renovation activities which are subject to the asbestos NESHAP in Rule 306. The project would be required to comply with Rules 1000, 1003, and 424 to the extent applicable.

According to MBARD guidelines, a project would have a significant impact if TAC emissions result in an exceedance of health risk public notification thresholds adopted by MBARD. The guidelines also set forth the following thresholds, which are the same as the public notification thresholds:

- The hazard index is greater than 1 for acute or chronic impacts; or
- The cancer risk is greater than 10 in one million.

For odor emissions, the MBARD guidelines state that impacts would be significant if the project would result in the emission of substantial concentrations of pollutants that produce objectionable odors, causing injury, nuisance, or annoyance to a considerable number of persons, or endangering the comfort, health, or safety of the public. If construction or operation of the project would emit pollutants associated with odors in substantial amounts, the analysis should assess the impact on existing or reasonably foreseeable sensitive receptors.

### Project Impacts

**3(a): No Impact.** The most recently adopted air quality plan in the MBARD region is the 2015 AQMP. The control measures outlined in the 2015 AQMP focus on MBARD continuing to use grant funding to reduce both VOC and NOX emissions, primarily from mobile sources. According to MBARD, mobile source emission reductions have been the most effective in achieving progress toward attainment of the state one-hour and eight-hour ozone standards (MBARD 2017). Furthermore, the 2015 AQMP provides Emission Reduction Strategies in Section 9.1, which includes land use “planning efforts such as the Sustainable Communities and Climate Protection

Act of 2008 (Sustainable Communities Act, SB 375) which supports coordinated transportation and land use planning with the goal of developing more sustainable communities” (MBARD 2017).

A significant impact to air quality would occur if buildout of the proposed project would conflict with or obstruct implementation of the 2015 AQMP. Although any development project would represent an incremental negative impact on air quality in the NCCAB due to increased air pollutant emissions, the primary concern is whether project-related impacts have been properly anticipated in the regional air quality planning process and reduced whenever feasible. MBARD uses growth forecasts provided by the Association of Monterey Bay Area Governments (AMBAG) to project population-related emissions, which are used in developing the AQMP for the NCCAB.

As discussed above, the project would accommodate approximately 1,200 farm workers in unincorporated Monterey County just outside the city of Salinas. The current population of Monterey County is estimated at 445,414 persons (California Department of Finance [DOF] 2019). AMBAG forecasts that the population of Monterey County will reach 462,678 residents by 2025 (AMBAG 2018). Therefore, projected cumulative growth in Monterey County plus the proposed project would result in a total population of approximately 463,878 persons (an approximately 4.1 percent increase). The population growth projections used in the 2015 AQMP forecast that the population of Monterey County will reach 463,884 residents by 2025 (MBARD 2017). Therefore, cumulative population growth plus the proposed project would not exceed the AQMP population growth forecast for Monterey County. No impact would occur.

**3(b): Less Than Significant Impact.** As stated above, the NCCAB is currently designated nonattainment-transitional for the state ozone standards and nonattainment for the state PM<sub>10</sub> standard, but is in attainment for all other federal and state standards.<sup>5</sup> Therefore, this analysis focuses on air quality impacts related to those criteria pollutants for which the NCCAB is in nonattainment, which are ozone and PM<sub>10</sub>.

#### Construction

Construction activities such as grading, construction worker travel to and from project site, delivery and hauling of construction supplies to and from the project site, and fuel combustion by on-site construction equipment would generate emissions of ozone precursors (VOC and NOX), CO, and dust (PM<sub>10</sub> and PM<sub>2.5</sub>). According to MBARD guidelines, construction projects that temporarily emit precursors of ozone (i.e., VOC or NOX) are accommodated in the emission inventories of state- and federally-required air plans and would not have a significant impact on the attainment and maintenance of the NAAQS or CAAQS for ozone. MBARD guidelines have an exception if a project uses “non-typical equipment, e.g., grinders, and portable equipment.” According to MBARD’s *CEQA Air Quality Guidelines* (2008), PM<sub>10</sub> is the greatest pollutant of concern during construction; therefore, MBARD has established a significance threshold of 82 pounds of PM<sub>10</sub> emissions per day for construction activities. If a project’s construction emissions fall below the MBARD thresholds, the project’s impacts to regional air quality are considered individually less than significant and less than cumulatively considerable.

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<sup>5</sup> Areas are designated as nonattainment-transitional for ozone if no monitoring location in the nonattainment area has recorded more than three exceedance days during the previous calendar year (California Code Section 70303.5).



Table 5 shows the estimated maximum daily emissions for each year of construction of the proposed project, accounting for compliance with MBARD Rule 426 (Architectural Coatings), which requires the use of low-VOC architectural coatings.

**Table 5. Estimated Maximum Daily Construction Emissions**

<b>Construction Year</b>	<b>Maximum Daily Emissions (lbs/day)</b>					
	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
2020	5.3	54.2	33.8	0.1	9.8	5.8
2021	26.6	45.4	40.2	0.1	3.0	2.2
<b>Maximum Emissions (lbs/day)</b>	<b>26.6</b>	<b>54.2</b>	<b>40.2</b>	<b>0.1</b>	<b>9.8</b>	<b>5.8</b>
MBARD Threshold	N/A	N/A	N/A	N/A	82 <sup>1</sup>	N/A
Threshold Exceeded?	N/A	N/A	N/A	N/A	No	N/A

N/A = Not applicable.  
Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for regulatory compliance.  
<sup>1</sup> This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM<sub>10</sub> emissions may occur if a project uses equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Air Quality Guidelines.  
Source: See Appendix A for CalEEMod calculations and assumptions

As shown in Table 5, construction of the project would generate maximum daily emissions of approximately 10 pounds of PM<sub>10</sub>, which would not exceed the MBARD threshold of 82 pounds per day. Furthermore, as discussed above, MBARD guidelines state that ozone precursor emissions from construction projects using typical equipment were accounted for in the emission inventories of the 2015 AQMP. The proposed project would use typical construction equipment; therefore, ozone precursor emissions from project construction were accounted for the emission inventories and would not have a significant impact on the attainment and maintenance of the NAAQS or CAAQS for ozone (MBARD 2008). Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard, and impacts would be less-than-significant. Compliance with MBARD Rule 400 (Visible Emissions) and Rule 425 (Use of Cutback Asphalt) would further reduce emissions of dust particulates during project construction below the level of significance.

### Operation

Development of the project would result in long-term air pollutant emissions over the course of operations. Emissions would include area sources, energy sources, and mobile emissions. Area sources include use of consumer products, use of gas-powered landscaping equipment, reapplication of architectural coating (re-painting), and use of fireplaces/hearthths. Energy sources include natural gas for uses such heating/air conditioning, appliances, lighting, cooking, and water heating. Mobile emissions include vehicle trips by residents, employees, and visitors. If a project's construction emissions fall below the MBARD thresholds, the project's impacts to regional air quality are considered individually less-than-significant and not cumulatively considerable.

Table 6 summarizes the total estimated emissions associated with operation of the proposed project by emission source. As shown therein, emissions of VOC, NO<sub>x</sub>, CO, SO<sub>2</sub> and PM<sub>10</sub> emissions would not exceed MBARD thresholds. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under the applicable federal or state ambient air quality standard, and impacts would be less-than-significant.

**Table 6. Estimated Maximum Operational Emissions**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Emissions	3.9	0.1	12.4	< 0.1	0.1	0.1
Energy Emissions	< 0.1	0.3	0.1	< 0.1	< 0.1	< 0.1
Mobile Emissions	2.2	16.9	28.4	0.1	7.6	2.3
<b>Project Emissions</b>	<b>6.1</b>	<b>17.3</b>	<b>41.0</b>	<b>0.1</b>	<b>7.7</b>	<b>2.4</b>
MBARD Threshold	137	137	550	150	82	N/A
Threshold Exceeded?	No	No	No	No	No	N/A
N/A = not applicable Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Numbers may not add up due to rounding. 1. MBARD does not have a significance threshold for operational PM <sub>2.5</sub> emissions. Source: See Appendix A for CalEEMod calculations and assumptions						

### Lot Line Adjustment Analysis

The additional 3.16-acres added to the proposed project from the lot line adjustment was not a component of the proposed project at the time the Air Quality Study (Rincon 2019) was performed and, therefore, not included into the CalEEMod modeling. However, it is found that the additional acreage due to the lot line adjustment would not impact operational air quality, since the lot line adjustment would not result in an increase in occupancy, an increase in operational vehicle trips, or a change in operational use. The lot line adjustment may impact project construction modeling results, due to a slight increase in grading as well as project construction days and equipment.

The Air Quality study assumed the proposed project would result in 6.6-acres of development, the project as proposed with the lot line adjustment would result in an additional 3.16-acres of parking and open space, which would represent about a 50% increase in acreage. PM<sub>10</sub> for the original project was estimated at 9.8 lbs/day (Table 6 above), if this were to increase by 50%, the project as proposed with the lot line adjustment would result in an estimated 15 lbs/day of PM<sub>10</sub> during construction, which is still substantially below the threshold of 82 lbs/day. Further, the additional acreage would require limited earthmoving and as this area would be developed as a parking lot and no additional constructions days or equipment would be required. As stated above, the proposed project would use typical construction equipment; therefore, ozone precursor emissions from project construction were accounted for the emission inventories and would not have a significant impact on the attainment and maintenance of the NAAQS or CAAQS for ozone (MBARD 2008) and compliance with MBARD Rule 400 (Visible Emissions) and Rule 425 (Use of Cutback Asphalt) would further reduce emissions of dust particulates during project construction below the level of significance. As a result, the additional acreage added to the project due to the lot line adjustment would not result in a difference in the CalEEMod results. The impacts to air quality due to construction of the project would be less-than-significant.

**3(c): Less Than Significant Impact.** As discussed under Section 2.4, *Current Air Quality*, the closest sensitive receptors are single-family residences located approximately 100 feet east of the project site across North Davis Road and Boronda Meadows Elementary School located approximately 0.2 mile north of the project site.

### Carbon Monoxide Hotspots

Localized CO concentrations are the result of the volume of cars along a road and the level of emissions generated by vehicles, rather than the flow of traffic. Vehicle CO emissions have declined over time due to stringent state standards for vehicle emissions. MBARD provides

screening thresholds for CO hotspot impacts but does not have a standard for assessing whether a project's CO hotspot impacts would be significant. Therefore, the CO threshold from BAAQMD, which is the air district immediately adjacent to MBARD to the north, is utilized in this analysis.<sup>6</sup> BAAQMD has determined that a volume of 44,000 vehicles per hour is the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). All of the studied roadway segments would have daily traffic volumes below 44,000 vehicles under existing plus project, background plus project, and cumulative plus project conditions (Keith Higgins Traffic Engineer 2019). Therefore, the proposed project would not result in volumes of traffic that would create, or substantially contribute to, the exceedance of the NAAQS and CAAQS for CO. This impact would be less-than-significant.

#### Toxic Air Contaminants

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions. Typical sources of acutely and chronically hazardous TACs identified by CARB include distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities. MBARD also identifies additional common sources of TACs including diesel-fueled internal combustion engines and parking areas for diesel-fueled heavy-duty trucks and buses. CARB recommends siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses.

The project would not include sources of substantial TAC emissions. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program, which regulates stationary sources of hazardous substances used annually in quantities ranging from 500 to 20,000 pounds. Because the project would not contain substantial TAC sources and is consistent with the CARB and MBARD guidelines, the project would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Therefore, impacts related to TACs would be less-than-significant.

**3(d): No Impact - Odors.** During construction activities, temporary odors from vehicle exhaust and construction equipment, fumes from fuel and architectural coatings engines would occur. Construction-related odors would be short-term and would cease upon completion of construction activities. Operationally, land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (MBARD 2008). The project does not include any uses associated with objectionable odors. In addition, MBARD Rule 402 prohibits the discharge of air contaminants or other materials which would cause a nuisance or detriment to a considerable number of persons or to the public, with the exception of odors from agricultural activities. Therefore, given the nature of the proposed project and required compliance with MBARD Rule 402, the proposed project would not create objectionable odors that would adversely affect a

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<sup>6</sup> The NCCAB and the SFBAAB (the jurisdiction of the BAAQMD) are both in attainment for the CAAQS and NAAQS for carbon dioxide and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (CARB 2019; BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis.

substantial number of people during construction and operation, and no impact would occur from odors.

**3(d): Less than Significant with Mitigation Incorporated- Dust.** During construction activities, grading operations may result in dust that could adversely affect residential properties across Davis Road. The following mitigation measure and compliance with the MBARD requirements will reduce this to less than significant.

**Mitigation Measure AQ-1:** Construction Fugitive Dust Control Plan. (Applies where ground disturbance would occur.) The following standard Dust Control Measures shall be implemented during construction to help prevent potential nuisances to nearby receptors due to fugitive dust and to reduce contributions to exceedances of the state ambient air quality standards for PM10, in accordance with MBARD's CEQA Guidelines.

- a. Water all active construction areas as required with water (preferably from non-potable sources to the extent feasible); frequency should be based on the type of operation, soil, and wind exposure and minimized to prevent wasteful use of water.
- b. Prohibit grading activities during periods of high wind (over 15 mph).
- c. Cover all trucks hauling soil, sand, and other loose materials and require trucks to maintain at least 2 feet of freeboard.
- d. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets;
- f. Enclose, cover, or water daily exposed stockpiles (dirt, sand, etc.);
- g. Replant vegetation in disturbed areas as quickly as possible.
- h. Provide a stabilized construction access point of entrance/exit to the construction site that is stabilized and managed to reduce the tracking of mud and dirt onto public roads by construction vehicles
- i. Post a publicly visible sign that specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall also be visible to ensure compliance with MBARD rules.

**Mitigation Monitoring Action AQ-1:** Prior to issuance of construction permits for grading and/or building, the owner/applicant shall include a note on the construction plans encompassing the language contained within Mitigation Measure AQ-1.



<b>4. BIOLOGICAL RESOURCES</b>				
<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Source: 1, 2, 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Source: 1, 2, 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Source: 1, 2, 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Source: 1, 2, 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source: 1, 2, 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Source: 1, 2, 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Discussion/Conclusion/Mitigation:**

The project is located within the Salinas U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle. Topography on site is mostly flat, with elevations ranging from 7 to 11 meters (24 to 36 feet). The project site consists of disturbed land and has historically been used for agricultural cultivation. This drainage currently exists as a straight, channelized ditch surrounded by fields of row crops. The entire project site consists of agricultural fields and associated dirt access roads. Davis Road, a major public roadway, abuts the southeastern edge of the site. The Monterey County Geographic Information System (County GIS) website did not identify any environmentally sensitive habitat or special-status species within the project site.

**4(a): Less Than Significant Impact.** The project site is located within disturbed land that has historically been utilized for agricultural cultivation and does not contain habitat for candidate, sensitive, or special status species, therefore, the project would have a less-than-significant impact.

#### **4(b): Less Than Significant Impact.**

The proposed project is located within a disturbed agricultural area. It has been cultivated for the past 80 years. The site does not contain sensitive habitat area; however, the southwestern portion of the property is classified as PEM1cf based on the U.S. National Fish & Wildlife Service's National Wetlands Inventory. This classification identifies lands that are within Palustrine systems<sup>7</sup>, seasonally flood (c) and are farmed (f) agricultural fields. Farmed wetlands occur where the soil surface has been mechanically or physically altered for production of crops, but where hydrophytes would become reestablished if the farming were discontinued. The project site is located near and within a FEMA designated floodplain. Grading will occur near this area to prepare the site, provide proper flood elevations for buildings and construct drainage facilities, as shown on **Figures 7 and 10**. The proposed project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, or hydrological interruption because the site has long been disturbed over the past 80 years. Construction and project improvements are clustered on the portion of the project site which is least sensitive and outside the designated floodway. The closest facility, the proposed retention pond, is approximately 360-feet east of the existing Reclamation District No. 1665 Markley Swamp lateral. Additionally, standard construction phase BMPs related to erosion would be implemented to minimize erosion impacts during construction. The Geotechnical Report and the Erosion Control Plan prepared for the project include standard requirements that all cut and fill slopes, as well as disturbed soil areas, shall be seeded with grass or landscape plants for erosion control and to prevent sloughing soil from blocking drainage patterns at the project site per the requirements of the Geotechnical Report and the Erosion Control Plan/SWPPP. This results in less-than-significant impact.

**4(c): No Impact.** The proposed project is not located near state or federally protected wetlands, resulting in less-than-significant impact.

**4(c): No Impact.** The project site is disturbed and has historically been utilized for agricultural cultivation, therefore, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. This results in no impact to wildlife movement.

**4(e): No Impact.** The proposed project would not require the removal of trees, therefore, would not conflict with local policies or ordinances protecting biological resources such as a tree preservation policy. This results in no impact.

**4(f): No Impact.** The project is not located within, nor will it conflict with, an adopted conservation plan. This results in no impact.

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<sup>7</sup> Palustrine wetlands include any inland wetland that contains ocean-derived salts in concentrations of less than 0.5 parts per thousand and is non-tidal.

5. CULTURAL RESOURCES				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? (Source: 1, 2, 3, 4, 5, 6, 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Source: 1, 2, 3, 4, 5, 6, 11)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries? (Source: 1, 2, 3, 4, 5, 6, 11)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** Monterey County Geographic Information System (Source 7) indicates the project site has a high archaeological sensitivity. The Monterey County General Plan (Source 3) Open Space Policy 6 encourages efforts by historical, educational or other organizations to improve the public's recognition of the County's cultural heritage. Policy 6.3 states that new development proposed within moderate or high sensitivity zones, or within 150 feet of a known recorded archaeological and/or cultural site, shall complete a Phase I survey including use of the regional State Office of Historic Preservation or the California Native American Heritage Commission's list of sacred and traditional sites. The applicant submitted a cultural resources assessment dated November 2019 (LIB LIB200052) that studies the presence any potential cultural and archaeological findings at the site location.

The cultural and archaeological assessment designed the investigation to address treatment of cultural resources under current guidelines outlined by Monterey County Code Section 21.146.0909 and the California Environmental Quality Act (CEQA) guidelines. This included: 1) identification of significant resources; 2) determination of significant impacts to resources; and 3) development of any necessary mitigation measures.

The project site has been utilized for agricultural cultivation since the mid 1930's and discovery of archaeological resources or human remains have not been documented. The nondevelopment portion of the property is currently being used for agriculture and will continue to be used for agriculture after the project is constructed.

#### **5(a): No Impact.**

In accordance with CEQA Guidelines Section 15064.5, a historical resource is one that is listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (CRHR). The historicity of sites are attributed by their contribution to California's pre-history and cultural heritage and distinctive characteristics they embody of the Millingstone, Middle, Middle/Late Transition, and Late Periods. Public Resources Code Section 21084.1 states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. A surface investigation of the project site was conducted by a certified archaeologist,

which did not reveal any historic resources. Therefore, this project would have no impact to historical resources.

**5 (b, c): Less Than Significant Impact with Mitigation.** The subject parcel is located within an area of high archaeological sensitivity as identified by the Monterey County Geographic Information System (Source 1). The assessment identified the potential for buried archaeological deposits due to near sources of fresh water and its location within Holocene-aged alluvium. The potential inadvertent discovery of archaeological resources and/or human remains and potential inadvertent damage or disturbance during construction would be considered a significant impact.

Based on the known resources in the area, and the potential for resources to be located on and adjacent to the development area, the following mitigation measures have been identified to reduce potential impacts to historical and archaeological resources and potential interred human remains to a less than significant level:

**Mitigation Measure CR1:**

In order to prevent impacts to Cultural Resources and Tribal Cultural Resources, Owner/Applicant shall include requirements of this condition as a note on all grading and construction plans. The note shall state "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. Monterey County RMA - Planning, Native American Heritage Commission (NAHC) designated tribal representative 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, NAHC designated tribal representative and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the recovery.

Prior to resuming any further project-related ground disturbance, Owner/Applicant shall coordinate with the project planner, NAHC designated tribal representative and a qualified archaeologist to determine a strategy for either return to the Tribe or reburial. Any artifacts found that are not associated with a skeletal finding shall be returned to the aboriginal tribe.

If human remains are accidentally discovered during construction, the following steps will be taken:

There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent resources until:

The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

If the coroner determines the remains to be Native American:

- The coroner shall contact the Native American Heritage Commission and RMA – Planning within 24 hours.

- The Native American Heritage Commission shall identify the person or persons from a recognized local tribe of the Esselen, Salinan, Costonoan/Ohlone and Chumash tribal groups, as appropriate, to be the most likely descendent.
- The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.9 and 5097.993, or
- Where the following conditions occur, the landowner or his authorized representatives shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:
  1. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
  2. The descendent identified fails to make a recommendation; or
  3. The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

**Mitigation Monitoring Action CR1:**

Prior to issuance of grading or construction permits, the note shall be included on the plans.

Throughout grading and construction activities, the procedures outlined in Mitigation Measure No. 17 shall be adhered to.

**Mitigation Measure CR2:** In order to reduce potential impacts to cultural resources during construction activities, a subsurface investigation shall be conducted by a County approved cultural monitor prior to initiation of construction. Should the assessment conclude that there are no potential impacts or evidence of cultural resources in the development area, the applicant shall proceed with the proposed project. If the find is determined to be significant, work shall remain halted and mitigation measures identified above (MM CR-1 and MM CR-2) shall be implemented.

**Mitigation Monitoring Action CR2:** Prior to the start of grading or construction activities, the applicant shall submit to RMA-Planning a report from the cultural monitor detailing the results of the subsurface investigation.



6. ENERGY		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation? (Source: 1, 2, 3, 4, 5, 10, 13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Source: 1, 2, 3, 4, 5, 6, 10, 13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** Starting in 2018, all Pacific Gas & Electric Company (PG&E) customers within Monterey, San Benito, and Santa Cruz Counties were enrolled in Monterey Bay Community Power (MBCP). MBCP is a locally-controlled public agency providing carbon-free electricity to residents and businesses. Formed in February 2017, MBCP is a joint powers authority, and is based on a local energy model called community choice energy. MBCP partners with PG&E, which continues to provide billing, power transmission and distribution, customer service, grid maintenance services and natural gas services to Monterey County. MBCP's standard electricity offering, is carbon free and is classified as 30 percent renewable. Of the electricity provided by MBCP in 2018, 40 percent was hydroelectric, and 30 percent was solar and wind (eligible renewables) (MBCP 2019).

**6 (a): Less Than Significant Impact.** The proposed project is not anticipated to consume large amounts of energy outside the functions commonly associated within residential uses. Below is a discussion regarding the proposed project's effect on energy use.

#### Construction Activities:

The anticipated construction schedule assumes that the project would be built out over a period of approximately eight months. The project would require site preparation, minor grading, site construction, paving and architectural coating. The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., excavation, and grading), and the actual construction of the buildings. Petroleum based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. The overall construction of the proposed project is designed to be energy-efficient in order to avoid excess fuel and rental equipment costs.

#### Operational Activities:

The proposed project would consume energy in the form of electricity and natural gas, primarily for building heating and cooling, lighting, cooking, and water heating. Lighting at the project site would include high efficacy luminaires inside each unit.

The proposed project would provide bus services to transport residents to agricultural fields during the weekdays and additional trips into the City for shopping, recreation, and religious services on the weekends. In addition, there is an existing network of sidewalks and crosswalks that provide safe connectivity to transit services and other points of interest.

Based on the discussion above, the proposed project would not result in any potentially significant environmental impact, during the construction and operational phases related to energy use. Therefore, the impacts would be less-than-significant.

**6 (b): Less Than Significant Impact.** The proposed project would comply with existing state energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy-efficiency. The proposed project would be designed to comply with the California Green Building Code, Title 24 energy efficiency requirements, 2019 California Building Energy Standards requirements (including those for solar photovoltaic [PV] on all low-rise residential buildings), and Assembly Bill (AB)1881 water-efficient landscape requirements. The project would include the following design features:

- Energy-Efficient Appliances. ENERGY STAR appliances, including stoves, ovens, refrigerators, and televisions, would be installed in the residential units.
- Electrical Vehicle Charging Stations (EVCS). One single-port Level 2 EVCS would be installed in the parking lot.

Therefore, it would be a less than significant impact.

7. GEOLOGY AND SOILS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Source: 1, 2, 3, 4, 5, 6, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	Strong seismic ground shaking? (Source: 1, 2, 3, 4, 5, 6, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction? (Source: 1, 2, 3, 4, 5, 6, 12)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv)	Landslides? (Source: 1, 2, 3, 4, 5, 6, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil? (Source: 1, 2, 3, 4, 5, 6, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>7. GEOLOGY AND SOILS</b>				
<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Source: 1, 2, 3, 4, 5, 6, 12)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (Source: 1, 2, 3, 4, 5, 6, 12)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Source: 1, 2, 3, 4, 5, 6, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Source: 1, 2, 3, 4, 5, 6, 11, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion/Conclusion/Mitigation:** A Geotechnical Investigation Report was prepared by Soil Surveys, Inc. on December 2019. This report is contained in **Appendix E**. The proposed project site consists of several soil types, including soft to firm clayey soil near the surface underlain by stiff soil conditions throughout the project site. The proposed project site is located in an area of low earthquake and landslide potential, low erosion hazard potential, and moderate liquefaction potential.

**7(ai): Less Than Significant Impact.** The project site is located outside Alquist-Priolo Earthquake Zones, resulting in less-than-significant impact. Potential effects associated with the rupture of known faults are discussed separately below in discussion aii).

**7(aii): Less Than Significant Impact.** Monterey County is in a seismically active area of the state of California; therefore, the proposed project has the potential to expose people and/or structures to seismic hazards. While there is the potential for seismic hazards, these impacts are considered less-than-significant since development of the proposed project site would be required to conform with the most current California Building Code and Title 24 of the California Administrative Code, which contain regulations to protect structures within active or potentially active seismic areas. Compliance with all applicable building requirements related to seismic safety would ensure that potential adverse impacts would be reduced to a less-than-significant level.

**7(aiii): Less Than Significant Impact with Mitigation.** Differential compaction and settlement occur generally in loose, granular or unconsolidated semi-cohesive soils during severe ground vibration. According to the Geotechnical Report, the proposed project site is located within an area of low to moderate risk for lateral spreading or liquefaction. Liquefaction and lateral spreading tend to occur in loose, fine saturated sands and in places where the liquefied soils can move

toward a free face (e.g. a cliff or ravine). There are no free faces near the property, thereby minimizing the risk of lateral spreading. Considering the medium dense to dense, slightly silty, fine to medium grained sands and stiff, silty clay soils and deeper groundwater (30') at the project site, the potential risk for occurrence of damaging liquefaction is considered to be low at depth. The potential risk of liquefaction occurring is moderate in the upper 15 feet during a strong seismic event. The Geotechnical Report provides alternative approaches for grading and deep foundation as mitigations for this potential impact hazard. The report concludes the risk will be reduced with the recommendations for the removal of loose materials or using one of the foundation alternatives identified by the soils engineer. To mitigate the effects of the loose/firm near surface soil conditions and expansive soils at footing depths during major events, the following measures are recommended:

**Mitigation Measure GEO 1:** The building pads for the proposed buildings must be cleared and grubbed of all surface vegetation prior grading work or construction of the building foundation systems. Recommendations for grading and foundation specified in the Soils Surveys Geotechnical Report (Appendix E) shall be followed. The report recommends alternative methods to achieve mitigation (helical anchor and grade beam, rigid mat or grade beam waffle, and a cement/lime treated soil foundation systems). Per the recommendations, one of these systems for the foundation building support shall be implemented.

**Mitigation Monitoring Action GEO 1:** Prior to issuance of grading or construction permits, the applicant shall provide certification from a licensed practitioner that recommendations in the geotechnical report have been incorporated in the grading and construction plans.

**Mitigation Measure GEO 2:**

The proposed buildings and any future additions shall also be designed in strict accordance with the requirements specified in the 2019 California Building Code, or latest approved edition, to resist seismic forces.

**Mitigation Monitoring Action GEO 2:** Prior to issuance of any construction permits on the site, applicant shall submit construction plans in compliance with the 2019 California Building Code.

**7(iv): Less Than Significant Impact.** The proposed project site is relatively flat and located within an area of low risk for landslide potential, resulting in less-than-significant impact.

**7(b): Less Than Significant Impact.** The Geotechnical Report indicates that the near surface soil at the project site has the potential to erode, especially if protective vegetation is removed. Therefore, all the cut and fill slopes, as well as disturbed soil areas, must be seeded with grass or landscape plants for erosion control and to prevent sloughing soil from blocking drainage patterns at the project site. The identified erosion control measures shall be taken during and at completion of grading and during construction operations. The Landscape Plan (**Figure 6**) details the landscaped areas and plants that would be utilized to avoid or reduce erosion. Additionally, standard construction phase BMPs related to erosion would be implemented to minimize erosion impacts during construction. This results in less-than-significant impact.

**7(c): Less Than Significant Impact with Mitigation.** The Geotechnical Report indicates there are no free faces near the proposed project; therefore, the risk of lateral spreading is considered to be low. The landslide risk, as discussed in 7(iv) above, was also considered to be low. The potential impact of liquefaction, differential compaction and settlement was considered moderate; however, the risk would be further minimized by applying Mitigation Measures GEO 1 and 2. The impacts would be less-than-significant with mitigation.

**7(d): Less Than Significant Impact with Mitigation.** As the project-specific Geotechnical Report stated, there is moderately expansive to highly expansive soil near the surface of the proposed project site in addition to possibly soft, loose near surface soil conditions. While the Geotechnical Report for the proposed project determined that the site is suitable for the proposed agricultural housing buildings, mitigation was identified to accommodate the presence of expansive soils. This represents a potentially significant impact that will be reduced to less than significant with the following mitigation:

**Mitigation Measure GEO 3:** The site grading, soil recompaction, and foundation systems will incorporate the recommendations found in the project-specific geotechnical report as provided by Soil Surveys, Inc. in 2019 (**Appendix E**). All buildings will meet the requirements of the latest edition of the Uniform Building Code and the County of Monterey Building Department. All construction will be designed to meet the requirements for Seismic Zone 4 Building Codes in order to resist seismic forces.

**Mitigation Monitoring Action GEO 3:** Prior to final inspection, the owner/applicant shall provide RMA-Environmental Services a letter from a licensed practitioner certifying that the project has been constructed in accordance with the geotechnical report.

**7(e): Less Than Significant Impact.** The proposed project site would incorporate City lines in the proposed project, and no septic systems are proposed. The City has ample capacity to serve the proposed project and has awarded a Can-and-Will-Serve letter to the proposed project, resulting in less-than-significant impact.

**7(f): No Impact.** As stated in **5. Cultural Resources**, the Cultural Resources Assessment did not discover evidence of prehistoric archeological deposits within the proposed project site. The proposed project site is not listed within an area identified as containing paleontological resources nor is it located in close proximity to any known paleontological resources. The proposed project would not impact any paleontological resources, as none are known in the proposed project area.

8. GREENHOUSE GAS EMISSIONS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10, 13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source: 1, 2, 3, 4, 5, 6, 8, 9, 10, 13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** A Greenhouse Gas Impact Assessment for the proposed project was prepared by Rincon Consultants, Inc. on December 2019. The Greenhouse Gas Assessment provides an evaluation of Greenhouse Gas (GHG) impacts associated with the proposed project. This assessment can be found in **Appendix F**.

#### Proposed Project Sustainability Features

The proposed project would be designed to comply with the California Green Building Code, Title 24 energy efficiency requirements, 2019 California Building Energy Efficiency Standards requirements (including those for solar photovoltaic [PV] on all low-rise residential buildings), and Assembly Bill (AB) 1881 water-efficient landscape requirements. The project would include the following design features:

- **Energy-Efficient Appliances.** ENERGY STAR appliances, including stoves, ovens, refrigerators, and televisions, would be installed in the residential units.
- **Electric Vehicle Charging Stations (EVCS).** One single-port Level 2 EVCS would be installed in the parking lot.

#### Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC 2014).



GHGs are gases that absorb and re-emit infrared radiation in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from off-gassing associated with agricultural practices and landfills. Observations of CO<sub>2</sub> concentrations, globally-averaged temperature, and sea level rise are generally well within the range of the extent of the earlier IPCC projections. The recently observed increases in CH<sub>4</sub> and N<sub>2</sub>O concentrations are smaller than those assumed in the scenarios in the previous assessments. Each IPCC assessment has used new projections of future climate change that have become more detailed as the models have become more advanced.

Man-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases and SF<sub>6</sub> (California Environmental Protection Agency [CalEPA] 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas, CO<sub>2</sub>, is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as carbon dioxide equivalent (CO<sub>2</sub>e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, CH<sub>4</sub> has a GWP of 25, meaning its global warming effect is 25 times greater than CO<sub>2</sub> on a molecule per molecule basis (IPCC 2007).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° Celsius (°C) cooler (CalEPA 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

#### Greenhouse Gas Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT or gigaton) of CO<sub>2</sub>e in 2010 (IPCC 2014). CO<sub>2</sub> emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, carbon dioxide was the most abundant, accounting for 76 percent of total 2010 emissions. Methane emissions accounted for 16 percent of the 2010 total, while N<sub>2</sub>O and fluorinated gases account for 6 and 2 percent respectively (IPCC 2014).

Total United States GHG emissions were 6,456.7 MMT of CO<sub>2</sub>e in 2017 (U.S. EPA 2019). Total United States emissions have increased by 1.3 percent since 1990; emissions decreased by 0.5 percent from 2016 to 2017 (U.S. EPA 2019). The decrease from 2016 to 2017 was a result of multiple factors, including: (1) a continued shift from coal to natural gas and other non-fossil energy sources in the electric power sector and (2) milder weather in 2017 resulting in overall

decreased electricity usage (U.S. EPA 2019). Since 1990, U.S. emissions have increased at an average annual rate of 0.05 percent. In 2017, the industrial and transportation end-use sectors accounted for 30 percent and 29 percent, respectively, of GHG emissions (with electricity-related emissions distributed). The residential and commercial end-use sectors accounted for 15 percent and 16 percent of GHG emissions, respectively (U.S. EPA 2019).

Based on the California Air Resources Board's (CARB) California Greenhouse Gas Inventory for 2000- 2016, California produced 424.1 MMT of C CO<sub>2</sub>e in 2017 (CARB 2019a). The major source of GHGs in California is associated with transportation, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24 percent of the state's GHG emissions, and electric power accounted for approximately 15 percent (CARB 2019a). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction targets as emissions fell below 431 MMT of C CO<sub>2</sub>e (CARB 2019a). The annual 2030 statewide target emissions level is 260 MMT of C CO<sub>2</sub>e (CARB 2017). With implementation of the 2017 Scoping Plan, regulated GHG emissions are projected to decline to 260 MMT of CO<sub>2</sub>e per year by 2030. Per Executive Order (EO) B-55-18, the statewide goal for 2045 is to achieve carbon neutrality and maintain net negative emissions thereafter. This goal supersedes the 2050 goal of an 80 percent reduction in GHG emissions below 1990 levels established by EO S-3-05, and CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

GHGs are gases that absorb and re-emit infrared radiation in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. These primary GHGs attributed to global climate change are discussed in greater detail in **Appendix F**.

#### Construction Emissions

As shown in Table 6, project construction would generate an estimated 559 MT of CO<sub>2</sub>e. Amortized over a 50-year period, project construction would generate an estimated 11 MT of CO<sub>2</sub>e per year.

**Table 7. Estimated Construction Emissions of Greenhouse Gases**

<b>Year</b>	<b>Annual Emissions (MT of CO<sub>2</sub>e/year)</b>
2020	<b>330.0</b>
2021	229.1
Total Construction Emissions	559.1
Amortized over 50 years	11.2
See Appendix A for CalEEMod results	
Source: CalEEMod	

**8(a, b): Less than Significant Impact.** As discussed in *Section 3 Air Quality*, above, implementation, construction and operation of the proposed project will not exceed established thresholds for air quality emissions. The proposed project will not conflict with any of the

applicable plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions. Based on the project emissions generated during construction, the project is anticipated to generate minor emissions of greenhouse gases and will have a less than significant impact related to such emissions.

All GHG emissions impacts related to project construction and operation would be less than significant. Construction and operation of the proposed project would generate approximately 0.4 MT of CO<sub>2</sub>e per year, which would not exceed the locally-applicable, project-specific threshold of 2.3 MT of CO<sub>2</sub>e per service person per year. The project would also be consistent with the Monterey County General Plan, the AMBAG 2040 MTP/SCS, the 2017 Scoping Plan, and EO B-55-18, which are regulations adopted to implement a statewide, regional, or local plan to reduce or mitigate greenhouse gas emissions. This results in less-than-significant impact.

9. HAZARDS AND HAZARDOUS MATERIALS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Source: 1, 2, 3, 4, 5, 6, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Source: 1, 2, 3, 4, 5, 6, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Source: 1, 2, 3, 4, 5, 6, 14, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Source: 1, 2, 3, 4, 5, 6, 14, 15, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (Source: 1, 2, 3, 4, 5, 6, 14, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: 1, 2, 3, 4, 5, 6, 14, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

9. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Source: 1, 2, 3, 4, 5, 6, 14, 25, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion/Conclusion/Mitigation:** A Phase 1 Environmental Site Assessment (ESA) was prepared for the proposed project (Source 14) ). The purpose of this assessment was to identify Recognized Environmental Conditions (RECs) associated with the site, as defined by ASTM International Designation E 1527-13, Standard Practice for Environmental Site Assessments and 40 CFR Part 312, Standards and Practices for All Appropriate Inquiries; Final Rule. Information contained in the section was derived from the Phase 1 ESA. This Assessment can be found in **Appendix G-1**. A follow up Phase II ESA was prepared (Source 26)). The Phase II ESA containing the results of the soils sampling and recommendations are included as **Appendix G-2**. The findings of the assessments are reported below.

#### Background

The site has been agriculturally cultivated since at least the mid-1930s, possibly earlier. For a short period of time in the early-2010s, the site may have been uncultivated, prior to commencement of cultivation again by 2015. The Phase 1 ESA found the site has been cultivated with field crops for at least 80 years. Although agricultural practices at the site are currently organic, agricultural chemicals likely were applied to the fields over previous decades of cultivation. Residual chemicals, including related metals, may remain present in surficial soils. Hazardous wastes are not generated and were not reported to be generated historically.

#### ESA Findings:

The Phase 1 ESA revealed evidence of the following REC in connection with the Site, including the possible presence of residual agricultural chemicals in site soil related to past agricultural cultivation (Source 14). Current cultivation of the site is documented as organic. The ESA recommended collection and analysis of soil samples by a qualified consultant be conducted to evaluate whether residual chemicals, including related metals, are present in surficial soils and to pose any appropriate remediation measures, as needed.

The Phase II ESA addressed the potential for impacts due to the presence of residual pesticides and/or related metals in soil resulting from previous agricultural cultivation on the site (Source 26). The Phase II ESA included soils sampling and analysis to address Phase I concerns. The results of the soil sampling identified man-made contaminants (OCPs) and naturally-occurring compounds (arsenic, lead, and mercury) in the soils. However, the metal concentrations did not exceed the normal background concentrations for the area. The Phase II report concluded no further investigation is required.

**9(a, b): Less Than Significant Impact.** The use of the proposed project is for residential purposes and would not require the routine storage, transport or disposal of hazardous materials; however, the construction of the buildings would require the use and transport of materials commonly used in construction activities.

*Construction Activities.*

Construction activities would require the temporary use of hazardous substances such as fuel and other petroleum-based products for operation of construction equipment, as well as oil, solvents, or paints. As a result, the project could result in the exposure of persons and/ or the environment to an adverse environmental impact due to the accidental release of a hazardous material. However, the transportation use and handling of hazardous materials would be temporary and would coincide with the short-term project construction activities. Further, these materials would be handled and stored in compliance with all applicable federal, state, and local requirements. Any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the project site. The handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); California Department of Transportation (Caltrans); and the Monterey County Health Department - Hazardous Materials Management Services.

Adherence to federal and state requirements relative to the transport and handling of hazardous materials would not create a significant hazard to the public or the environment through accidental conditions and would reduce any potential impacts associated with transporting, handling, and disposing these materials. This results in a less-than-significant impact.

**9(c): Less Than Significant Impact.** The project site is located within a half mile of Boronda Meadows Elementary School. The proposed agricultural housing complex would not routinely emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. However, construction activities would have temporary impacts within the vicinity of the project site. Please refer to **Discussion 9(a, b)** above for impacts related to construction activities. This would result in a less-than-significant impact.

**9(d): Less Than Significant Impact.** The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project site has been cultivated with field crops for at least 80 years. During the course of agricultural use, persistent pesticides such as lead arsenate and DDT, among other, may have been applied in the normal course of farming operations. Since the site is planned for residential development, the possible presence of residual agricultural chemicals in site soil is acknowledged as a REC. Collection and analysis of soil samples should be conducted to evaluate if residual chemicals are present in surficial soils and require appropriate remediation prior to construction as needed. Implementation of the following mitigation results in a less-than-significant impact.

**9(e): No Impact.** The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport and would not result in a safety hazard to airport operations.

**9(f): Less Than Significant Impact.** In the case of an emergency requiring evacuation routes, the County would notify the public of designated evacuation routes. Since North Davis Road is the main arterial street, it could potentially be designated as part of an evacuation route. The proposed project is not likely to impede emergency response or evacuation plans, as the project would consist of its own gated driveway with no through access to nonresident vehicles. In addition, the proposed project would be designed to incorporate all Fire Code requirements. This would result in a less-than-significant impact.

**9(g): No Impact.** The proposed project is not located within a State Responsibility Area Fire Hazard Zone or Very High Fire Hazard Severity Zone and would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. This would result in no impact.

10. HYDROLOGY AND WATER QUALITY		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (Source: 1, 2, 3, 4, 5, 6, 16, 17, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Source: 1, 2, 3, 4, 5, 6, 16, 17, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i)	result in substantial erosion or siltation on- or off-site; (Source: 1, 2, 3, 4, 5, 6, 16, 17)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii)	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (Source: 1, 2, 3, 4, 5, 6, 16, 17)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii)	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (Source: 1, 2, 3, 4, 5, 6, 16, 17)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



10. HYDROLOGY AND WATER QUALITY		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
iv)impede or redirect flood flows? (Source: 1, 2, 3, 4, 5, 6, 16, 17)		<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Source: 1, 2, 3, 4, 5, 6, 16, 17, 18)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Source: 1, 2, 3, 4, 5, 6, 16, 17, 18)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** The following section is based on a Stormwater Pollution Prevention Plan (SWPPP) dated April 20, 2020, and the Stormwater Control Plan (SWCP) dated April 24, 2020, both prepared by Whitson Engineers, Inc. These reports are contained in **Appendices H and I**. The goal of this SWPPP is to protect overall water quality during construction activities. The SWPPP summarizes the project's proposed stormwater management strategy pursuant to the Post Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032, and the guidance documents promulgated by the MRSWMP, including the Stormwater Technical Guide for Low Impact Development, dated March 25, 2015. This section also relies on information from the CWSC 2015 Urban Water Management Plan (UWMP).<sup>8</sup>

Whitson Engineers, Inc. has submitted a request to the Monterey County Water Resources Agency (MCWRA) to correct conflicting locations of fee strips relative to the Reclamation Ditch and existing facilities.

The property owner has requested that MCWRA initiate quit claiming of the existing two fee titles on the project property in exchange for a new easement that follows the existing lateral running from the Markley Swamp into the Reclamation Ditch. There are two existing fee titles, dated 1918 and 1933, neither of which appear to follow the Markley Swamp lateral channel that exists today. The property owner wishes to correct this by dedicating a new easement to adequately follow the existing channel. No additional ditches exist or are planned within the project property. The Quit Claim would only address an error in the legal description of the original fee titles by dedicating a 70-foot wide easement. Location of facilities, land associated with this exchange, and additional information related to the Quit Claim Letter and lot line adjustment can be found in **Appendix J**.

The property is located partially within the FEMA-designated 100-year floodplain, Zone AE, of Markley Swamp and the Reclamation Ditch. FEMA defines the 100-year floodplain as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The proposed project design locates parking, proposed drainage facilities, and buildings A, C, and D within or close to the 100-year floodplain. As shown on **Figure 10**, two

<sup>8</sup> [https://www.calwater.com/docs/uwmp2015/sln/2015\\_Urban\\_Water\\_Management\\_Plan\\_Final\\_\(SLN\).pdf](https://www.calwater.com/docs/uwmp2015/sln/2015_Urban_Water_Management_Plan_Final_(SLN).pdf)

stormwater retention/detention ponds are sited within the 100-year floodplain, in areas susceptible to flooding. The facilities would separately have the capacity to retain 13,700 and 12,900 cubic feet of stormwater. The proposed buildings are located outside of the regulatory-floodway, and they will be constructed on fill that will be a minimum of 1-foot above the base flood elevation. These stormwater control systems are collectively sized to provide on-site retention and management of runoff rates, per the Post-Construction Requirements (PCRs) and County requirements. Pond 1 is a graded (non-underdrained) pond, located at the south west corner of the project and Pond 2 is similarly a graded (non-underdrained) pond, located at the north east corner of the project. The facilities are designed to meet PCRs 2 (Treatment), 3 (Retention) and 4 (Detention). Each SCM provides 12” of surface ponding for retention, and an additional 18” of ponding for detention. Discharge during the 2- through 100-year storm events is mitigated using a compound weir.

No natural drainage features are present within the project site. Per the SWCP prepared by Whitson Engineers, the development (fill) within the floodplain will be mitigated by exporting a larger amount (cut) of material outside the floodplain to provide more conveyance capacity (Whitson Engineers, Stormwater Control Plan, April 2020). The following table provides an overview of net export of cut and fill within the project development.

<b>Overall</b>	Cut (CY):	14,400
	Fill (CY):	15,250
	Bulking (CY):	850
	Balance	0
<b>Flood Plain</b>	Cut (CY):	6,500
	Fill (CY):	5,000
	Net Export to Outside of Floodplain (CY):	1,500

The proposed project site is located entirely within the Salinas Valley Groundwater Basin (SVGB). Subbasin extents are defined by the California Department of Water Resources (DWR) and are documented in Bulletin 118 (DWR, 2003; DWR, 2016). Within the SVGB, the 180-Foot and 400-Foot Aquifers have been subject to seawater intrusion for more than 70 years, as demonstrated by increased salt content in wells near the Monterey Bay coastline. MCWRA and others have implemented a series of engineering and management projects including well construction moratoriums, developing the Castroville Seawater Intrusion Project (CSIP) system, and implementing the Salinas Valley Water Project (SVWP), among other actions to address seawater intrusion. Seawater intrusion in the 180/400 Foot Aquifer Subbasin remains an ongoing threat even with ongoing management by MCWRA and others. The Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA) was created in 2017 under the Sustainable Groundwater Management Act (SGMA), with the mission of creating and implementing a sustainable groundwater management plan by 2020 to achieve sustainable groundwater use by 2040. The SVBGSA oversees the Salinas Valley Groundwater Sustainability Plan and provides a management oversight and proposes programs and actions to address seawater intrusion.

**10(a): Less Than Significant Impact.** The proposed project would not violate any water quality standards or waste discharge requirements since water will be provided by CWSC, and sewage

services will be provided by the City, both of which are subject to Monterey County code Chapter 19.10.050. Additionally, the SWPPP would incorporate BMPs, visual monitoring, Rain Event Action Plan (REAP), and Construction Site Monitoring Program (CSMP) requirements (as applicable) to comply with the General Permit. With the implementation of the BMPs outlined in the SWPPP, the potential for the degradation or transfer of will be minimized. Application of the Post Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032 will further minimize impacts to surface and groundwater quality. For these reasons, the proposed project would not substantially degrade surface and groundwater quality, resulting in a less-than-significant impact with mitigation.

**10(b): Less Than Significant Impact.** The proposed project will be supplied municipal water from CWSC; this supply is from groundwater extractions pumped from the SVGB. CWSC has issued the proposed project a “Can-and-Will-Serve” letter to the proposed project, indicating that the proposed project would have a reliable source of water supply. The 2015 UWMP addresses the ability for CWSC to serve its service area including this project site. As provided for in State law, this IS/MND incorporates by reference and relies upon many of the planning assumptions and projections of the 2015 UWMP in assessing the water demands of the proposed project relative to the overall increase in water demands expected within the entire CWSC service area. An UWMP must demonstrate the continued ability of the provider to serve customers with water supplies that meet current and future expected demands under normal, single dry, and multiple dry year scenarios. The 2015 UWMP describes the service area, system supply and demand, water supply reliability and water shortage contingency planning, demand management measures and climate change. Historical records show annual water pumped by CWSC from the SVGB have ranged from approximately 18,043 acre-feet/year (AFY) in 2011 to 14,659 AFY in 2015. Groundwater levels as reported in the 2015 UWMP have remained relatively static. Except for an annual deviation of approximately thirty-five feet, the average static groundwater levels in CWSC wells since 1961 has changed elevation only during drought years.

The proposed project site is in agricultural use and has historically used groundwater for crop production for approximately 80 years. One irrigation well supplies the ranch with agricultural irrigation water. In 2019, irrigation water supplied on site totaled approximately 109 AF. Existing agricultural well will supply the ongoing agricultural operations at the project site, outside of the development parcel. Project water demand is discussed below and in **Section 19, Utilities**.<sup>9</sup>

The current average water demand for crop irrigation on the area proposed for development on the proposed project site is estimated to be approximately 42.3 AFY<sup>10</sup>. Water demand for the agricultural worker housing ranges from 33.8 AFY for a nine-month occupancy to 43.3 for 12-months. Assuming the project is occupied over 12-months per year, the total water demand of 43.3 AFY is a 1.0 AFY increase over the existing demand. This proposed project’s water demand is within CWSC’s demand planned for multi-family residential use per the 2015 UWMP. Additionally, the proposed project demand represents only a minor increase over existing demand for water. The proposed project will cause a minor increase in demand on the SVGB, (1.0 AFY).

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<sup>9</sup> Refer to **Section 19, Utilities** and **Appendix M** for Water Demand Assessment.

<sup>10</sup> Based upon MCWRA Annual Groundwater Extraction Summary Reports; reported water use for vegetable (row crop) irrigation ranges.

This amount is considered minor versus the total storage capacity of the Subbasin and in relation to the annual urban pumping by CWSC reported above (14,659 AFY in 2015).

The remainder of the proposed project area will remain in agricultural use or be used as an agricultural buffer which will allow groundwater recharge through infiltration. Groundwater levels at the proposed project site were encountered at a depth of 30 feet below ground surface, as determined during geotechnical exploration at the proposed project site. Groundwater fluctuations can occur due to variations in rainfall, temperature and other factors not evident during the time of their investigation. The geotechnical report also found infiltration rates between 0.35 and 0.71 inches per hour, which are considered low. Continued recharge would occur in the areas outside the pervious surfaces after proposed project construction, including within the stormwater basins (which include a retention/infiltration component). Thus, the proposed project would not interfere substantially with groundwater recharge onsite.

As a result, the proposed project would have a less-than-significant impact to groundwater supplies and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin.

**10(ci, ciii): Less Than Significant Impact with Mitigation.** The proposed project site is located within an area of low risk for erosion hazards. Construction activities could potentially result in erosion impacts; however, the proposed project would implement the BMPs identified in the SWPPP to avoid and minimize any potential impacts related to erosion or sedimentation. As identified in the geotechnical report and SWPPP, erosion control measures would include seeding disturbed soil areas with grass or landscape plants to prevent sloughing soil from blocking drainage patterns at the project site.

Construction activities would be consistent with BMPs included in the SWPPP to avoid or reduce the amount of runoff during construction activities. As part of the Design BMPs, landscaping would be designed to minimize runoff, promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. In addition, building downspouts would discharge onto splash blocks in planter areas where feasible and as not to concentrate adjacent to structures. Site walkways would drain to adjacent planter areas where feasible and as not to concentrate adjacent to structures.

Stormwater runoff would be collected via a series of gutters, drain inlets, and storm drain piping discharging to two on-site retention/detention basins (please refer to **Figure 8**). These systems would be collectively sized to provide on-site retention and management of runoff rates, per the Post Construction Requirements and County requirements. The separate retention volume of the two ponds would be 13,700 c.f. and 12,900 c.f. On-site storm drain inlets would be marked with the words “No Dumping! Flows to Bay” or similar.

Implementation of BMPs and design components and mitigation identified below will ensure construction of the drainage facilities in accordance with requirements of RMA-Environmental Services. Thus, the proposed project would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be less than significant with mitigation.

**Mitigation Measure HYD-1**

The applicant shall submit a Stormwater Control Report and Plan, prepared by a registered professional engineer addressing the Post-Construction Stormwater Management Requirements (PCRs) for Development Projects in the Central Coast Region. The plan shall include detention facilities designed to limit post-development runoff rates to pre-development rates for the 2, 5, 10, 25, 50, and 100-year 24-hour design storms. In accordance with the Final Draft of the Reclamation Ditch Watershed Impact Fee Program/Nexus Analysis Summary Report, the Monterey County Water Resources Agency may assess an additional impact fee if the stormwater detention/retention facilities are not designed and constructed to these standards.

**Mitigation Monitoring Action HYD-1.1**

Prior to issuance of any grading or building permits, the applicant shall submit a Stormwater Control Report and a Stormwater Control Plan to RMA-Environmental Services for review and approval.

**Mitigation Monitoring Action HYD-1.2**

Prior to issuance of any grading or building permits, the applicant shall submit certification from a licensed practitioner that they have reviewed and approved the stormwater control plan for conformance with the geotechnical recommendations.

**Mitigation Measure HYD-2**

The applicant shall provide certification from a registered Professional Engineer that the stormwater control facilities have been constructed in accordance with the approved Stormwater Control Plan. (RMA – Environmental Services)

**Mitigation Monitoring Action HYD-2**

Prior to final inspection, the owner/applicant shall submit a letter to RMA-Environmental Services for review and approval.

**10(cii, iv): Less Than Significant Impact with Mitigation.** As previously discussed, a portion of the proposed project is located within the FEMA-designated 100-year floodplain, Zone AE, of Markley Swamp and the Reclamation Ditch. A 100-year floodplain, also known as a Special Flood Hazard Area, is the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The proposed stormwater retention/detention facilities, portions of the parking area, and buildings A, C, and D are located within the 100-year floodplain of Markley Swamp. Buildings A, C, and D will be constructed on fill elevated a minimum of 1-foot above the base flood elevation. The proposed project would implement BMPs identified in the previous discussions and the drainage system will be designed and constructed to meet current regulations and requirements, including the Monterey County flood control requirements pursuant to MCC Section 19.10.050. Stormwater control measures shall be designed, implemented, and maintained in accordance the final drainage plans to be reviewed and approved by the MCWRA/RMA. The proposed project would not substantially alter the existing drainage patterns at the proposed project site and would not result in any changes to flooding conditions on- or off-site by impeding or redirecting flood flows.

**Mitigation Measures: MM HYD-1, above.**

With application of Mitigation Measure MM HDY-1, this would result in a less-than-significant impact.

**10(d): Less Than Significant Impact.** The proposed project is not located within an area subject to tsunami, or seiche zones, therefore, there is no impact related to the risk release of pollutants due to project inundation due to these areas. With drainage system constructed to meet current regulations and flood control requirements and implementation of BMPs, the potential for risk of release of pollutants due to flood hazard is less than significant.

**10(e): Less Than Significant Impact.** As described in impact discussion a) above, the proposed project would not result in significant water quality or groundwater quality impacts that would conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. In addition, the proposed project would have to comply with the BMPs identified in the SWPPP and SWCP, resulting in a less-than-significant impact.

11. LAND USE AND PLANNING		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Physically divide an established community? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** The project site within APN 261-011-026-000 is designated *Industrial*, and APN 261-011-024-000 is designated *Public/Quasi-Public* in the Monterey County General Plan. The Industrial land use designation encourages a full range of industrial development that is compatible with surrounding land uses, maintains the quality of the environment, is economically beneficial to the area, and is located in close proximity to major transportation routes.

The project site as a whole is currently zoned *Heavy Industrial-Urban Reserve* Zoning District. The project site is currently being utilized for agricultural cultivation. The County requires approval of a Use Permit pursuant to Monterey County Code Section 21.28.060 (Regulations for Heavy Industrial Zoning) for “other uses of a similar character, density, and intensity to those listed in this section”. Per County RMA determinations, agricultural or farmworker housing may be considered a use similar in nature to hotels or motels (MCC 21.28.050 G). RMA staff has also found this project would be considered a use similar in intensity to a convalescent home in the Public/Quasi-Public zoning category (MCC 21.40.050) and therefore would not require a zoning change. Since the project is within the Urban Reserve area, County Staff has coordinated with the City of Salinas on this development to ensure consistency should the City annex this area in the future<sup>11</sup>.

County requirements for development include approval of a General Development Plan pursuant to section 21.28.030 for this specific project as well as a Farmworker Housing Plan that outlines bus transportation and landscaping. These plans are included in the County Application for this project.

The property is surrounded by the following Zoning Districts:

- North: HDR/15 and OS-UR (County Jurisdiction).
- South: HI-UR and F/40 (County Jurisdiction).
- West: F/40 and HC-UR (County Jurisdiction).
- East: R-L-5.5, R-M-3.6, and IBP (City Jurisdiction).

<sup>11</sup> Monterey County RMA Letter dated August 8, 2019 regarding LN190127.



**11(a): No Impact.** The physical division of an established community typically refers to the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, that would impair mobility within an existing community or between a community and outlying area. The project site is currently being utilized for agricultural cultivation and the proposed project would result in the construction of an agricultural residential facility, providing 1,200 beds. Therefore, the proposed project would not physically divide an established community.

**11(b): Less Than Significant Impact.** The proposed agricultural employee housing is consistent with the Industrial land use designation. The proposed project has been reviewed for consistency with the development standards listed in Monterey County Code (MCC) Section 21.24, Title 21, Zoning Ordinance, Heavy Industrial Zoning Districts and Urban Reserve Zoning District. The proposal is consistent with the land use categories, policies, and standards of the plans and ordinances identified above, resulting in a less-than-significant impact.

<b>12. MINERAL RESOURCES</b>		Less Than Significant		
		Potentially Significant Impact	With Mitigation Incorporated	No Impact
<b>Would the project:</b>				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion/Conclusion/Mitigation:** In accordance with the Surface Mining and Reclamation Act of 1975 (SMARA), the California Geological Survey (CGS) maps the regional significance of mineral resources throughout the state, with priority given to areas where future mineral resource extraction could be precluded by incompatible land use or to mineral resources likely to be mined during the 50-year period following their classification.

**12(a,b): No Impact.** The project site does not contain mineral resources subject to SMARA, therefore, the proposed project would not result in any impact from the loss of availability of a known mineral resource.

13. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1, 2, 3, 4, 5, 6, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels? (Source: 1, 2, 3, 4, 5, 6, 19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Source: 1, 2, 3, 4, 5, 6, 19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion/Conclusion/Mitigation:** A noise assessment report was conducted by 45dB Acoustics on November 2019. This assessment can be found in **Appendix K**.

**13(a): Less Than Significant with Mitigation.** The proposed project would increase ambient noise levels in the vicinity of the project during construction and operational activities. The extent of the generated noise levels is described further in the discussions below.

The roads adjacent to the site, North Davis Road and West Rossi Street, are the primary noise sources in the project area. Union Pacific Railroad (UPRR) tracks lie further to the south and contribute to the existing ambient noise levels. The purpose of the noise study was to quantify the existing noise environment and characterize the potential impact from and on the proposed housing project.

The State of California and Monterey County have established plans and policies that are designed to limit noise exposure at noise sensitive land uses. Plans and policies applicable to the proposed project include the California Title 24 of the State Building Code and Monterey County General Plan Safety Element.

The 2019 California Building Code (CBC) requires, in addition to other requirements, that interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA DNL/CNEL<sup>12</sup> in any habitable room. The Monterey County General Plan Safety Element combines the state mandated safety and noise elements. The Safety Element identifies sources of noise and provides policies addressing existing and foreseeable noise problems. All proposed discretionary residential projects that are within roadway or railroad noise

<sup>12</sup> Community Noise Equivalent Level (CNEL) is the average A-weighted noise level over a 24-hour period with a 5-dB penalty applied to noise levels between 7 p.m. and 10 p.m. and a 10-dB penalty applied to noise levels between 10 p.m. and 7 a.m. CNEL. The Day-Night Average Sound Level (DNL) represents a 24-hour average noise level with a 10-dB penalty applied to noise occurring during 10 p.m. to 7 a.m. to account for the increased sensitivity of people during sleeping hours.

contours of 60 CNEL or greater must include a finding of consistency with the provisions of the Noise Hazards section of the Safety Element. If found that roadway noise exceeds the 60 CNEL within a project site, a project-specific noise analysis shall be required to determine potential impacts and mitigation based on the published Caltrans/Federal Highway Administration guidelines.

The noise assessment for the project performed 24-hour sound level measurements at two locations. Predictive modeling based on the sound level measurements indicate that the proposed two-story residential buildings would be exposed to a CNEL as high as 70 dBA along the southeast side of the proposed development. Sound levels at elevations further west would be as low as 52 dBA.

### Construction Activities

Construction of the project would generate noise that may temporarily increase noise levels at nearby sensitive residential receivers. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment operating on site, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction of the project would involve site improvements, excavation, construction of foundations, building framing, paving, and landscaping. The hauling of excavated material and construction materials and traffic from construction workers would generate truck and vehicle trips on local roadways.

Short-term construction activities for a project of this scope can generate moderate noise levels, especially during the construction of project infrastructure when limited heavy equipment is used. The highest maximum instantaneous noise levels generated by project construction would typically range from about 90 to 95 dBA  $L_{max}$  at a distance of 50 feet from the noise source. However, typical hourly average construction generated noise levels range from about 75 dBA to 89 dBA  $L_{eq}$ , measured at a distance of 50 feet from the center of the site during busy construction periods, e.g., earth moving equipment, impact tools, and similar equipment. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding by buildings, noise walls, or terrain would result in lower construction noise levels at distant receptors.

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily occur when construction activities are conducted during noise-sensitive times of the day (early morning, evening, or night time hours), when construction occurs in areas immediately adjoining noise sensitive land uses, or when construction durations last over extended periods of time. Since the nearest homes (those across W. Rossi Rd.) are approximately 250 feet away from the nearest project buildings, noise levels are expected to be in the 60-75 dBA range at those receptors.

The project applicant shall be required to adhere to the following best practices for construction activities with respect to hours of operation, muffling of internal combustion engines, and other factors that affect construction noise generation and its effects on noise sensitive land uses.

**Mitigation Measure N-1:**

The following mitigation is required to reduce noise impacts to the nearby residential community.

- Limit noise-generating construction operations to between the least noise-sensitive periods of the daytime hours Monday through Saturday; no construction operations on Sundays or holidays.
- Ensure that construction equipment is properly maintained and equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment (e.g., compressors) and equipment staging areas as far as possible from adjacent residential receivers.
- Designate a "disturbance coordinator" responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

**Mitigation Monitoring Action N-1.1:**

- Prior to issuance of construction permits, the applicant shall submit a Construction Management Plan that includes the following:
  - A note that noise generating construction operations are to be limited to between the least noise-sensitive periods of the daytime hours Monday through Saturday; no construction operations on Sundays or holidays.
  - Locations for stationary noise generating construction equipment and staging areas as far away as possible from residential receivers.
  - A note that all construction equipment must be properly maintained and equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment

**Mitigation Monitoring Action N-1.2:**

- Prior to start of construction or grading, the applicant shall designate a "disturbance coordinator" and shall submit evidence to RMA-Planning that the name and contact information of the designated individual has been displayed prominently at the construction site.

With the implementation of these controls, and the limited duration of the noise generating construction period, the substantial temporary increase in ambient noise levels associated with construction activities would be less-than-significant.

**Operational Activities**

The project is not expected to generate a significant number of new vehicle trips, as most agricultural workers will not own their own vehicles and the apartment complex would be

occupied for approximately 8.5 months out of the year. At maximum occupancy of 1,200 residents, 90% of residents would be transported to agricultural fields by bus. Bus trips would be 33 buses departing in the early morning hours and 32 buses returning in the afternoon. The remaining 10% would be transported by vans, totaling to 8 trips departing in the early morning and returning in the afternoon. Given its location along North Davis Road, a busy route, the minor increase in traffic from proposed bus and shuttle services will not result in a significant increase in traffic-related noise in the area.

#### Noise Compatibility

Although not a CEQA issue, the noise assessment considered potential noise effects on the noise-sensitive residential uses consistent with County policy. Predictive modeling based on the sound level measurements indicate that the proposed three-story residential buildings would be exposed to a CNEL as high as 70 dBA along the southeast side of the proposed development. Sound levels at elevations further west are as low as 52 dBA. With a maximum exterior noise level of 70 dBA at the ground floor, and 71 dBA at some upper-floor units, some proposed residential buildings would require construction of an exterior wall of STC 55 to provide sufficient noise abatement for all buildings. The following mitigation measure requires final project design and construction to be consistent with the recommendations of the noise assessment to address noise abatement.

**Mitigation Measure N-2:** Requirements identified in the Noise Assessment prepared by 45dB Acoustics, dated November 1, 2019, in reference to exterior wall construction shall be incorporated into final design and construction drawings. Architectural drawings for the buildings shall verify the specific composite STC/OITC which will provide sufficient mitigation for all buildings.

**Mitigation Monitoring Action N-2:** Prior to issuance of construction permits, applicant shall submit plans to RMA-Planning and RMA Building Services that incorporate the requirements for exterior wall construction.

Based on the above discussion, the proposed project would not result a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

**12(b): Less Than Significant Impact.** The proposed project is not subject to substantial groundborne vibration, nor would it generate any permanent source of groundborne vibration at nearby sensitive receptors. Construction activities may generate groundborne vibration, however, these activities would be temporary. Due to the project's location with relation to all transportation sources, significant groundborne vibration is not expected to affect the proposed project and, therefore groundborne vibration was not required in the noise analysis.

Vibration amplitudes are usually expressed as peak particle velocity (PPV) or the velocity of a parcel (real or imaged) in a medium as it transmits a wave. The Federal Transit Authority has published standard vibration levels and peak particle velocities for construction equipment. As stated previously, sensitive receptors in the vicinity of the proposed project consist of single-family residences located approximately 100 feet east of the project site across North Davis Road. In addition, **Table 8** identifies anticipated approximate velocity level at 25 ft and PPV for each type of equipment at a distance of 25, 50, and 400 ft.

<b>Table 8 Vibration Velocities for Construction Equipment</b>				
<b>Equipment</b>	<b>Approximate Velocity Level at 25ft (VdB)</b>	<b>Approximate PPV at 25ft (inches/second)</b>	<b>Approximate PPV at 50ft (inches/second)</b>	<b>Approximate PPV at 400ft (inches/second)</b>
Pile Driving (sonic)	104	0.644	N/A <sup>1</sup>	0.006
Pile Driver (impact)	112	1.518	N/A <sup>1</sup>	0.015
Large Bulldozers	87	0.089	0.031	0.001
Small Bulldozer	58	0.003	0.001	0.000
Loaded Trucks	86	0.076	0.027	0.001
Jackhammer	79	0.035	N/A <sup>1</sup>	0.000
Note: Data reflects typical vibration level. Source: U.S. Department of Transportation, <i>Transportation and Construction Vibration Guidance Manual</i> , September 2013.				

The County does not have any policies regulating construction vibration, and, therefore, for purposes of this analysis, excessive groundborne vibration would be 0.3 PPV (as derived from the California Department of Transportation, 2013. *Transportation and Construction Vibration Guidance Manual*).<sup>13</sup> Ground disturbing activities associated with project grading could involve the operation of large and small bulldozers, vibratory compactors, and loaded trucks. As shown above, the vibration level associated with these types of equipment would attenuate to a maximum of approximately 0.003 inches per second at 25 ft, which would be barely perceptible and would be well under the threshold of 0.3 inches per second. For these reasons, this represents a less-than-significant impact.

**13(c): No Impact.** The project site is located 3.6 miles from the Salinas Airport and, therefore, would not expose people residing or working in the project area to excessive noise levels from airport operations.

<b>14. POPULATION AND HOUSING</b>		Less Than Significant			
		Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1, 2, 3, 4, 5, 6, 20)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (Source: 1, 2, 3, 4, 5, 6, 20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion/Conclusion/Mitigation:** The current population of the County is estimated at 445,414 persons. AMBAG forecasts that the population of Monterey County will reach 462,678 residents

<sup>13</sup> While the proposed project is not subject to Caltrans regulations, these groundborne vibration and noise thresholds are commonly used for projects in the State of California.

by the year 2025. Therefore, the projected cumulative growth in Monterey County plus the proposed project would result in a total population of approximately 463,878 persons. However, it is important to consider that the proposed project would house 1,200 seasonal agricultural employees and they would be occupied approximately 8.5 months of the year. If the proposed project is converted to the multi-family housing alternative in the future, the number of residents is not anticipated to exceed 1,200 residents. The proposed project would house eight agricultural employees per unit, however, the multi-family housing alternative would convert each unit into traditional 1 to 2 bedroom apartment units, which would accommodate less than eight persons per unit.

**14(a): Less Than Significant Impact.** The proposed project will potentially result in an increase in population in the greater Salinas area. The proposed project will accommodate approximately 1,200 temporary agricultural workers, with the potential to be utilized as a permanent multi-family facility in the distant future. The multi-family housing alternative would increase the population, however, the population is not anticipated to exceed 1,200 persons. The increase of 1,200 persons results in an increase of 0.27%, which would not represent a significant increase of the current population in the County.

Additionally, the City's General Plan includes plans to extend West Rossi Street to connect with Boronda Road, which would benefit both the project residents and residents of the City. While the City is expecting a population increase in the area, the population increase of 1,200 temporary or permanent residents would result in a less-than-significant impact.

**14(b): No Impact.** Since the proposed project site is currently vacant, the proposed project will not displace existing housing or people. Furthermore, the project will accommodate agricultural employees that live and work in Monterey County during a temporary 6-8.5-month period and will help resolve a current lack of housing for such workers.

15. PUBLIC SERVICES		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project result in:</b>					
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a)	Fire protection? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b)	Police protection? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c)	Schools? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d)	Parks? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>



15. PUBLIC SERVICES		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
e)	Other public facilities? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **Discussion/Conclusion/Mitigation: Fire Protection**

Fire protection services are provided to the project site by the Salinas Fire Department Station #2 located at 10 West Laurel Drive, approximately 1.6 miles from the project site by way of surface streets.

#### *Police Protection*

Police protection services are provided to the project site by the Salinas Police Department. The City operates one police station which is located at 222 Lincoln Avenue, which is approximately 1.7 miles from the project site by way of surface streets.

#### *Schools*

The project is located within the Salinas City Elementary School District and Salinas Union High School District. The closest school to the proposed project is Boronda Meadows Elementary School which is located approximately 0.7 mile north of the project site.

#### *Parks*

There are three parks within a mile from the project site, including Rossi Rico Parkway (0.25 mile away), Laurelwood Park (0.5 mile away), and Central Park (one mile away). In addition, the proposed project would consist of four recreational rooms, approximately 90,975 SF of open space within the project boundaries, consisting of grass fields for recreation and gathering.

**15(a, b): Less Than Significant Impact.** The project site is served by the Salinas Police Department and the Salinas Fire Department Station #2. The Salinas Fire Department Station #2 is located at 10 West Laurel Drive and houses a three-person paramedic ALS engine company and protects the north central area of town. Fire Station 2 also responds into the contracted area of Boronda through an agreement with Monterey County Regional Fire District (MCRFD). Fire Station 2 also houses a reserve fire engine. The project will result in an incremental increase in the demand for fire and police protection services. The final project design will incorporate the appropriate fire safety measures in consultation with the Salinas Fire Department. In addition, the Salinas Fire Department requires several conditions of approval to reduce the potential fire risks associated with the project that will be incorporated into final development. In summary, the proposed project will not significantly impact fire or police protection services or require the construction of new or remodeled facilities.

**15(c, d, e): Less Than Significant Impact.** The proposed project will not create the need for new or expanded schools or other public facilities. The proposed use of the proposed project would be to house seasonal employees, and given that adequate public services are available to serve local residents in the area, potential impacts to public services would be insignificant. Approximately 90,975, SF within the project site would be dedicated open space and recreational areas which will

provide onsite recreational opportunities that are immediately available. The project will not create additional demands on school services since the project as proposed by the applicant would not accommodate children. Therefore, the proposed project would not substantially impact schools, parks or other public services such that there would be adverse physical effect on the environment; this impact is considered less than significant.

16. RECREATION		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Source: 1, 2, 3, 4, 5, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** Please refer to the discussion under **Section 15, Public Services**, above.

**16(a, b): Less Than Significant Impact.** Indoor and outdoor recreational facilities are proposed within the project site, which consist of four recreation rooms, 90,975 SF of open space, including informal recreation fields and walking path around the project site.

Outside the project site, there are three parks within a mile, including Rossi Rico Parkway Laurelwood Park, and Central Park. Amenities at these parks include a sports court, walking/biking trails, and other recreational amenities. Other recreational facilities in the area including various Monterey County parks and City of Salinas parks. Because the project proposes onsite recreational facilities and given the working hours of the occupants, it is not likely that the proposed temporary residential project will result in a substantial increase in the use of Monterey County and/or City of Salinas parks or recreational facilities. Additionally, most of the seasonal employees residing at the proposed project would utilize the recreational facilities at the project site over the surrounding recreational facilities in the community, since most seasonal employees would not own their own cars. Based on the above discussion, the proposed project would have a less-than-significant impact on nearby neighborhood or regional parks and would not require the construction or expansion of recreational facilities.

17. TRANSPORTATION				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities? (Source: 1, 2, 3, 4, 5, 6, 21)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)? (Source: 1, 2, 3, 4, 5, 6, 21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Source: 1, 2, 3, 4, 5, 6, 21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access? (Source: 1, 2, 3, 4, 5, 6, 21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** The following discussion is based on a Traffic Impact Analysis (TIA) prepared for the project by Keith Higgins Traffic Engineer (February 28, 2020). This report is contained in **Appendix L**. The traffic study analyzes the impacts associated with the development of the project located on the west side of North Davis Road and West Rossi Street. Access to the site will be provided via a gated driveway off North Davis Road.

The temporary housing occupants of the project would not have their own cars and would be transported to work/town in buses and vanpools. Therefore, the project would not generate a significant amount of traffic. However, it is possible that these housing units could be converted to traditional apartments in the future, with no restrictions on vehicle ownership. Traditional apartments would generate more traffic than the proposed project. The proposed project has been analyzed in the TIA as both the 150-unit agricultural residential facility with limited vehicle ownership as well as a traditional 150-unit apartment complex with no restrictions on vehicle ownership. For purposes of determining environmental impacts, it is assumed the project will remain agricultural employee housing. The apartment scenario is included in the analysis as information only, with the understanding that any change in use would require additional permits and environmental analysis prior to approval.

The study also included a Vehicle Miles Traveled (VMT) evaluation, which determined the proposed project would generate an estimated VMT of 1,630 miles per day during the agricultural season.

## Road Network Improvements

Based on the City of Salinas General Plan Circulation Element, several planned road improvements will affect access opportunities to the Boronda Community Area and/or traffic circulation patterns in the project area. These improvements include the Rossi Street Extension and the Western Bypass. The extension of Rossi Street between N. Davis Road and Boronda Road is a key element of the City of Salinas General Plan. The Rossi Street extension will not only provide access to the South Boronda Subarea, it will provide a new access route between the Boronda Community and N. Davis Road.

To maintain consistency with the proposed Rossi St. Extension as outlined in the City of Salinas General Plan, the project has been designed to accommodate future road construction by allowing for 106ft between the proposed buildings. This design will allow for future construction of the planned road without any significant change to the housing development. Additionally, RMA-Public Works has conditioned the project to Owner/applicant shall make an 106 feet right of way irrevocable offer of dedication to the public for the future Rossi Street Extension.

The other key new road link in the Boronda Community Plan area is the Western, bypass. The Western Bypass will extend from Highway 101 at the Boronda Road interchange to Blanco Road near the Blanco Road/Davis Road intersection. Funding for the Western Bypass has not been fully secured; therefore, the timing for completion of this improvement is unknown. Upon construction, however, the improvement will have a significant effect on access to the Boronda Community because it will provide new access alternatives for traffic generated in the area. Furthermore, the Western Bypass will divert traffic from the Davis Road corridor and Highway 101.

The City of Salinas General Plan street network is shown in the TIA. Based on the current General Plan, the major connections between the Western Bypass and the local road network include Auto Center Parkway, North Davis Road, West Alvin Drive extension, Boronda Road, Calle del Adobe, West Rossi Street extension, West Market Street, and West Blanco Road.

The following road improvements are assumed to be complete for each analysis scenario evaluated in the TIA:

1. Existing Traffic Conditions – No improvements to the existing road network.
2. Background Traffic Conditions – No improvements to the existing road network.
3. Cumulative Traffic Conditions – 2035 with completion of the Western Bypass and the Boronda Community Plan (Road network depicted in AMBAG 2035 Regional Forecasting Model), including the following:
  - Western Bypass
  - Extension of Rossi Street to the Western Bypass
  - Extension of Alvin Drive over Highway 101 to the Western Bypass

## Traffic Operation Evaluation Methodologies and Level of Service Standards

In accordance with California Senate Bill 743, transportation impacts are now being determined by Vehicle Miles Traveled (VMT) rather than level of service (LOS). The County and City of Salinas have not adopted methodologies or thresholds of significance for VMT at this time. However, the determination of impacts can be made based on the estimates included herein. See additional discussion in 17(b).

The traffic analysis identifies locations where traffic operations will not conform to City, County, or Caltrans policies. The need for the project's contribution toward improvements in traffic operations recommended in this report are, therefore, now determined by these agencies without needing to consider whether the improvements (or lack thereof) would result in full mitigation of anticipated effects.

The TIA assesses operations at intersections under three different jurisdictions – City of Salinas, Monterey County and Caltrans. Both the City of Salinas and Monterey County have an overall level of service (LOS) standards of LOS D. The overall Caltrans level of service is the transition between LOS C and LOS D.

### Criteria for Significant Project Impacts

According to 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. 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. The following significance criteria have been applied to the analysis results.

#### *City of Salinas Significance Criteria*

A significant impact at a study intersection is defined to occur under the following conditions:

#### Signalized Intersection (Intersections 1, 4, 6-7, 12-13):

- A significant impact would occur if an intersection operating at LOS A, B, C, or D pre-project degrades to E or F with the addition of proposed project traffic
- For intersections already operating at unacceptable level E or F pre-proposed project, any increase (one vehicle) in traffic is considered significant.

#### County of Monterey Significance Criteria

A significant impact at a signalized study intersection is defined to occur under the following conditions:

#### Signalized Intersection (Intersection 11):

- A significant impact would occur if an intersection operating at LOS A, B, C, or D degrades pre-proposed project to E or F with the addition of Project traffic.
- For intersections already operating at unacceptable level E or F pre-proposed project, any increase (one vehicle) in traffic is considered significant.

#### One- or Two-Way Stop-Controlled Intersection (Intersection 5):

A significant impact at an unsignalized study intersection is defined to occur under the following conditions:

- A significant impact would occur if the side-street at an intersection operating at LOS A, B, C, D or E pre-proposed project degrades to LOS F with Project Traffic; or
- If any traffic signal warrant is met with the addition of Project traffic; or
- For side-streets already operating at LOS F pre-proposed project, the addition of any proposed project traffic during the deficient peak hour would be considered significant, regardless of its effects on delay.

#### *Caltrans*

A significant impact at a signalized study intersection is defined to occur under the following conditions:

#### Signalized Intersection (Intersection 2-3, 8-10):

- A significant impact would occur if an intersection operating at LOS A, B, or C pre-proposed project degrades to D, E, or F with the addition of proposed project traffic; or
- For intersections already operating at LOS D, E, or F pre-proposed project, a significant impact would occur if the project would cause overall delay to increase by at least 0.1 seconds.

#### Funding for Transportation Improvements

##### *TAMC Fee*

The Transportation Agency for Monterey County (TAMC) and its member jurisdictions have adopted a county-wide, regional impact fee to cover the costs for studies and construction of many improvements throughout Monterey County. This impact fee is applied to all new development within Monterey County.<sup>14</sup> The governing document for the fee is the *Regional Impact Fee Nexus Study Update* (March 26, 2008), prepared by Kimley-Horn Associates, Inc. The Regional Impact Fee Nexus Study Update was updated in 2018.

TAMC, Monterey County and Caltrans have agreed that the payment of the TAMC fee satisfies the proposed project's fair share contribution to cumulative impact mitigation throughout the regional highway system. This includes highways that will operate deficiently but no capital improvement project is programmed to correct the deficiency. Projects partially funded by the

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<sup>14</sup> Effective August 27, 2008.

TAMC fee in North Monterey County and the vicinity of Salinas include the following. Additional funding will be provided by Measure X, the Transportation Sales Tax measure. These local funding sources are anticipated to leverage state and federal funding sources to fully fund the improvements. Toll roads are also being considered as a funding source.

- TAMC Improvement 2 – SR 156 widening from US 101 to Castroville boulevard
- TAMC Improvement 4 – Davis Road North from Blanco Road to Market Street (SR183)
- TAMC Improvement 5 – Davis Road South from Blanco Road to Reservation Road including replacement of bridge over Salinas River
- TAMC Improvement 10 – US 101 widening from Airport Boulevard to Boronda Road

#### *Monterey County Traffic Impact Fee*

Policy C-1.8 of the Circulation Element of the Monterey County General Plan requires adoption of a County Traffic Impact Fee that addresses Tier 2 impacts of development in cities and unincorporated areas. This fee has not yet been adopted; however, Policy C-1.8 requires the County to impose an ad hoc fee on applicants based upon a fair share traffic impact fee study. The project will be required to pay Countywide Traffic Fee or the ad hoc fee pursuant to General Plan Policy C-1.8. Improvements that could pertain to the project, depending on exact work locations for workers, include:

- G-17 Widening (Reservation Road) – Widen to four travel lanes with Class II bike lanes on Reservation Road from Davis Road to SR-68.
- Crazy Horse Canyon Road -- Improvements Add passing lanes and construct Class II bike lanes from San Juan Grade Road to US-101.
- Espinosa Road Widening -- Widen to four travel lanes with Class II bike lanes on Espinosa Road between SR-183 and US-101.
- Harris Road Widening – Widen to four lanes on Harris Road from Harris Court to Salinas City Limit.
- Hebert Road/Old Stage Road Widening – Widen Hebert Road to four lanes from San Juan Grade Road to Old Stage Road and widen Old Stage Road to four lanes from Hebert Road to Salinas City Limit. Install traffic signals at Old Stage Road/Natividad Road and San Juan Grade Road/Hebert Road. Add turn lanes and shoulder improvements on Old Stage Road from Natividad Road to the Salinas City Line. Provide signage to designate as a Class III bike route.
- Rogge Road Improvements – Construct traffic signal at the intersection of Rogge Road and San Juan Grade Road.
- San Juan Grade Road Improvements – Widen to four lanes and construct raised center median from Hebert Road to Crazy Horse Canyon Add Class II bike lanes on San Juan Grade Road along project extent. Install traffic signal and re-align San Juan Grade Road/Crazy Horse Canyon Road intersection.

### *Salinas Traffic Improvement Fee*

The City of Salinas Traffic Improvement Program – 2010 Update, is the technical document used to establish the Salinas Traffic Fee Ordinance (TFO), which is the primary funding source for transportation improvements to mitigate impacts of cumulative development as the City builds out its current General Plan. A traffic impact fee is assessed to new development within the City of Salinas to off-set its cumulative impacts on the circulation system. Per an agreement between the County of Monterey and the City of Salinas, the project will be required to pay fees in accordance with the City of Salinas Traffic Fee Ordinance.

Improvements with TFO funding included in the Traffic Improvement Program that are located in the vicinity of the Project site are listed below:

- TFO 26 – Western Bypass. This improvement will construct a new six-lane divided arterial between the Boronda Road / US 101 interchange and Blanco Road, mostly west of Boronda Road, Davis Road and the Boronda community.
- TFO 27 – Alvin Drive Extension. This improvement will extend Alvin Drive westward over US 101 and to the Western Bypass as a four-lane arterial.
- TFO 28A and 28B – Laurel / US 101 Widening (Davis to Adams) and Laurel Improvements (Adams to Main). These improvements will widen West Laurel Drive to six lanes between North Davis Road and Adams Street, and add left turn lanes in both directions between Adams Street and North Main Street.
- TFO 29 – Rossi Street Extension. This improvement extends Rossi Street as a two-lane minor arterial west of North Davis Road to the Westside Bypass, thus creating a new access to the Boronda community near the project site.
- TFO 31 – Main Street Widening (Expressway Type II). This improvement widens Main Street from a four to six-lane arterial between Casentini Street and Market Street.
- TFO 73 – Davis Road / Blanco Road Intersection. This improvement widens the intersection to add the following lanes:
  - a. Second northbound Davis Road left turn lane;
  - b. Northbound Davis Road right turn lane;
  - c. Second southbound Davis Road through lane;
  - d. Eastbound Blanco Road right turn lane;
  - e. Second westbound Blanco Road left turn lane.

### Intersection Operations

Traffic volumes counts at the study intersections were collected during the AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak hours on Wednesday, May 22, 2019 (intersections 1 through 6) and Tuesday, September 24, 2019 (intersections 7 through 13). Traffic data was collected for cars, trucks, buses, bicyclists, and pedestrians. From these counts, the AM and PM peak hours volumes were derived. Exhibit 4 of **Appendix L** depicts the peak running movement volumes for the study intersections under Existing Conditions. **Appendix L** also contains the traffic count data collected at these study intersections.

**Appendix L** contains a comparison of the May 2019 and September 2019 volumes at Intersection 4 – North Davis Road / Calle Del Adobe – West Laurel Drive, where data was collected during both count periods in order to verify if there were significant variation in the volumes from the



two count periods. The exhibit shows that the September 2019 volumes at this intersection were between approximately 3% - 7% higher than those collected in May 2019. After balancing of the volumes along the adjacent West Laurel Drive intersections, the difference lowers to between approximately 1 – 2%. Both sets of percentages are below the typical day-to-day volume variation of 10% experienced at intersections. Therefore, it is concluded that the September 2019 volumes do not significantly differ from the May 2019 volumes.

Most of the study intersections currently operate at or better than their respective level of service standards. However, the following three intersections operate below their respective standards under Existing Conditions:

1. Intersection 5 – Post Drive – El Rancho Way/Calle Del Adobe – Side Street LOS F (AM).
2. Intersection 8 – North Main Street (State Route 183)/Rossi Street – LOS D (AM and PM).
3. Intersection 10 – Davis Road Northbound Ramos – Private Driveway/West Market Street (State Route 183) – LOS D

The counts were reviewed in the TIA and, where appropriate, balanced to the higher volumes between intersections. The existing conditions peak hour traffic volumes used in this analysis are presented in Exhibit 4 of the Traffic Impact Analysis (**Appendix L**). All the study intersections were determined to operate at acceptable levels of service under existing conditions and no improvements are recommended (see **Appendix L**).

**17(a):** Less Than Significant with Mitigation Incorporated. As discussed above, the agricultural employees would live on-site exclusively during the harvest season, which runs from April through November. All employees would be transported to agricultural fields in the Salinas area by buses and vanpools, which would be stored at an off-site location, and very few employees would have their own vehicles.

Since the employees living at the project site would have transportation available via buses and vanpools, the project would not generate a significant amount of traffic. No off-site intersections will experience a significant traffic impact. The proposed project will add a fourth leg at the Davis Road / Rossi Street intersection and will add a northbound Davis Road left turn lane, add an eastbound through movement to the outside westbound Rossi Street left turn lane and add a west leg as the proposed project's driveway with two exiting travel lanes. It will construct corresponding modifications to the Davis Road / Rossi Street traffic signal. Mitigation Measure T-1 encompasses the required improvements and ensures that the project will not have a significant impact.

#### **Mitigation Measure T-1:**

The Owner/Applicant shall construct all required offsite improvements per recommendations of the Harvest Moon Agricultural Employee Housing Project's (Quattrin Ranch) Traffic Impact Analysis by Keith Higgins and dated February 28, 2020. The applicant shall construct improvements at the North Davis Road/Rossi Street intersection, which include, but is not limited to the following:

- i. Modify the existing northbound Davis Road median to provide a northbound left turn lane.
- ii. Modify the east leg of Rossi Street to provide a westbound through lane.

- iii. Add west leg as a part of the Rossi Street extension that will include one eastbound left turn lane and a through/right lane.
- iv. Modify the existing traffic signal.
- v. Preserve right-of-way on project site and project frontage for future improvements at the North Davis Road/West Rossi Street intersection to be made by the City of Salinas as part of the West Rossi Street extension to Boronda Road. These include the following.
  - 1. NB Davis: 2 lefts, 2 throughs, 1 right with a right turn overlap
  - 2. SB Davis: 1 left, 2 throughs, 1 right
  - 3. EB Rossi: 2 lefts, 1 through, 1 right
  - 4. WB Rossi: 2 lefts, 1 through, 1 right

The design and construction are subject to the approval of the City of Salinas and County RMA.

**Mitigation Monitoring Action T-1:**

Owner/Applicant shall submit the design for review and approval to the City of Salinas and County RMA, obtain an encroachment permit from the City of Salinas and County RMA, and construct and complete improvements prior to starting grading on-site operations. Applicant is responsible to obtain all permits and environmental clearances.

The project has been designed to be consistent with road network improvements in the City of Salinas General Plan, particularly the proposed Rossi St. Extension. The project plans show structures spaced far enough apart to accommodate future construction of this road. Mitigation Measure T-2 below will ensure that the area is available for use as the future Rossi Street Extension

**Mitigation Measure T-2:**

Owner/applicant shall dedicate a 106-foot right of way to the public for the possible future Rossi Street Extension. Dedication shall be made through either an Irrevocable Offer to Dedicate or some other similar instrument acceptable to the RMA Director, subject to approval by County Counsel as to form.

**Mitigation Monitoring Action T-2:**

Owner/applicant shall submit documents to be accepted by the RMA Director and approved as to form by County Counsel prior to issuance of building or grading permits.

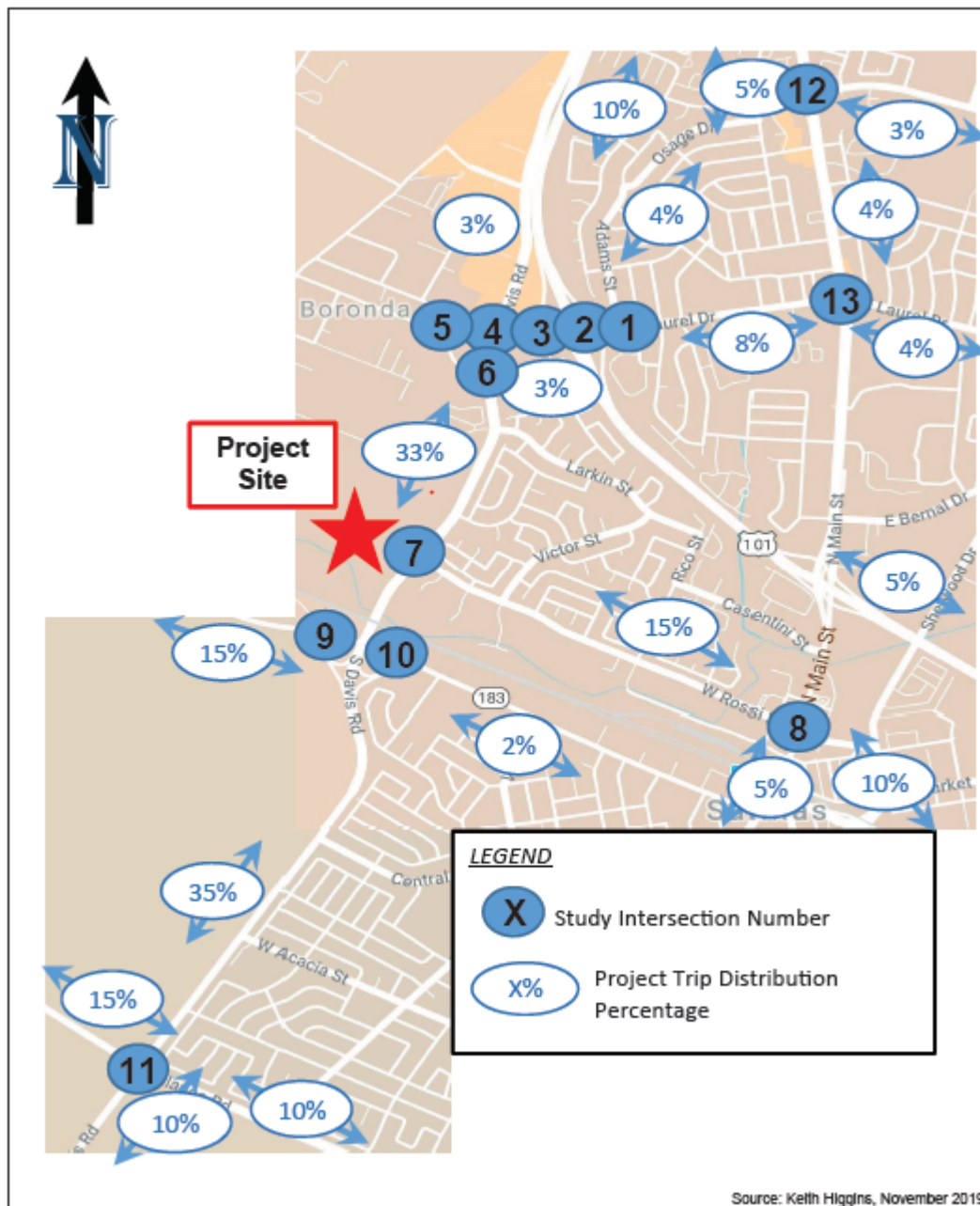
**Table 9** shows the trip generation estimate for the proposed project.

<b>Table 9 Harvest Moon Agricultural Employee Housing Trip Generation</b>											
<b>Proposed Use</b>	<b>Project Size</b>	<b>Daily Trips</b>	<b>Daily Trip Rates</b>	<b>AM PEAK HOUR</b>				<b>PM PEAK HOUR</b>			
				<b>Peak Hr Trips</b>	<b>% of ADT</b>	<b>Trips in</b>	<b>Trips Out</b>	<b>Peak Hr Rate</b>	<b>% of ADT</b>	<b>Trips In</b>	<b>Trips Out</b>
<b>Agricultural Employee Housing</b>	1,200 beds	346	0.288 (per employee)	8	2%	6	2	86	25%	44	42

Notes:

1. Daily trip rate derived by assuming that PM peak rate is 25 % of the daily trip rate.
  2. Seasonal adjustment reflects that project is open for just 8.5 months of the year (i.e., approximately 71% of a year).
  3. Project Traffic Demand Management (TDM) program proposes use of employee buses and vans largely outside of AM and PM peak hours
- Trip generation rates published by Institute of Transportation Engineers (ITE). *Trip Generation Manual* 10<sup>th</sup> Edition, 2017.

The cumulative conditions analysis is based on 2035 traffic volume forecasts from the AMBAG regional traffic forecasting model that were run for the Boronda Community Plan Traffic Impact Analysis (Mott MacDonald, 2012). The road network includes the Western Bypass and the Rossi Street Extension. All the study intersections are projected to operate at acceptable levels of service under cumulative traffic conditions and cumulative plus project traffic volumes and no improvements are recommended. The 2035 cumulative conditions volumes are generally lower than the background conditions volumes due to traffic diverting onto the Western Bypass. As a result, the study intersection that operated deficiently under background traffic conditions (Davis Road/Laurel Drive) is projected to operate at an acceptable level of service under 2035 cumulative conditions and no improvements are recommended at the study intersections.



**Figure 11 – Project Trip Distribution**

### Existing Transit Service

Monterey-Salinas Transit (MST) provides fixed-route service in Monterey County and Peninsula Cities. Thirteen MST bus lines provide service to the study area:

- Line 20 (Salinas – Monterey). This line provides weekday and weekend service roughly every 30 minutes between 5:00 AM – 3:00 AM the following morning.
- Line 21 (Pebble Beach – Salinas Express). This line provides just six runs per day (three in each direction) on weekdays and weekends.
- Line 23 (Salinas – King City). This line provides weekday and weekend service roughly every two hours between 4:00 AM – 10:30 PM.
- Line 25 (CSUMB – Salinas). This line provides weekday and weekend service every 60 minutes between 6:30 AM – 10:30 PM.
- Line 28 (Watsonville – Salinas via Castroville). This line provides weekday and weekend service every two hours between 6:30 AM – 10:00 PM.
- Line 29 (Watsonville – Salinas via Prunedale). This line provides weekday and weekend service every two hours 90 minutes between 6:00 AM – 8:00 PM.
- Line 42 (Westridge – Alisal). This line provides only weekend service every 90 minutes between 9:00 AM – 9:00 PM.
- Line 44 (Northridge – Salinas). This line provides daily service every 75 minutes between 6:30 AM – 6:30 PM.
- Line 46 (Salinas – Natividad). This line provides only weekday service every 60-120 minutes between 7:00 AM – 6:00 PM.
- Line 61 (Salinas – VA-DOD Clinic). This line provides weekday and weekend service every 60 minutes between 6:00 AM – 10:30 PM.
- Line 72 (Presidio – North Salinas). This line provides weekday service via just four runs (two AM runs and two PM runs).
- Line 86 (King City – San Jose/SJ Airport). This line provides just four weekday runs (two in each direction) and eight weekend runs (four in each direction).
- Line 95 (Williams Ranch – Northridge). This line provides weekday and weekend service every two hours between 7:00 AM – 5:00 PM.

The nearest bus stops to the project site (served by Line 72 only) are located on West Rossi Street east of North Davis Road (both directions). These stops located at approximately a six-minute walk from the project site. Bus stops are also located on North Davis Road south of Post Drive (served by Lines 44 and 72), which are more than a 13-minute walk from the project site. Additional bus stops are located even further away from the project site.

## Existing Bicycle Facilities

There are four types of bicycle facilities defined by Caltrans. Each type is described below:

1. Bike path (Class I) - A separate right-of-way designed for the exclusive use of bicycle and pedestrian traffic with crossflow minimized.
2. Bike lane (Class II) - A striped lane for one-way bike travel on a street or highway, typically including signs placed along the street segment.
3. Bike route (Class III) - Provides a shared use with pedestrian or motor vehicle traffic. Typically, these facilities are city streets with signage designating the segment for Bike Route without additional striping or facilities.
4. Separated Bikeways (Class IV) - A bikeway for the exclusive use of bicycles and includes a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

A bicycle network map for Monterey County is included in **Appendix L**. This map is cited from *Transportation Agency for Monterey County Bicycle and Pedestrian Master Plan*, Alta Planning + Design, December 2011 (“TAMC Bicycle and Pedestrian Master Plan”).

Bicycle facilities are provided along the following roadways in the study network:

- Bike Path (Class I):
  - Rossi-Rico Parkway: between North Davis Road (north of West Rossi Street) and West Rossi Street (east of Sansome Street)
- Bike Lane (Class II):
  - North Davis Road: between Blanco Road and Post Drive and between West Laurel Drive and Boronda Road (both directions)
  - West Rossi Street: between North Davis Road and Sherwood Drive (both directions)
  - Blanco Road: between Reservation Road in Marina and Luther Way in Salinas (both directions)
  - North Main Street: between Alvin Drive and San Juan Grade Road
  - Alvin Drive: between North Main Street and Kip Drive

The project will provide parking and bus services for employees to and from work sites. The bus services provided is a viable transportation alternative consistent with the Public Transit Services Goals C-6 in the Monterey County General Plan.

The project will not conflict with future circulation system improvements, including the Rossi St. Extension described in the City of Salinas General Plan, as the project has been designed to accommodate the necessary right-of-way to allow for construction.

In summary, the project would not conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities, and would have a less-than-significant impact.

**17(b): Less Than Significant Impact.** CEQA Guidelines Sec. 15064.3(b)(1) identifies that VMT exceeding an applicable threshold of significance may indicate that a project has a significant transportation related effect. Currently, the County of Monterey and City of Salinas do not have adopted VMT thresholds. In the absence of an adopted threshold of significance, CEQA Guidelines Sec. 15064.3(b)(3) identifies that a lead agency may qualitatively evaluate potential traffic-related effects by considering such factors as availability of transit, proximity to other destinations, and similar factors.

The traffic study included an estimation of Vehicle Miles Traveled for the project. Up to 1,200 workers living in the proposed project would be transported to and from a variety of agricultural fields throughout the Salinas Valley by buses and vanpools. The buses will have a seating capacity of 32 people per bus and the vans will have a seating capacity of 15 people per van. This would result in approximately 33 round-trip bus trips and 8 round-trip van trips, or 82 trips per day when shuttling employees to and from the fields. Assuming an average of 15 miles each way, a total of about 1,230 vehicle-miles-travelled (VMT) will be generated per day. The buses would be stored at a location 6 miles away from the project site, adding an additional 66 daily trips to and from the site. The vans would be stored on the project site and would not generate additional trips beyond employee transportation. The buses will generate an estimated 400 VMT per day between the storage yard and project site. The total VMT for the ag employee housing project will be about 1,630 miles per day. By comparison, if these workers traveled by car to and from home and the work location, they would generate a much higher VMT. Assuming two persons per vehicle, 600 cars must travel between home and work, which is a total of 18,000 VMT each day.

The agricultural season, as estimated by the project applicant, spans about eight-and-a-half months, with a six-day work week, or roughly 200 days. The proposed project will annually generate about 326,000 VMT per year compared to 3,600,000 VMT per year if the employees drove themselves. The proposed project will save 3,274,000 VMT annually, with corresponding reductions in congestion, emissions and fuel consumption. There will also be reduced congestion and a lower risk exposure for vehicle collisions.

The County of Monterey does not currently have adopted VMT thresholds. Based on the analysis above, the Vehicle Miles Traveled can reasonably be assumed to be reduced from current conditions. Thus, the project will not have a significant effect, and no mitigation is needed.

**17(c): Less Than Significant Impact.** The proposed project would not substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses. Overall, the site plan shows adequate access to the site, a right-turn only has been incorporated into the entrance/exit from North Davis Road, so as to avoid any hazard. No additional roads or design features are required, resulting in a less-than-significant impact.

**17(d): Less Than Significant Impact.** The proposed project driveways, as well as the internal circulation, would be designed in accordance with all applicable standards allowing safe and



efficient ingress and egress of emergency vehicles. The applicant would work with the County to assure that emergency vehicle and firefighter access are adequately addressed in the final project design. The impacts to emergency access would, therefore, be less-than-significant.

#### 18. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or (Source: 1, 2, 3, 4, 5, 6, 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Source: 1, 2, 3, 4, 5, 6, 11, 30, 31)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:** Prior to the enactment of AB 52, the State of California found that current laws provided limited protection for sites, features, places, objects, and landscapes with cultural value to California Native American Tribes. This included the protection of Native American sacred places such as places of worship, religious or ceremonial sites, and sacred shrines. California Native Americans have used, and continue to use, natural settings in the conduct of religious observances, ceremonies, and cultural practices and beliefs. These resources reflect the tribes' continuing cultural ties to the land and their traditional heritages. Many of these archaeological, historical, cultural, and sacred sites are not located within the current boundaries of California Native American reservations and rancherias, and therefore are not covered by the protectionist policies of tribal governments. To recognize California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, the Legislature enacted AB 52 (Source Gatto. 2014) Native Americans: California Environmental Quality Act.

Enactment of AB 52 formally recognizes that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities. California Native American tribes are experts regarding their tribal history and practices for which they are traditionally and culturally affiliated. Due to this unique history, and to uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, environmental analysis of projects should include tribal knowledge about the land and tribal cultural resources at issue, as well as the potential significant impact on

those resources. Therefore, a meaningful consultation between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources shall occur. This would allow identification of potential tribal cultural resources onsite and incorporation of culturally appropriate mitigation measures considered by the decision-making body of the lead agency. This also enables California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources and ultimately establishes that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

On April 7, 2020, Monterey County reached out to the Esselen Tribe of Monterey County and to the Ohlone/Costanoan-Esselen Nation (OCEN) for tribal consultation of this project. A representative from OCEN responded and a consultation was held on April 14, 2020. The representative from the Esselen Tribe of Monterey County did not request consultation.

At the consultation held on April 14, 2020, the OCEN tribal representative informed RMA-Planning staff that the tribe prefers to have a tribal monitor onsite during earth removal on all projects. In absence of specific information relative to the potential presence of a tribal cultural resource, RMA-Planning does not find that a tribal monitor is necessary to mitigate any potential impact. The area has been in agricultural cultivation, with continuous soil disturbance undertaken in the course of normal agricultural operations, so the proposed development will not involve disturbing previously undisturbed soil. To address the tribal representative's concerns, Mitigation Measure No. CR-1 calls for a note to be placed on construction and grading plans to specify what actions are to be taken, including contacting the tribal representative, should any resources be discovered during grading or tree removal activities.

Additionally, the archaeological consulting group Albion initiated consultation with the California Native American Heritage Commission (NAHC) in September 2019 for information from the NAHC sacred Lands File and a list of stakeholders. The NAHC found no information in their files regarding sacred lands and Albion contacted seven tribal representatives provided by the NAHC, describing the project and asking for information or comments. Two confidential responses were received, and no additional comments or concerns have been received as of November 8, 2019.

Please refer to *Section 5 Cultural Resources*.

**18(a): No Impact.** As described above in *Section V Cultural Resources*, the results of the CRA (Cultural Resources Assessment) (November 2019) indicate there are no historical resources within the project area, resulting in no impact.

**18(b): Less than Significant Impact with Mitigation.** The results of the CRA indicate that the project area does not contain surface evidence of potentially significant archaeological resources, and it has been significantly disturbed. Pursuant to AB 52, tribal consultation took place regarding the proposed project. No tribal cultural resources or Native American resources have been identified at the project site to date, however, there is potential for findings of these resources, due to its location within an area of high archaeological sensitivity. Since the project is subject to subsurface investigation within an area of high archaeological sensitivity, there is a possibility of inadvertently uncovering archaeological or tribal cultural resources, which would be considered a

potentially significant impact. This impact can be mitigated to a less-than-significant level with the implementation of Mitigation Measure CR1 above, repeated below.

**Mitigation Measure CR1:**

In order to prevent impacts to Cultural Resources and Tribal Cultural Resources, Owner/Applicant shall include requirements of this condition as a note on all grading and construction plans. The note shall state "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. Monterey County RMA - Planning, Native American Heritage Commission (NAHC) designated tribal representative 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, NAHC designated tribal representative and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the recovery.

Prior to resuming any further project-related ground disturbance, Owner/Applicant shall coordinate with the project planner, NAHC designated tribal representative and a qualified archaeologist to determine a strategy for either return to the Tribe or reburial. Any artifacts found that are not associated with a skeletal finding shall be returned to the aboriginal tribe.

If human remains are accidentally discovered during construction, the following steps will be taken:

There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent resources until:

The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

If the coroner determines the remains to be Native American:

- The coroner shall contact the Native American Heritage Commission and RMA – Planning within 24 hours.
- The Native American Heritage Commission shall identify the person or persons from a recognized local tribe of the Esselen, Salinan, Costonoan/Ohlone and Chumash tribal groups, as appropriate, to be the most likely descendent.
- The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.9 and 5097.993, or
- Where the following conditions occur, the landowner or his authorized representatives shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:

3. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
4. The descendent identified fails to make a recommendation; or
3. The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

### **Mitigation Monitoring Action CR1:**

Prior to issuance of grading or construction permits, the note shall be included on the plans.

Throughout grading and construction activities, the procedures outlined in Mitigation Measure No. 17 shall be adhered to.

19. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Source: 1, 2, 3, 4, 5, 6, 22, 27)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Source: 1, 2, 3, 4, 5, 6, 22, 27, 29)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Source: 1, 2, 3, 4, 5, 6, 22, 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Source: 1, 2, 3, 4, 6, 24)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Source: 1, 2, 3, 4, 5, 6, 24)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **Discussion/Conclusion/Mitigation:**

Utilities and services are furnished to the project site by the following providers:

- Wastewater Treatment: City of Salinas, Department of Public Works
- Water Service: California Water Company (Cal Water)
- Solid Waste: Waste Management
- Natural Gas & Electricity: Monterey Bay Community Power and PG&E

**19(a): Less Than Significant Impact.** There are two existing sanitary sewers within the project site. The proposed project would be connected to the existing City of Salinas Davis Road Trunk Sewer, which runs parallel to Davis road, just outside the west shoulder. On-site storm drainage improvements would be provided in conformance with the Post Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032 (“Regional Permit”) and the guidance documents promulgated by the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development, dated February 18, 2014. The proposed project would not require additional construction or relocation of utility facilities which would cause significant environmental effects. The sanitary sewer connection and storm drainage improvements would result in less-than-significant impact.

**19(b): No Impact.** The subject property will be served by California Water Service Company Salinas District (CWSC). CWSC has issued a “Can and Will Serve” letter stating that they would provide water services to the proposed project. CWSC projected future demand increases in their 2015 Urban Water Management Plan (2015 UWMP). The 2015 UWMP describes the service area, system supply and demand, water supply reliability and water shortage contingency planning, demand management measures and climate change. The actual water use within the CWSC Salinas District was 14,659 AFY in 2015. The proposed project projected water demand is within Cal Water’s UWMP demand increase for multi-family residential use. The UWMP considers multi-year drought scenarios and concludes adequate supply would be available in accordance with CWSC urban water management planning. CWSC and Monterey County regulations also require conservation and water reduction during periods of drought.

Further, a Water Demand Assessment was prepared for the project by Schaaf & Wheeler, and is contained in **Appendix M**. The report details the total water demand post-project and compares with pre-project water use based upon current and historical agricultural use.

Water demand for the existing agricultural row on the site was estimated using MCWRA annual Groundwater Extraction Summary Reports, which summarize the reported water use within the SVGB Reported water use for vegetable (row crop) irrigation ranges from 2.4 to 2.9 acre-feet/year/acre (AFY/acre) within the Pressure Sub-Area, depending upon the annual rainfall. The average use from 2008 to 2018 was 2.645 AFY/acre. Applying that average use to the project site, the existing agricultural water demand is estimated to be 42.3 AFY.

The total estimated water demand for the project was estimated using two scenarios considering a 12-month and 9-month occupancy by agricultural workers<sup>1</sup>. If the project is occupied 12-months per year, the total water demand will be 43.3 AFY, which is a 0.9 AFY increase over the existing agricultural water use on the proposed project site. If the project is occupied 9-months per year, the total water demand will be 33.8 AFY, which is an 8.5 AFY decrease over the existing demand. Thus, project implementation would result in a net increase in water use in the SVGB of approximately 1.0 AFY assuming occupancy over 12-months per year when compared to existing conditions.

The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, resulting in a less than significant impact.

**19(c): Less Than Significant Impact.** The proposed project has received a “Can-and-Will-Serve” Letter from the City of Salinas Department of Public Works. The City has the capacity to serve the average 84,000 gallons per day (gpd) estimated to be generated at maximum occupancy of the proposed project. This results in a less-than-significant impact.

**19(d): Less Than Significant Impact.** The proposed project would result in a less-than-significant impact in terms of solid waste generation. Development of the proposed project would increase the need for solid waste disposal, to be served by a landfill with sufficient permitted capacity to accommodate the project’s disposal needs. Solid waste disposal for the proposed project is conducted by Waste Management, under the management of Salinas Valley Solid Waste Authority. The proposed project has received a “Will-Serve” letter from Waste Management to provide weekly collection services of trash, recyclables and organic waste. In the letter Waste Management identifies that the recommended weekly service level is one thirty-yard roll off trash, 3-4 yard recycle buns and 1-2-yard organics bin. Any trash generated during construction, would be hauled to the Johnson Canyon Landfill in Gonzales. Currently, they have the capacity to provide service for up to the next 50 years. Further, efforts to expand their service capacity to 70 years are ongoing. As a result, the proposed project would have a less-than-significant impact related to solid waste.

**19(e): Less Than Significant Impact.** Waste disposal to landfills would be minimized, and all waste would be properly disposed of in a safe, appropriate, and lawful manner in compliance with all applicable regulations of local (Monterey County’s Integrated Waste Management Plan), state (California Integrated Waste Management Act of 1989 & California Green Building Standards), and federal regulations related to solid waste. Since the proposed project will require compliance with all county, state, and federal regulations and conditions, there will be no violation of the regulations concerning solid waste disposal as conditions for approval, resulting in a less-than-significant impact. See also **Discussion 19(d)** above.

<b>20. WILDFIRE</b>				
<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Impair an adopted emergency response plan or emergency evacuation plan? (Source: 1, 2, 3, 4, 5, 6, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (Source: 1, 2, 3, 4, 5, 6, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (Source: 1, 2, 3, 4, 5, 6, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (Source: 1, 2, 3, 4, 5, 6, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion/Conclusion/Mitigation:** The project site is surrounded by agricultural land and is not located within a Very-High Fire Hazard Severity Zone for wildland fires, as designated by the California Department of Forestry and Fire Protection (Cal Fire, Fire Hazard Severity Maps, 2007, 2008).

**20(a): Less Than Significant Impact.** As discussed in *Section.IX Hazards and Hazardous Materials*, the project would not create any barriers to emergency or other vehicle movement since it is not part of a vehicular transportation network used by emergency vehicles. In the case of an emergency requiring evacuation routes, the County would notify the public of designated evacuation routes. Since North Davis Road is a major arterial, it could potentially be designated as part of an evacuation route. However, the majority of residents of the proposed project would not own their own vehicles; therefore, the proposed project would not substantially impact a regional evacuation plan. Final design would incorporate all Fire Code requirements. In addition, work within roads during construction would require traffic control and flagmen. For these reasons, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less-than-significant..

**20(b): No Impact.** The project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors due to the project's flat, agricultural location and lack of interface with any natural areas susceptible to wildfire. The project site is not located within an area of moderate, high, or very high Fire Hazard Severity for the Local Responsibility Area nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State Responsibility Area. Therefore, there would be no impact.

**20(c): No Impact.** Due to the project's flat, agricultural location and lack of interface with any natural areas susceptible to wildfire, the project would not require the installation or maintenance of associated fire suppression or related infrastructure. This results in no impact.

**20(d): No Impact.** As described in **Discussion 19(c)** above, the project would not expose people or structures to significant wildfire risks given its location away from natural areas susceptible to wildfire, resulting in no impact.



## VII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
19. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Source: 1-31)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Source: 1-31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Source: 1-31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion/Conclusion/Mitigation:

Pursuant to Section 21083 of the Public Resources Code and Section 15065 of the CEQA Guidelines, a project would be considered to have a significant effect on the environment, and an Environmental Impact Report shall be prepared, if impacts identified cannot be avoided or mitigated to a point where no significant effect on the environment would occur. Analysis provided in this Initial Study found that there is no substantial evidence, in light of the whole record, that the proposed project would have a significant effect on the environment.

### VII(a). Conclusion: Less than Significant with Mitigation Incorporated.

Based on the analysis provided in this Initial Study, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The project site does not contain any historic resources and thus, would not eliminate important examples of the major periods of California history. Finally, mitigation measures are identified to avoid potential disturbance to buried archaeological and tribal resources during construction.

Based on the analysis, the project would have no impacts to mineral resources (see Section IV.A). Project construction and maintenance is proposed to occur within the project site, which displays no suitable habitat for fish or wildlife species. Standard erosion control measures will prevent any potential for impacts to wetland habitat. The project has the potential to impact cultural resources (see Section VI.5) and tribal cultural resources (see Section VI.18). Mitigation Measures CR-1 and CR-2 have been incorporated requiring stop work should any resources be uncovered, and a preconstruction survey to prevent the likelihood of excavating unknown resources. Implementation of these mitigations would reduce potential impacts to tribal cultural resources to a less than significant impact.

**VII(b). Conclusion: Less Than Significant Impact**

No development is proposed within the project vicinity that would contribute to cumulative impacts. The air quality evaluation considered cumulative effects based on the MBARD thresholds and found those to be less than significant. The traffic study evaluated cumulative conditions based on 2035 traffic volume forecasts from the AMBAG regional traffic forecasting model and found no significant impacts at the study intersections. Furthermore, mitigation is identified in this Initial Study to reduce all project impacts to a less-than-significant level, therefore, the project would not significantly contribute to cumulative impacts.

**VII(c). Conclusion: Less than Significant Impact.**

The purpose of this proposed development is to provide much needed housing for seasonal farm workers during the harvest season. It would be constructed over a disturbed field directly outside Salinas city limits within the Monterey County Boronda community area. It would be accessible to and from harvest fields and accommodate up to 1,200 workers. Therefore, based on the analysis provided in this Initial Study, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, with implementation of identified mitigation measures.

## ***VIII. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES***

### **Assessment of Fee:**

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a “de minimis” (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife. Projects that were determined to have a “de minimis” effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of “de minimis” effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the California Department of Fish and Wildlife determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of “no effect” on fish and wildlife resources, development applicants must submit a form requesting such determination to the California Department of Fish and Wildlife. A No Effect Determination form may be obtained by contacting the Department by telephone at (916) 653-4875 or through the Department’s website at [www.wildlife.ca.gov](http://www.wildlife.ca.gov).

**Conclusion:** The project will may be required to pay the fee.

**Evidence:** Based on the record as a whole as embodied in the RMA-Planning files pertaining to PLN190127 and the attached Initial Study / Proposed Mitigated Negative Declaration.

## ***IX. SOURCES***

1. Project Application, Plans, and Materials in File No. PLN190127 dated January 2020
2. Applicant Prepared Environmental Assessment, Denise Duffy and Associates, March 5, 2020.
3. 2010 Monterey County General Plan
4. Greater Salinas Area Plan
5. Title 21 of the Monterey County Code (Zoning Ordinance)
6. Monterey County RMA-Planning GIS System. Available online at [https://maps.co.monterey.ca.us/Html5Viewer/index.html?viewer=PBI\\_Map.PBI\\_Map\\_Viewer](https://maps.co.monterey.ca.us/Html5Viewer/index.html?viewer=PBI_Map.PBI_Map_Viewer)
7. Monterey County Important Farmland Map 2016. Available online at <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Monterey.aspx>
8. CEQA Air Quality Guidelines, prepared by Monterey Bay Air Resources District, Adopted 1995 and last revised in February 2008.
9. Monterey Bay Air Resources District, 2012-2015 Air Quality Management Plan, adopted March 15, 2017
10. Quattrin Ranch Project Air Quality Study, by Rincon Consultants, Inc., dated November 2019.
11. Cultural Resources Assessment for Quattrin Ranch (APN 261-011-026, 025), Salinas, Monterey County, California, prepared by Albion, dated October 2019.
12. Geotechnical and Infiltration Investigation for Quattrin Ranch Agricultural Housing Project, prepared by Soil Surveys, Inc., dated December 4, 2019.
13. Quattrin Ranch Project Greenhouse Gas Study, prepared by Rincon Consultants, Inc., dated November 2019.
14. Phase I Environmental Site Assessment, prepared by Running Moose Environmental Consulting, LLC. dated October 7, 2019.
15. California Department of Toxic Substances Control (DTSC), “EnviroStor”, n.d., July 2017, < <https://www.envirostor.dtsc.ca.gov/public/>>.
16. Storm Water Control Plan for Harvest Moon Agricultural Employee Housing Project, prepared by Whitson Engineers, dated April 24, 2020.
17. Storm Water Pollution Prevention Plan for Harvest Moon Agricultural Housing Project, prepared by Whitson Engineers, dated April 20, 2020.
18. State of the Salinas River Groundwater Basin Report, Accessed February 2020. Available online at: <https://www.co.monterey.ca.us/home/showdocument?id=19588>
19. Acoustical Analysis prepared by 45dB Acoustics, dated November 1, 2019.

20. 2018 Regional Growth Forecast, Association of Monterey Bay Area Governments, Accessed February 2020. Available online at: [https://ambag.org/sites/default/files/documents/2018\\_Regional\\_Growth\\_Forecast.pdf](https://ambag.org/sites/default/files/documents/2018_Regional_Growth_Forecast.pdf)
21. Quattrin Ranch Traffic Impact Analysis, by Keith Higgins, Traffic Engineer, dated October 21, 2019.
22. Will Serve Letter, Tract or Parcel Map No: Davis Rd & Rossi St/APN: 261-011-026-000 Developer: Café Tori Investments, LLC, prepared by Brenda Granillo District Manager, California Water Service, dated February 11, 2020
23. Memorandum, Quattrin Ranch Farmworker Housing, Sewer Capacity Assessment, prepared by Andrew Sterbenz, PE, Schaaf & Wheeler consulting civil Engineers, dated February 20, 2020.
24. Will Serve Letter, Waste Collection for Harvest Moon Agriculture Employee Housing Project, prepared by Kristin Skromme, Public Sector Manager, Waste Management, dated February 12, 2020.
25. Salinas Rural Fire Department Website, Accessed January 20, 2019, <https://www.cityofsalinas.org/our-city-services/fire-department/fire-stations-and-teams>.
26. Phase II Environmental Site Assessment, Quattrin Ranch Project, Monterey County, CA, by McCloskey Consultants, Inc., dated November 2019.
27. Water Demand Assessment, Quattrin Ranch Farmworker Housing, by Schaaf & Wheeler, dated March 20, 2020.
28. Vehicle Queues Memorandum, Harvest Moon (Quattrin Ranch), by Keith Higgins, Traffic Engineer, dated April 20, 2020.
29. 2015 Urban Water Management Plan, Salinas District, by California Water Service, dated June 2016.
30. Consultation held remotely via Zoom with Louise Ramirez, OCEN tribal representative, April 14, 2020.
31. Letter from Louise Ramirez, OCEN tribal representative, April 14, 2020.