DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

DRAFT
Initial Study/Mitigated Negative Declaration for the proposed Parkfield Fire Station Monterey County, California



Prepared by:
The California Department of Forestry and Fire Protection
The Lead Agency Pursuant to Section 21082.1 of the California Environmental Quality Act

California Department of Forestry and Fire Protection
P.O. Box 944246
Sacramento, CA 94244-2460
(916) 653-0839

August 10, 2021

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Contents

Draft Mitigated Negative Declaration 3
Mitigation Monitoring and Reporting Plan 4
Attachments 10
Introduction and Regulatory Context 13
Project Background and Environmental Setting 16
Conclusion of the Mitigated Negative Declaration 28
Initial Study/Environmental Checklist 31
Analysis of Potential Environmental Impacts 33
AESTHETICS 33
AGRICULTURE AND FOREST RESOURCES 35
AIR QUALITY 39
BIOLOGICAL RESOURCES 48
CULTURAL RESOURCES 52
ENERGY 58
GEOLOGY AND SOILS 59
GREENHOUSE GAS EMISSIONS 68
HAZARDS AND HAZARDOUS MATERIALS 76
HYDROLOGY AND WATER QUALITY 80
LAND USE AND PLANNING 86
MINERAL RESOURCES 87
NOISE 89
POPULATION AND HOUSING 106
PUBLIC SERVICES 107
RECREATION 109
TRANSPORTATION/TRAFFIC 110
UTILITIES AND SERVICE SYSTEMS 114
WILDFIRE 117
MANDATORY FINDINGS OF SIGNIFICANCE 119
LIST OF PREPARERS 121
BIBLIOGRAPHY 122

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

DRAFT MITIGATED NEGATIVE DECLARATION

Parkfield Fire Station Project (Project)

Lead Agency: State of California Department of Forestry and Fire Protection (CAL FIRE)

Project Location: The Project is located on an approximately 38-acre site at 70331 Vineyard Canyon Road, San Miguel, California, 93451 (Assessor's Parcel Number 423-173-077-000), in Monterey County.

Project Description: This Project includes construction of a 1-engine fire station single building with 8-bed barracks and 2-bay apparatus (6067 sf); a generator/pump building (648 sf) with backup generator and transfer switch; a storage building (494 sf), and a vehicle wash building (1008 sf).

The Project also includes new underground utilities and/or connections (water, drainage, sewer, electric, gas, telephone/radio); fuel facility (storage tanks/dispensing system, canopy); a hose wash rack; grading, paving, walkways, drainage structures and landscaping; propane system; new septic system, new potable water well, water treatment system, and potable and fire water storage tanks; security fencing and lighting, and associated appurtenances.

Finding: Based on the information contained in the attached Initial Study, CAL FIRE finds that there will not be a significant effect to the environment because the mitigation measures will be incorporated as part of the proposed Project.

Public Review Period: August 17, 2021 to September 16, 2021.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

MITIGATION MONITORING AND REPORTING PLAN

Introduction

In accordance with CEQA, an MND that identifies adverse impacts related to the construction activity for the Parkfield Fire Station Project (Project) was prepared. Mitigation measures have been identified that would reduce or eliminate these impacts.

Section 21081.6 of the Public Resources Code and Sections 15091(d) and 15097 of the State CEQA Guidelines require public agencies to adopt a reporting and monitoring program for changes to the Project which it has adopted or made a condition of Project approval in order to mitigate or avoid significant effects on the environment. A MMRP is required for the proposed Project because the IS/MND identified potentially significant adverse impacts related to construction activity, and mitigation measures have been identified to mitigate these impacts. Adoption of the MMRP will occur along with the approval of the Project.

Purpose of the Mitigation Monitoring and Reporting Plan

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the proposed Project. The MMRP may be modified by CAL FIRE during Project implementation as necessary, in response to changing conditions or other Project refinements. The following table has been prepared to assist the responsible parties in implementing the MMRP. This table identifies the category of significant environmental impact(s), individual mitigation measures, monitoring and mitigation timing, responsible person/agency for implementing the measure, monitoring and reporting procedures, and notation space to confirm implementation of the mitigation measures. The numbering of the mitigation measures follows the numbering sequence in the IS/MND.

Roles and Responsibilities

CAL FIRE, as lead agency, is responsible for oversight of compliance of the mitigation measures in the MMRP.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Parkfield Fire Station Project Mitigation and Monitoring Reporting Plan

Mitigation Measure	Monitoring Activity/Timing/ Frequency/ Schedule	Implementation/ Responsibility/ Verification	Responsibility for Oversight of/ Compliance/ Verification	Outside Agency Coordination
Mitigation Measure AES-1: LANDSCAPING A Landscaping Plan shall be developed that incorporates landscaping around hardscapes to soften the visual impacts of buildings and other site improvements. A variety of plant species, with an emphasis on native and drought tolerant (water efficient) plants shall be incorporated.	**AES-1 Activity:** Landscaping Plan shall be prepared as part of the Working Drawings for approval. **Timing:** Prior to Working Drawings (Plan Set) approval. **Frequency:** Once prior to final plan set approval.	**Project Director** Initials Date **Senior Environmental Planner** Initials Date	**CAL FIRE Project Engineer** Initials Date	None
CR-1 ARCHAEOLOGICAL MONITORING All ground disturbing activities greater than two feet in depth shall be monitored by a qualified professional archaeologist per Secretary of Interior standards. In the event of discovery of cultural resources, work shall cease in that area until the archaeologist and the tribal monitor evaluate the find. Construction work may continue in other areas of the Project, as determined by the archaeologist and tribal monitor, until the discovery is examined and evaluated. If the find is determined to be significant by the on-site archaeological monitor or the tribal monitor, a CAL FIRE archaeologist shall be notified to help determine appropriate mitigation measures. The on-site archaeologist, or the CAL FIRE archaeologist if the find is significant,	**CR-1 Activity:** A CAL FIRE archaeologist, or other qualified professional archaeologist shall monitor ground disturbance greater than two feet. **Timing:** During ground disturbing activities. **Frequency:** As required.	**Project Contractor** Initials Date **Project Archaeologist** Initials Date	**CAL FIRE** Initials Date	

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Mitigation Measure	Monitoring Activity/Timing/ Frequency/ Schedule	Implementation/ Responsibility/ Verification	Responsibility for Oversight of/ Compliance/ Verification	Outside Agency Coordination
shall notify the Project director when work can resume in the area of the discovery.				
CR-2 HUMAN REMAINS In the event of discovery of human remains, whether intact, fragmentary, or displaced from their original context, the County Coroner and the Native American Heritage Commission (NAHC), West Sacramento (916-373-3710), shall be notified of the discovery immediately, and all work in the vicinity of the find shall cease, as determined by the on-site archaeologist and tribal representative, and there shall be no further excavation or disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of Monterey County has determined whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. Upon request, the Native American Heritage Commission will provide the Project director with the name and contact information of the tribe that is named the Most Likely Descendant (MLD). The identified MLD will make recommendations for the treatment and disposition of any Native American remains found within the area of potential effect of the Project. Final disposition of the human remains is subject to approval of the landowner. Human	**CR-2 Activity:** Unanticipated cultural resources and human remains discovery, consultation and determination. **Timing:** During construction. **Frequency:** As required.	**Project Contractor** Initials Date **Project Archaeologist** Initials Date	**CAL FIRE** Initials Date	Possible coordination with, County Coroner, NAHC, and tribal representatives.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Mitigation Measure	Monitoring Activity/Timing/ Frequency/ Schedule	Implementation/ Responsibility/ Verification	Responsibility for Oversight of/ Compliance/ Verification	Outside Agency Coordination
remains and associated grave goods are protected under Public Resources Code § 5097.94 and Health and Safety Code § 7050.5. Work may not resume within the no-work radius until the lead agencies and tribal representatives, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.				
TCR-1: TRIBAL MONITORING All ground disturbing activities for the project shall be monitored by tribal monitors from the Salinan Tribe of Monterey and San Luis Obispo Counties and the Santa Rosa Rancheria Tachi Yokut Tribe. When a preliminary schedule for the implementation of the project is established, both tribes shall be contacted to work out a mutually agreeable schedule for tribal monitoring so only one tribal monitor is out on the project at any one time. In the event of discovery of tribal cultural resources, work shall cease in that area until representatives from both tribes can be contacted as well as a CAL FIRE archaeologist. Construction work may continue in other areas of the project, as determined by the on-site tribal monitor, until the discovery is examined and evaluated by representatives from both tribes. The tribal representatives shall notify the project director when work can resume in the area of the discovery.	**TCR-1 Activity:** Ground disturbing activities shall be monitored by tribal monitors from the Salinan Tribe of Monterey and San Luis Obispo Counties and the Santa Rosa Rancheria Tachi Yokut. **Timing:** During construction. **Frequency:** As required.	**Project Director/Contractor** Initials Date **Project Archaeologist** Initials Date		Coordination with area Tribes.
GEO-1: LIQUEFACTION Prior to construction of any structures, the contractor shall coordinate with CAL FIRE to obtain a Geotechnical Engineer to assist with excavation and placement of engineered fill as necessary. The limits of	**GEO-1 Activity:** Geotechnical Engineer coordination for imported fill.	**Project Contractor**	**CAL FIRE Project Director**	

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Mitigation Measure	Monitoring Activity/Timing/ Frequency/ Schedule	Implementation/ Responsibility/ Verification	Responsibility for Oversight of/ Compliance/ Verification	Outside Agency Coordination
existing disturbed and/or soft soil removal will be verified by the Geotechnical Engineer during site grading activities. All imported fill shall be observed, tested, and approved by the Geotechnical Engineer prior to bringing soil to the site. Rocks larger than 6 inches in diameter shall not be used in the fill. Import soils used as structural fill should have an expansion index less than 50 and corrosivity properties that are equally or less detrimental to that of the existing onsite soils.	**Timing:** Prior to construction of structures. **Frequency:** Once prior to structure construction.	Initials Date **Project Engineer** Initials Date	Initials Date	
GEO-2: CALIFORNIA BUILDING CODE REQUIREMENTS Project design shall incorporate recommendations outlined in the Geotechnical Reports prepared by GEOCON Consultants and in accordance with the 2019 California Building Code.	**GEO-1 Activity:** During project design recommendations from the geotechnical report shall be incorporated. **Timing:** During project design phase. **Frequency:** Once prior to approval of project plans.	**Project Engineer** Initials Date	**CAL FIRE Project Director** Initials Date	
PR-1: POST-REVIEW DISCOVERY In the event of discovery of paleontological resources, work shall cease within 100 feet of the find, and a CAL FIRE archaeologist shall be contacted. The CAL FIRE archaeologist shall arrange for a qualified professional paleontologist or paleontological resources monitor per Society of Vertebrate Paleontology guidelines (SVP 2010) to assess the find.	**PR-1 Activity:** Paleontological discovery and determination. **Timing:** During ground disturbance. **Frequency:** As	**Project Contractor** Initials Date **Project Archaeologist**	**CAL FIRE** Initials Date	

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Mitigation Measure	Monitoring Activity/Timing/ Frequency/ Schedule	Implementation/ Responsibility/ Verification	Responsibility for Oversight of/ Compliance/ Verification	Outside Agency Coordination
After assessing the find, the paleontologist/ paleontological resources monitor, in consultation with the CAL FIRE archaeologist, shall propose appropriate mitigation measures. The CAL FIRE archaeologist shall notify the Project director when work can resume in the area of the discovery.	required.	Initials Date		
N-1: PA SYSTEM VOLUME Operation of the public address (PA) system shall be volume controlled such that noise levels are limited to 85 A-weighted decibels (dBA) at a distance of 50 feet (ft) or below for daytime nonemergency purposes.	**N-1 Activity:** During project implementation and operations. **Timing:** During project design of operational features and ongoing operations. **Frequency:** As required.	**Project Director** Initials Date	**CAL FIRE** Initials Date	

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

ATTACHMENTS

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Attachment A

DEPARTMENT OF FORESTRY AND FIRE PROTECTION
P.O. Box 944246
SACRAMENTO, CA 94244-2460
(916) 653-7772
Website: www.fire.ca.gov

Notice Date: August 16, 2021

NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Name: Parkfield Fire Station Project

The State of California Department of Forestry and Fire Protection (CAL FIRE) is the Lead Agency for the proposed Parkfield Fire Station Project (Project). In compliance with the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*) and Department procedures, notification is hereby given to responsible and trustee agencies, interest groups and the general public, that the California Department of Forestry and Fire Protection proposes to adopt a Mitigated Negative Declaration for the project described below.

Project Location: The Project is located at 70331 Vineyard Canyon Road, San Miguel, California, 93451, in Monterey County.

Project Description: This Project includes construction of a 1-engine fire station single building with 8-bed barracks and 2-bay apparatus (6067 sf); a generator/pump building (648 sf) with backup generator and transfer switch; a storage building (494 sf), and a vehicle wash building (1008 sf).

The Project also includes new underground utilities and/or connections (water, drainage, sewer, electric, gas, telephone/radio); fuel facility (storage tanks/dispensing system, canopy); a hose wash rack; grading, paving, walkways, drainage structures and landscaping; propane system; new septic system, new potable water well, water treatment system, and potable and fire water storage tanks; security fencing and lighting, and associated appurtenances.

Public Review Period: The draft Mitigated Negative Declaration will undergo a 30-day public review period during which comments may be submitted. The review period begins on August 17, 2021 to September 16, 2021. Written comments regarding the contents of the Mitigated Negative Declaration should be sent to:

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Christina Snow, Senior Environmental Planner
California Department of Forestry and Fire Protection
Technical Services Section
P.O. Box 944246
Sacramento, CA 94244-2460

Phone Number: (916) 324-1639

Written comments may also be sent via e-mail using the e-mail address provided below:

Email: christina.snow@fire.ca.gov

A copy of the draft Mitigated Negative Declaration, Initial Study, and supporting documentation are available for review at the following locations:

1. CAL FIRE San Benito-Monterey Unit, 2221 Garden Road, Monterey, California 93940.
2. CAL FIRE Parkfield-Coalinga Road, Parkfield, California 93451.
3. CAL FIRE Technical Services, 1131 S Street, Sacramento, CA 95811.

The Notice of Intent is posted at the following locations:

1. CAL FIRE San Benito-Monterey Unit, 2221 Garden Road, Monterey, California 93940.
2. CAL FIRE Parkfield-Coalinga Road, Parkfield, California 93451.
3. United States Post Office, 1185 Mission Street, San Miguel, California 93451.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

INTRODUCTION AND REGULATORY CONTEXT

Stage of CEQA Document Development

☐ **Administrative Draft.** This California Environmental Quality Act (CEQA) document is in preparation by California Department of Forestry and Fire Protection (CAL FIRE) staff.

☒ **Public Document.** This completed CEQA document has been filed by CAL FIRE at the State Clearinghouse and is being circulated for a 30-day agency and public review period. The public review period begins August 17, 2021 and ends on September 16, 2021.

☐ **Final CEQA Document.** This Final CEQA document contains the changes made by the Department following consideration of comments received during the public and agency review period. The changes are displayed in strike-out text for deletions and underlined text for insertions. The CEQA administrative record supporting this document is on file, and available for review, at CAL FIRE's Sacramento Headquarters, Technical Services, which is located at 1131 S Street in Sacramento, California.

Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) describes the environmental impact analysis conducted for the proposed Project. This document was prepared by CAL FIRE staff utilizing information gathered from a number of sources including research and field review of the proposed Project area and consultation with environmental planners. Pursuant to Section 21082.1 of the CEQA, the lead agency, CAL FIRE, has prepared, reviewed, and analyzed the IS/MND and declares that the statements made in this document reflect CAL FIRE's independent judgment as lead agency pursuant to CEQA. CAL FIRE further finds that the proposed Project, which includes revised activities and mitigation measures designed to minimize environmental impacts, will not result in significant adverse effects on the environment.

Regulatory Guidance

This IS/MND has been prepared by CAL FIRE to evaluate potential environmental effects which could result following approval and implementation of the proposed Project. This document has been prepared in accordance with current CEQA Statutes (Public Resources Code §21000 *et seq*.) and current CEQA Guidelines (California Code of Regulations [CCR] §15000 *et seq*.).

An initial study is prepared by a lead agency to determine if a Project may have a significant effect on the environment (14 CCR § 15063[a]), and thus, to determine the appropriate environmental document. In accordance with CEQA Guidelines §15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The initial study shows that there is no substantial evidence…that the Project may have a significant impact upon the environment, or (b) The initial study identifies potentially significant effects but revisions to the Project plans or proposal are agreed to by the applicant and such revisions will reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the proposed Project will not have a significant effect on the environment and, therefore, does not require the

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

preparation of an environmental impact report. This IS/MND conforms to these requirements and to the content requirements of CEQA Guidelines Section 15071.

Purpose of the Initial Study

CAL FIRE has primary authority for carrying out the proposed Project and is the lead agency under CEQA. The purpose of this IS/MND is to present to the public and reviewing agencies the environmental consequences of implementing the proposed Project and describe the adjustments made to the Project to avoid significant environmental effects or reduce them to a less-than-significant level. This disclosure document is being made available to the public, and reviewing agencies, for review and comment. The IS/MND is being circulated for public and agency review and comment for a review period of 30 days as indicated on the notice of intent to adopt a mitigated negative declaration (NOI).

The requirements for providing an NOI are found in CEQA Guidelines §15072. These guidelines require CAL FIRE to notify the general public by utilizing at least one of the following three procedures:

- Publication in a newspaper of general circulation in the area affected by the proposed Project,
- Posting the NOI on and off site in the area where the Project is to be located, or
- Direct mailing to the owners and occupants of property contiguous to the Project.

CAL FIRE has elected to utilize the second notification option. The NOI was posted at three prominent locations in the area where the Project is located for the entire 30-day public review period.

1. Notices were posted at the current Parkfield Fire Station, the San Benito-Monterey Unit, and the United States Post Office in San Miguel.

A complete copy of this CEQA document is available for review by any member of the public requesting to see it at the locations identified in the NOI. An electronic version of the NOI and the CEQA document are available for review for the entire 30-day review period on the State of California's CEQAnet site at:

https://ceqanet.opr.ca.gov/Search/Recent

If submitted prior to the close of public comment, views and comments are welcomed from reviewing agencies or any member of the public on how the proposed Project may affect the environment. Written comments must be postmarked or submitted on or prior to the date the public review period will close (as indicated on the NOI) for CAL FIRE's consideration. Written comments may also be submitted via email (using the email address which appears below) but comments sent via email must also be received on or prior to the close of the 30-day public comment period. Comments should be addressed to:

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Christina Snow, Senior Environmental Planner
California Department of Forestry and Fire Protection
Technical Services
P.O. Box 944246
Sacramento, CA 94244-2460
Phone: (916) 324-1639
Email: christina.snow@fire.ca.gov

After comments are received from the public and reviewing agencies, CAL FIRE will consider those comments and may (1) adopt the mitigated negative declaration and approve the proposed Project; (2) undertake additional environmental studies; or (3) abandon the Project. If the Project is approved and funded, CAL FIRE could design and construct all or part of the Project.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

PROJECT BACKGROUND AND ENVIRONMENTAL SETTING

Background and Need for the Project

The existing Parkfield Fire Station (FS) was constructed in the early 1950's and is a one-engine facility located on 6.5 acres of state-owned property in southeastern Monterey County in the community of Parkfield. The area is extremely remote with few paved or graveled roads. The primary industries are farming and ranching. Parkfield FS provides initial attack wild land fire protection to approximately 200,000+ acres of state responsibility area lands (SRA). Parkfield FS currently has nine (9) personnel assigned to it (7 fire fighters and 2 captains). A fire captain from Bradley FS is assigned one day a week. Engine 4664, a CAL FIRE Model #34, Type 3 fire engine is assigned to the station. The crew and engine responded to 102 emergency dispatches during the 2020 fire season.

Since construction of the Parkfield Fire Station several operational standards have changed, which renders the current structures inefficient and obsolete. Modern fire engines have become taller and wider to accommodate personnel safety and expanded responsibilities. These modern fire engines cannot fit into the existing apparatus bays. The existing structures onsite are too small and inefficient for modern firefighting crews, and the existing living quarters contain only one restroom with a crew of up to eight adults of different sexes. Design standards have also substantially changed since the station was constructed, and although there have been regular maintenance improvements, the structures do not provide for a safe and healthy environment for the crew onsite. The structures can no longer accommodate the necessary equipment and staff to carry out CAL FIRE's mission.

Originally, CAL FIRE intended to rebuild the fire station on the Project site. However, after an archaeological test investigation (November 2012), it was determined that the area could contain significant archaeological resources and a decision was made to acquire a new site to construct the fire station.

Project Objectives

The new Parkfield Fire Station will support CAL FIRE's mission to serve and safeguard the people and protect the property and resources within the State Responsibility Areas of the San Benito-Monterey Unit.

The following are the objectives of the proposed Project:

- Replace the deteriorating Parkfield FS with a new, modern facility that meets operational requirements.

- To improve CAL FIRE's ability to meet peak demand emergency incident workload through providing necessary operational facilities for fire crews that enhance the statewide fire protection system.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Project Description

This Project includes construction of a new one-engine fire station single building with 8-bed barracks and 2-bay apparatus (6067 sf); a generator/pump building (648 sf) with backup generator and transfer switch; a storage building (494 sf), and a vehicle wash building (1008 sf).

The Project also includes new underground utilities and/or connections (water, drainage, sewer, electric, gas, telephone/radio); fuel facility (storage tanks/dispensing system, canopy); a hose wash rack; grading, paving, walkways, drainage structures and landscaping; propane system; new septic system, new potable water well, water treatment system, and potable and fire water storage tanks; security fencing and lighting, and associated appurtenances.

Project Region and Description of Local Environment

Monterey County covers more than 3,300 square miles and is bordered by Santa Cruz County to the north, San Benito, Fresno and King Counties to the east, San Luis Obispo County to the south, and the Pacific Ocean to the west. The natural diversity ranges from farmland located within the Salinas Valley to tall peaks of the Santa Lucia Mountains whose steep incline helps make up the Big Sur coastline along the Pacific Ocean. There are 12 incorporated cities that make up 75% of the County population and about 15% of the total land area. These cities can be generally grouped into two classifications (valley and peninsula). Five (5) valley cities consist of: Gonzales, Greenfield, King City, Salinas (Monterey County seat), and Soledad. Seven (7) peninsula cities consist of: Carmel, Del Rey Oaks, Marina, Monterey, Pacific Grove, Sand City, and Seaside. Although there are 12 planning areas (inland and coastal), only three area plans (Greater Monterey Peninsula, Greater Salinas, and Central Salinas Valley) contain cities within their boundaries. The rest of the unincorporated County includes communities that range from a small cluster of homes to small towns.

Monterey County contains a diverse array of natural communities, ranging from oak woodlands in the Salinas Valley, to beach dunes near Fort Ord, to Elkhorn Slough in North County. Natural vegetation throughout the County is typical of that occurring in the coastal ranges and interior valleys of central California. The two most common types of natural habitat are oak woodland on middle and upper elevations and grassland in lower elevations such as valleys. There are numerous federally listed endangered and threatened species and other CEQA defined special-status species in the County. More than 70,000 acres in the County are designated as critical habitat by the U.S. Fish and Wildlife Service (USFWS).

The elevation of the proposed Project is approximately 1,540 feet[1]. The site is in a valley surrounded by gently to moderately sloped foothills. Habitat outside of the Project vicinity consists of grasslands, rangelands, brush/ chaparral, oak woodland and oak savannah.

The parcel lies approximately eight-tenths of a mile from the intersection of Vineyard, Cholame and Parkfield-Coalinga Roads about one mile west of the community of Parkfield. This is an area of large ranches, vineyards, agricultural crop land and rural residential properties that primarily range from 40 acres parcels to large ranches consisting of thousands of acres. Limited shopping and services are available in Bradly or San Miguel located approximately 20 and 17 miles from the Project site, respectively.

[1] https://apps.nationalmap.gov/viewer/

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

The Project site has been actively farmed with barley crop and contains four oak trees in the southeastern portion of the property. The zoning of the parcel is designated as Farmland (F-160) and Permanent Grazing (PG-160) which both allow for public safety facilities.

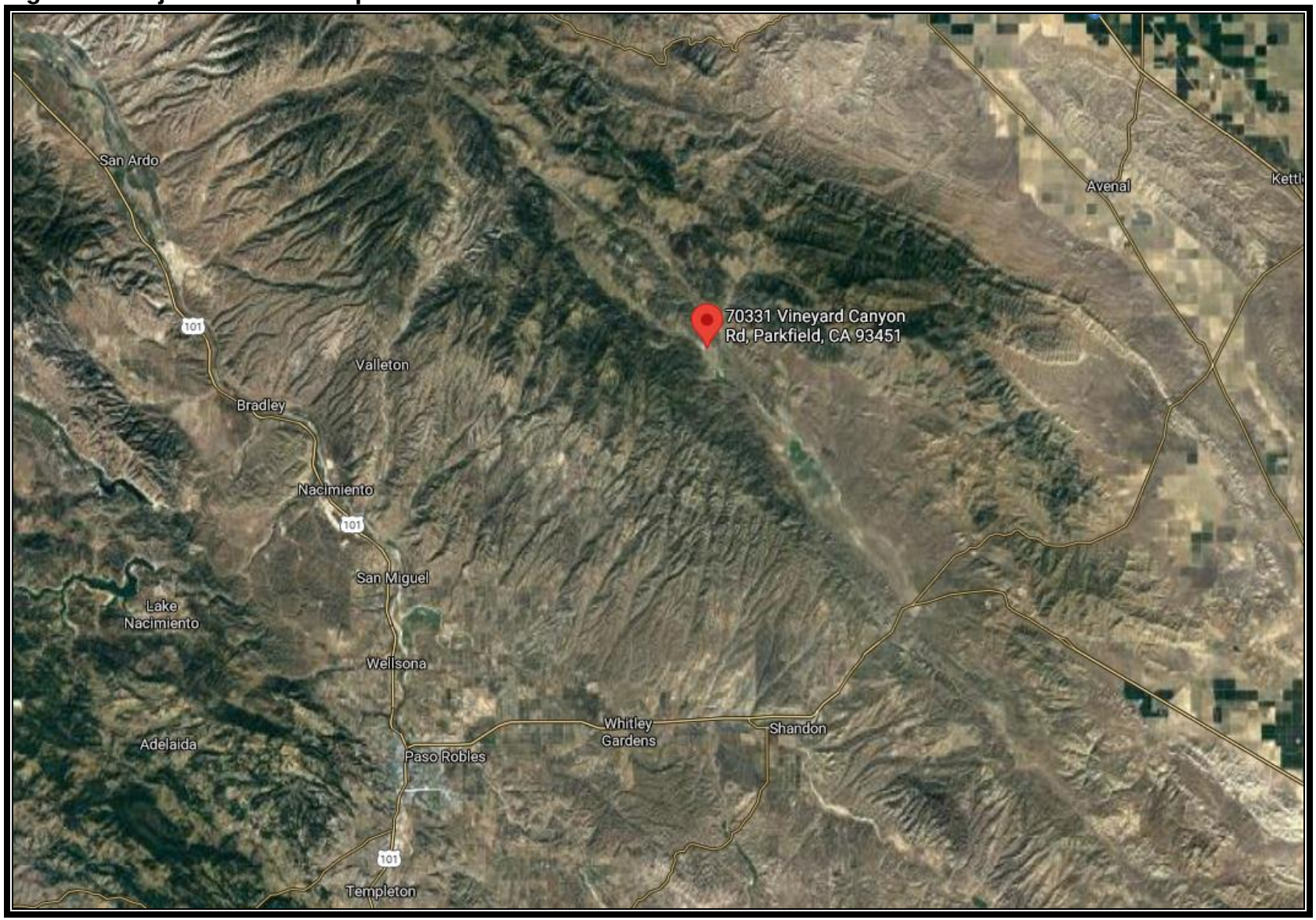
DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 1: Project Vicinity Map



DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 2: Project Location Map



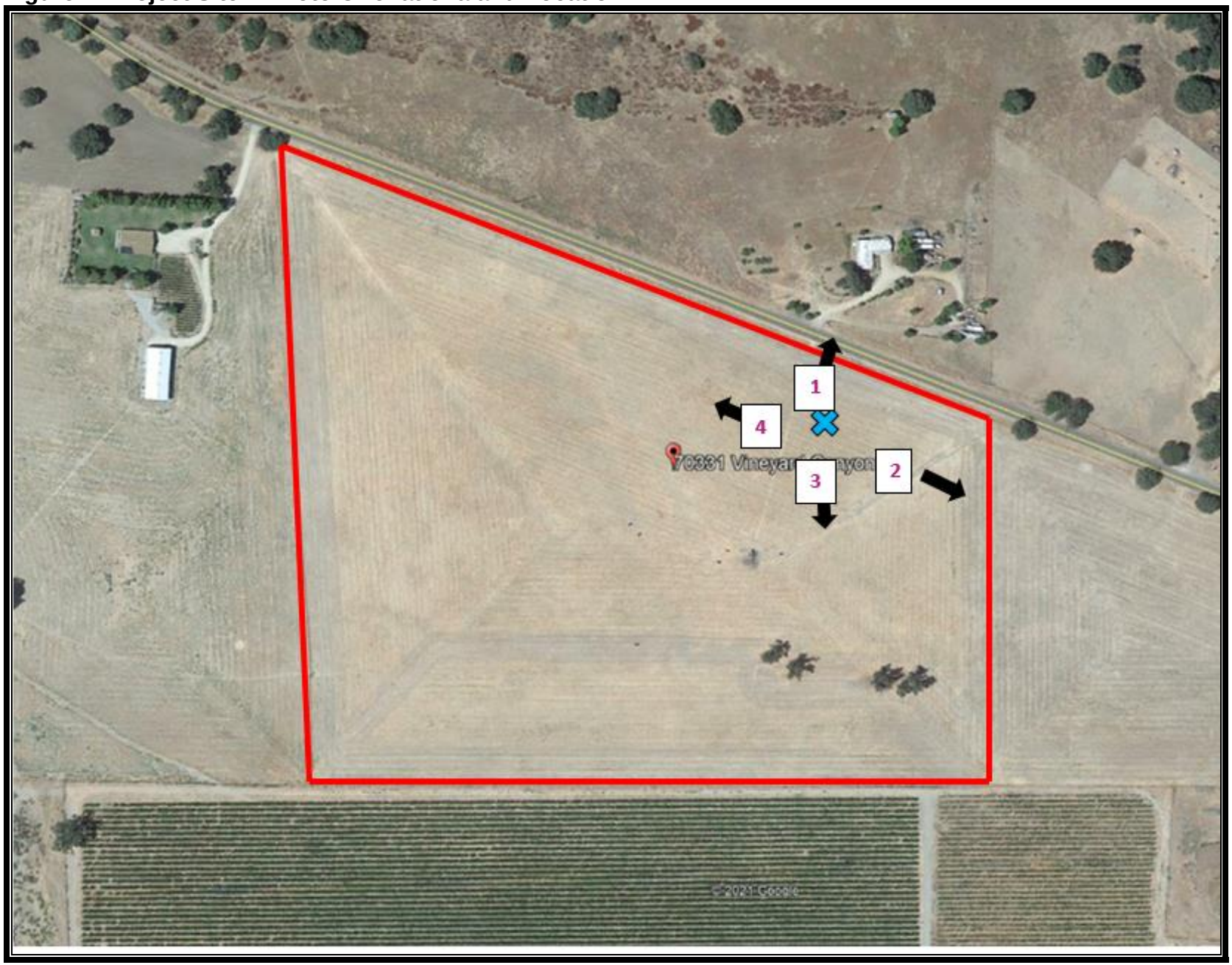
DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 3: Proposed Site Plan Layout



DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 4: Project Site – Photo Orienationa and Location



DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 5: Project Site – Photograph #1 Looking North



DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 6: Project Site – Photograph #2 Looking East



DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 7: Project Site – Photograph #3 Looking South



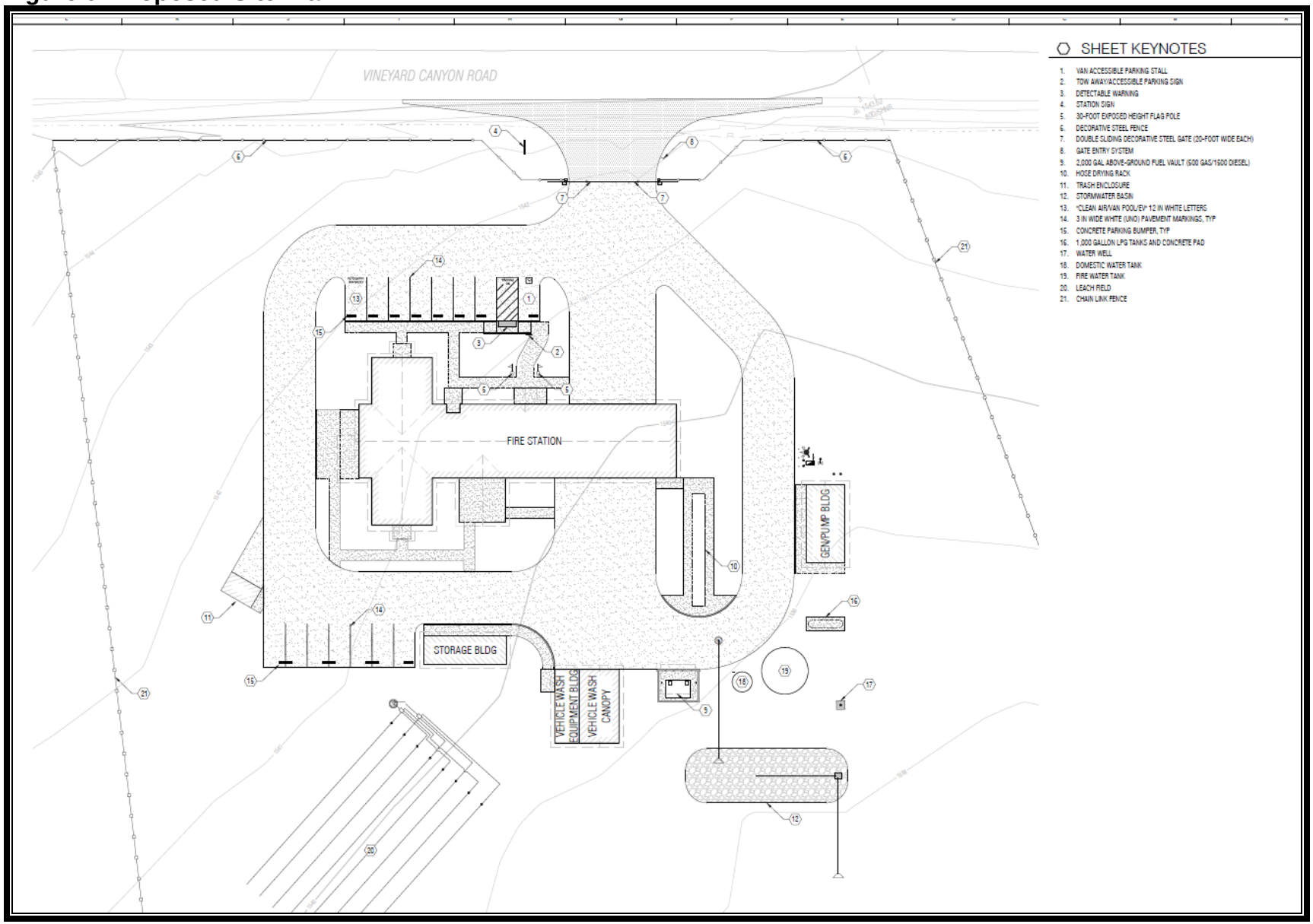
DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 8: Project Site – Photograph #4 Looking West



DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Figure 9: Proposed Site Plan



DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

CONCLUSION OF THE MITIGATED NEGATIVE DECLARATION

Regulatory Requirements, Permits and Approvals

The proposed Project may require the following environmental permits and CAL FIRE may be required to comply with the following state regulations:

1. National Pollutant Discharge Elimination System Permit (NPDES) – issued by the State Water Resources Control Board (SWRCB).

2. Storm Water Construction General Permit (including the development and implementation of a Storm Water Pollution Prevention Plan – issued by the SWRCB.

3. Authority to Construct permit and Permit to Operate (for the generator and fuel tanks) – issued by the Monterey Bay Air Resources District.

4. State Fire Marshal Review Approval.

5. State Architect Approval for Americans with Disabilities Act (ADA) and structural review by the Department of the State Architect (DSA).

Mitigation Measures

The following eight (8) mitigation measures will be implemented by CAL FIRE to avoid or minimize environmental impacts. Implementation of these mitigation measures will reduce the environmental impacts of the proposed Project to a less than significant level.

AES-1: LANDSCAPING

A Landscaping Plan shall be developed that incorporates landscaping around hardscapes to soften the visual impacts of buildings and other site improvements. A variety of plant species, with an emphasis on native and drought tolerant (water efficient) plants shall be incorporated.

CR-1 ARCHAEOLOGICAL MONITORING

All ground disturbing activities greater than two feet in depth shall be monitored by a qualified professional archaeologist per Secretary of Interior standards. In the event of discovery of cultural resources, work shall cease in that area until the archaeologist and the tribal monitor evaluate the find. Construction work may continue in other areas of the Project, as determined by the archaeologist and tribal monitor, until the discovery is examined and evaluated. If the find is determined to be significant by the on-site archaeological monitor or the tribal monitor, a CAL FIRE archaeologist shall be notified to help determine appropriate mitigation measures. The on-site archaeologist, or the CAL FIRE archaeologist if the find is significant, shall notify the Project director when work can resume in the area of the discovery.

CR-2 HUMAN REMAINS

In the event of discovery of human remains, whether intact, fragmentary, or displaced from their original context, the County Coroner and the Native American Heritage Commission (NAHC), West Sacramento (916-373-3710), shall be notified of the discovery immediately, and all work in the vicinity of the find shall cease, as determined by the on-site archaeologist and tribal representative, and there shall be

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

no further excavation or disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of Monterey County has determined whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. Upon request, the Native American Heritage Commission will provide the Project director with the name and contact information of the tribe that is named the Most Likely Descendant (MLD). The identified MLD will make recommendations for the treatment and disposition of any Native American remains found within the area of potential effect of the Project. Final disposition of the human remains is subject to approval of the landowner. Human remains and associated grave goods are protected under Public Resources Code § 5097.94 and Health and Safety Code § 7050.5. Work may not resume within the no-work radius until the lead agencies and tribal representatives, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

TCR-1: TRIBAL MONITORING

All ground disturbing activities for the Project shall be monitored by tribal monitors from the Salinan Tribe of Monterey and San Luis Obispo Counties and the Santa Rosa Rancheria Tachi Yokut Tribe. When a preliminary schedule for the implementation of the Project is established, both tribes shall be contacted to work out a mutually agreeable schedule for tribal monitoring so only one tribal monitor is out on the Project at any one time. In the event of discovery of tribal cultural resources, work shall cease in that area until representatives from both tribes can be contacted as well as a CAL FIRE archaeologist. Construction work may continue in other areas of the Project, as determined by the on-site tribal monitor, until the discovery is examined and evaluated by representatives from both tribes. The tribal representatives shall notify the Project director when work can resume in the area of the discovery.

GEO-1: LIQUEFACTION

Prior to construction of any structures, the contractor shall coordinate with CAL FIRE to obtain a Geotechnical Engineer to assist with excavation and placement of engineered fill as necessary. The limits of existing disturbed and/or soft soil removal will be verified by the Geotechnical Engineer during site grading activities.

All imported fill shall be observed, tested, and approved by the Geotechnical Engineer prior to bringing soil to the site. Rocks larger than 6 inches in diameter shall not be used in the fill. Import soils used as structural fill should have an expansion index less than 50 and corrosivity properties that are equally or less detrimental to that of the existing onsite soils.

GEO-2: CALIFORNIA BUILDING CODE REQUIREMENTS

Project design shall incorporate recommendations outlined in the Geotechnical Reports prepared by GEOCON Consultants and in accordance with the 2019 California Building Code.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

PR-1: POST-REVIEW DISCOVERY
In the event of discovery of paleontological resources, work shall cease within 100 feet of the find, and a CAL FIRE archaeologist shall be contacted. The CAL FIRE archaeologist shall arrange for a qualified professional paleontologist or paleontological resources monitor per Society of Vertebrate Paleontology guidelines (SVP 2010) to assess the find. After assessing the find, the paleontologist/ paleontological resources monitor, in consultation with the CAL FIRE archaeologist, shall propose appropriate mitigation measures. The CAL FIRE archaeologist shall notify the Project director when work can resume in the area of the discovery.

N-1: PA SYSTEM VOLUME
Operation of the public address (PA) system shall be volume controlled such that noise levels are limited to 85 A-weighted decibels (dBA) at a distance of 50 feet (ft) or below for daytime nonemergency purposes.

Summary of Findings

This IS/MND has been prepared to assess the Project's potential effects on the environment and an appraisal of the significance of those effects. Based on this IS/MND, it has been determined that the proposed Project will not have any significant effects on the environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed Project will have no effect related to Mineral Resources, Population and Housing, Public Services, and Recreation.

2. The proposed Project will have a less than significant impact on Agriculture and Forest Resources, Air Quality, Biology, Energy, Greenhouse Gas Emissions, Land Use and Planning, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Utilities and Service Systems, Wildfire, and Mandatory Findings of Significance.

3. Mitigation is required to reduce potentially significant impacts related to Aesthetics, Cultural Resources, and Geology and Soils.

The initial study-environmental checklist included in this document discusses the results of resource-specific environmental impact analyses, which were conducted by the Department of Forestry and Fire Protection (CAL FIRE). This initial study revealed that potentially significant environmental effects could result from the proposed Project; however, CAL FIRE has developed mitigation measures that will eliminate impacts or reduce environmental impacts to a less than significant level. CAL FIRE has found, in consideration of the entire record, that there is no substantial evidence that the proposed Project, as currently revised and mitigated, would result in a significant effect upon the environment. The IS/MND is therefore the appropriate document for CEQA compliance.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION	
1. Project Title:	Rincon Fire Station Project
2. Lead Agency Name and Address:	California Department of Forestry and Fire Protection P.O. 944246 Sacramento, CA 94244-2460
3. Contact Person and Phone Number:	Christina Snow 916-324-1639
4. Project Location:	70331 Vineyard Canyon Road San Miguel, CA 93451
5. Project Sponsor's Name and Address:	CAL FIRE is Project sponsor and lead agency
6. General Plan Designation:	Agricultural
7. Zoning:	Permanent Grazing and Farmland
8. Description of Project: See Page 3 of this document	
9. Surrounding Land Uses and Setting:	Agricultural and rural residential
10: Other public agencies whose approval may be required:	See page (s) 28 of this document

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below are the ones which would potentially be affected by this proposed Project and were more rigorously analyzed than the factors which were not checked. The results of this analysis are presented in the detailed Environmental Checklist which follows.

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

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

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** would be prepared.

☒ I find that although the proposed Project **COULD** have a significant effect on the environment, there **WOULD 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** would be prepared.

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

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

☐ I find that although the proposed Project **COULD** have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **ENVIRONMENTAL IMPACT REPORT** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Matthew Reischman
_____

Matthew Reischman, Deputy Director
Resource Management
California Department of Forestry and Fire Protection

8/10/2021
_____
Date

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

ANALYSIS OF POTENTIAL ENVIRONMENTAL IMPACTS

AESTHETICS

Environmental Setting

Monterey County's visual character and aesthetic resources are linked to its geography and the natural topography, vegetation, and cultural history of the region. Located mid-state along the Pacific Ocean, the county is part of the Coastal Ranges. The Salinas Valley separates the Gabilan Range and Cholame Hills, located along the eastern border of the county, from the San Lucia Range that mostly comprises the western half of the county. The county planning area can be generally broken down into the following landscape components: Valleys, ridgelines, vegetation, watercourses, coastal views, and travel routes.

The Project area is within an agricultural valley. The visual resource brought to the county by agricultural land uses is the character that the agricultural land gives the county. This resource is not dependent on the specific type of crop that is being grown. Foreground, middleground, and background views of agriculture fields/pastures and the surrounding ranges and hills comprise the viewshed. Based upon the viewer's location within the landscape, views may be more expansive when unobstructed or more limited by things such as development, row crops, orchards, etc. Views of the ocean are not present from the Project area.

The area contains rural residential farmsteads and rolling hills with grasslands, rangelands, brush/chaparral, and mixed oak woodlands.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

The Project site is currently used as cropland and is not developed. The site is not located in an area that is considered a highly sensitive viewshed (*Monterey County 2010 General Plan*).

Although the new fire station will change the visual character of the site, the fire station will be constructed on approximately five (5) acres of the total acreage (see figure 3). The fire station would be slightly bigger than a residential structure but would be similar to other farm structures and outbuildings in the area. The new fire station would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

Caltrans has designated certain highways throughout California as state scenic highways. In addition, Caltrans also identifies those highways that are eligible for state scenic designation throughout the state. Additionally, Monterey County has also designated certain roadways within the county as scenic roadways.

The Project site is not located within a scenic roadway or highway that has been designated or eligible by Caltrans or Monterey County and is not within a sensitive viewshed. No impact would occur.

c) Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☒	☐	☐

The Project consists of the construction of a new fire station in a rural area. The new facility will change the visual character from an open agricultural field to a five (5) acre portion that will be developed as a fire station.

To soften the hardscape of the new fire station, the following mitigation measure shall be implemented. With the implementation of this mitigation measure, impacts will be less than significant.

AES-1: LANDSCAPING
A Landscaping Plan shall be developed that incorporates landscaping around hardscapes to soften the visual impacts of buildings and other site improvements. A variety of plant species, with an emphasis on native and drought tolerant (water efficient) plants shall be incorporated.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

As indicated in the environmental setting above, the site is agriculture in nature and is actively disked. Although new lighting is being proposed, all lighting will have nighttime lighting installed that will ensure that the lighting will not create significant impacts. All Project lighting will adhere to Title 24, Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Part 6) exterior lighting requirements which include:

All Project lighting will adhere to Title 24, Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Part 6) exterior lighting requirements which include:

1) All outdoor luminaries will meet or exceed the Backlight, Uplight and Glare requirements. In addition, all fire station site lighting (parking lot) luminaires will be provided with a house side shield to reduce backlight pollution on the fire station.

2) All outdoor lighting will be controlled by a control panel with an astronomical time-switch, capable of automatically shutting off the lights when daylight is available. Furthermore, all outdoor fixtures mounted 24 feet above finished grade or less will be controlled by an integrated motion sensor. When the area under the fixture is unoccupied there will be a reduction in the lighting power of at least 50% but no more than 90%. This includes fixtures rated < 40 watts even though Title 24 does not require this type of control for these lower powered fixtures. Doing so, however, enables us to exceed our energy efficiency goals.

Project impacts with regard to lighting or glare will be less than significant.

AGRICULTURE AND FOREST RESOURCES

Environmental Setting

The area surrounding the Project site is grazing land and farmland. North of the Project site across Vineyard Canyon Road is a rural residence. The Project site has been used for agricultural purposes and is designated as Agriculture lands in the General Plan.

Zoning for the site consists of Permanent Grazing (PG-160) 10 to 160 acre minimum and Farmland (F-160) 40 to 160 acre minimum.

The Agriculture land use designation is used to preserve lands capable of supporting grazing activities; provide for areas of intensive and extensive agriculturally-compatible uses; identify

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

and conserve areas of important open space, recreation, scenic, and natural value; and to accommodate the use of land for compatible non-agricultural uses.

The county's agricultural economy ($3.49 billion in 2006) is the third largest in California. As of 2006, there were more than 1.3 million acres of agricultural lands in the county, representing more than 60% of the total land area: 236,142 acres are identified as Important Farmland and 1,065,577 acres are identified as grazing land by the California Department of Conservation (Department of Conservation 2006). As of 2007, approximately 763,396 acres of Monterey County farmlands are protected under Williamson Act, Farmland Security Zone, or other enforceable restrictions. During the past two decades, the total acreage of land in agricultural use in Monterey County has remained relatively constant with only nominal change.

Regulatory Framework

Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land uses over time. It continues the farmland mapping efforts initiated in 1975 by the Soil Conservation Service (since renamed Natural Resources Conservation Service [NRCS]) of the U.S. Department of Agriculture. The Important Farmland Maps produced under the FMMP identify five farmland categories: Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Grazing Land. Each of these categories is summarized below, as excerpted from A Guide to the Farmland Mapping and Monitoring Program (1994), prepared by the California Department of Conservation.

- Prime Farmland—Land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields.

- Unique Farmland—Land of less quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climactic zones in California.

- Farmland of Statewide Importance—Land similar to Prime Farmland, but with minor shortcomings, such as greater slopes or less ability to hold and store moisture.

- Farmland of Local Importance—Land of importance in the local agricultural economy, as determined by each county's Board of Supervisors and a local advisory committee. Monterey County does not have any land designated as Farmland of Local Importance.

- Grazing Land—Areas covered by vegetation, both natural and cultivated, that are suited to the grazing of livestock.

Williamson Act

The California Land Conservation Act, also known as the Williamson Act, was adopted in 1965. This voluntary tax incentive program allows the owners of land within established agricultural preserves who agree to maintain their land in agricultural use to have their property assessed based on its agricultural production, rather than the current market value.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

The property owner is thus relieved of having to pay higher property taxes as long as the land remains in agricultural production. The purpose of the Williamson Act is to encourage participating property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses.

The Williamson Act applies to both prime and non-prime agricultural lands. As a result, agricultural uses on contracted lands range from intensive agriculture to grazing. Lands under contract may also support uses that are "compatible with the agricultural, recreational, or open-space use of the land" subject to the contract (Government Code Section 51201[e]).

Monterey County
The Monterey County General Plan (March 2010) identifies polices to protect agricultural lands within the county. The Project site is within the South County Area Plan, where policies encourage clustered development, promotes the conservation of irrigated and non-irrigated farmlands, and supports programs such as large lot zoning and agricultural land trusts.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project 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?	☐	☐	☒	☐

The Project site is mapped as grazing land in the California Farmland Mapping and Monitoring Program (FMMP). The site has been actively used for agricultural purposes since the 1940's.

Although the Project would develop a portion of the site and prohibit future agricultural operations, the site is identified as grazing lands and would not convert Prime or Unique Farmland, or Farmland of Statewide Importance.

Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☒	☐

Land uses allowed with a "Use Permit" under the PG and F zoning include public and quasi-public uses such as churches, parks, playgrounds, schools, public safety facilities,

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

and public utilities. Although the Zoning Ordinance indicates a Use Permit is required, CAL FIRE, as a state agency, does not obtain development permits from local jurisdictions. Other county requirements pertaining to development will be implemented as required.

The Project site is not under a Williamson Act contract. Impacts will be less than significant.

c) Would the project conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

As described, the Project is zoned as PG-160 and F-160 and is not zoned as timberland. The site does not contain timberland resources and is not capable of timberland production. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

As indicated in the environmental setting above, the site has been used for agricultural uses and does not contain forest land. The Project will not result in the conversion of such land. No impact would occur.

e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

The Project site is zoned F-160 and PG-160 that allows public uses such as a fire station. No other uses are proposed, and the development of the fire station will not result in the conversion of surrounding farmland. No impact would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

AIR QUALITY

Environmental Setting

Both State and federal governments have established health-based Ambient Air Quality Standards (AAQS) for six criteria air pollutants[2]: CO, ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter (PM). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. These standards are designed to protect the health and welfare of the population with a reasonable margin of safety. Two criteria pollutants, O_3 and NO_2, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as PM, CO, SO_2, and Pb are considered local pollutants that tend to accumulate in the air locally.

Significance thresholds established by an air district are used to manage total regional and local emissions within an air basin based on the air basin's attainment status for criteria pollutants. These emission thresholds were established for individual development projects that would contribute to regional and local emissions and could adversely affect or delay the County's projected attainment target goals for nonattainment criteria pollutants.

Because of the conservative nature of the significance thresholds, and the regional context of individual development project emissions, there is no direct correlation between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as ozone precursors like nitrogen oxides (NOx) and reactive organic gases (ROG).

Occupants of facilities such as schools, day care centers, parks and playgrounds, hospitals, and nursing and convalescent homes are considered to be more sensitive than the general public to air pollutants because these population groups have increased susceptibility to respiratory disease. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions, compared to commercial and industrial areas, because people generally spend longer periods of time at their residences, with greater associated exposure to ambient air quality conditions. Recreational uses are also considered sensitive compared to commercial and industrial uses due to greater exposure to ambient air quality conditions associated with exercise.

Air quality monitoring stations are located throughout the nation and maintained by the local air districts and State air quality regulating agencies. Data collected at permanent monitoring stations are used by the USEPA to identify regions as "attainment" or "nonattainment" depending on whether the regions meet the requirements stated in the applicable National Air Quality Standards (NAAQS). Nonattainment areas are imposed with additional restrictions as required by the United States Environmental Protection Agency (EPA). In addition, different classifications of attainment, such as marginal, moderate, serious, severe, and extreme, are

[2] Criteria pollutants are defined as those pollutants for which the Federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

used to classify each air basin in the State on a pollutant-by-pollutant basis. The classifications are used as a foundation to create air quality management strategies to improve air quality and comply with the NAAQS. The Project site is located within the North Central Coast Air Basin (NCCAB). Attainment statuses for each of the criteria pollutants for NCCAB are listed in Table 1**.**

The primary pollutants of concern in the Project area based on the current air quality conditions in the NCCAB are O3 and PM10.

The federal and state ambient air attainment status is summarized in **Table 1**.

Table 1. Attainment Status for the North Central Coast Air Basin

Pollutant	Federal	State
O_3 1-hour	Maintenance[1]	N/A[2]
O_3 8-hour	Attainment	Nonattainment
CO	Unclassified/Attainment	Attainment[3]
NO_2	Unclassified/Attainment	Attainment
SO_2	Unclassified	Attainment
PM_{10}	Unclassified/Attainment	Nonattainment
$PM_{2.5}$	Unclassified/Attainment	Attainment

Source: Monterey Bay Air Resources District, 2008 and California Air Resources Board, 2019. Website: https://ww2.arb.ca.gov/ourwork/programs/state-and-federal-area-designations/state-area-designations/summary-tables and https://www.mbard.org/files/f665829d1/CEQA_full+%281%29.pdf (accessed April 2021).
Notes:
[1]The Federal 1-hour standard was revoked in the NCCAB on June 15, 2005.
[2] In November 2006, CARB issued new designations to reflect the addition of an 8-hour average to the State AAQS for ozone. The NCCAB was redesignated from nonattainment-transitional to nonattainment.
[3] Monterey County is in attainment, Sen Benito County and Santa Cruz County are unclassified.
AAQS = ambient air quality standards
CARB = California Air Resources Board
CO = carbon monoxide
N/A = not applicable
NCCAB = North Central Coast Air Basin
NO_2 = nitrogen dioxide
O_3 = ozone
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_2 = sulfur dioxide

Regulatory Framework

Federal Regulations

The 1970 Federal Clean Air Act (CAA) authorized the establishment of national health-based air quality standards and set deadlines for their attainment. The CAA Amendments of 1990 changed deadlines for attaining national standards as well as the remedial actions required for areas of the nation that exceed the standards. Under the CAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates.

The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the EPA has the authority to regulate CO_2 emissions under the CAA.

While there currently are no adopted federal regulations for the control or reduction of GHG emissions, the EPA commenced several actions in 2009 to implement a regulatory approach

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

to global climate change, including the 2009 EPA final rule for mandatory reporting of GHGs from large GHG emission sources in the United States. Additionally, the EPA Administrator signed an endangerment finding action in 2009 under the CAA, finding that seven GHGs (CO_2, CH_4, N_2O, HFCs, NF_3, PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change, leading to national GHG emission standards.

State Regulations

In 1988, the California Clean Air Act (CCAA) required that all air districts in the State endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for CO, O_3, SO_2, and NO_2 by the earliest practical date. The CCAA provides districts with authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and area-wide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

The California Air Resources Board (CARB) is the State's "clean air agency." The CARB's goals are to attain and maintain healthy air quality, protect the public from exposure to toxic air contaminants, and oversee compliance with air pollution rules and regulations.

The CARB is also the lead agency for implementing climate change regulations in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems.

Monterey Bay Air Resources Board

MBARD attains and maintains air quality conditions in the NCCAB and is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education, and public information activities related to air pollution, as required by the CAA and CCAA. Projects in the NCCAB are subject to MBARD's rules and regulations. Specific rules applicable to the Project may include:

- **Rule 400 – Visible Emissions.** Provides limits for the visible emissions from sources within the MBARD.

- **Rule 402 – Nuisances.** Prohibits the 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 403 – Particulate Matter.** Sets particulate matter emission limits for sources operating within the jurisdiction.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

- **Rule 418 – Transfer of Gasoline into Stationary Storage Containers.** Limits the emissions of vapors of gasoline from the transfer of gasoline from delivery vessels into stationary storage containers.

- **Rule 426 – Architectural Coatings.** Limits the volatile organic compound (VOC) content for architectural coatings; specifically, limits the VOC content of flat coatings to 50 grams/ liter.

- **Rule 1002 – Transfer of Gasoline and Vehicle Fuel Tanks.** Complies with California Health and Safety Code section 39666(d) by establishing control requirements for the reduction of benzene emissions from gasoline dispensing facilities.

The CCAA requires that all air districts in the state endeavor to achieve and maintain the CAAQS in their region by the earliest practical date. In accordance with the CCAA, MBARD has developed the 2012–2015 Air Quality Management Plan (AQMP) for the Monterey Bay Region. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. Every 3 years, MBARD prepares a new AQMP, updating the previous plan and 20-year horizon. MBARD approved the 2012–2015 AQMP on March 15, 2017. This AQMP is the seventh update to the original 1991 AQMP and shows that the region continues to make progress toward meeting the State ozone standard. The 2012–2015 AQMP is still the latest AQMP.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

The Project would release emissions over the short term as a result of construction activities, and over the long term from traffic generation and operation of the Project. Emissions would include criteria air pollutants and GHG emissions.

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. As discussed above, the CCAA requires that all air districts in the state endeavor to achieve and maintain the CAAQS in their region by the earliest practical date. In accordance with the CCAA, MBARD has developed the 2012–2015 AQMP for the Monterey Bay Region, which is the most current AQMP at this time.

CEQA requires that certain Projects be analyzed for consistency with the applicable air quality plan. For a project to be consistent with MBARD air quality plans, the pollutants

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

emitted from a project should not exceed the MBARD emission thresholds or cause a significant impact on air quality. As discussed below, construction of the Project would not result in the generation of criteria air pollutants that would exceed MBARD thresholds of significance. Operational emissions associated with the Project would also not exceed MBARD established significance thresholds. Therefore, the Project would not conflict with or obstruct implementation of MBARD air quality plans.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

The NCCAB is currently designated nonattainment for O_3 and PM_{10} State standards. The NCCAB's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of an ambient air quality standard. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, MBARD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the Project.

Short-Term Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, building construction, paving, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly emitted $PM_{2.5}$ or PM_{10}, and toxic air contaminants such as diesel exhaust particulate matter.

Project construction activities would include grading, site preparation, building construction, architectural coating, and paving activities. Construction-related effects on air quality from the Project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The MBARD has identified Rule 400 Visible Emissions, Rule 402 Nuisances, and Rule 403 Particulate Matter, which reduce fugitive dust emissions (PM_{10}). With the implementation of these rules, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_x, NO_x, ROGs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the Project using CalEEMod. Construction of the Project is estimated to begin July 2023 with a 20-month construction duration, which was included in CalEEMod. Other precise details of construction activities are unknown at this time; therefore, default settings (e.g., construction equipment) from CalEEMod were assumed. This analysis assumes the Project would use Tier 2 construction equipment, which was included in the CalEEMod. Results are summarized in **Table 2** below. Attachment B provides CalEEMod output sheets.

Table 2. Project Construction Emissions (Pounds per Day)

	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Project Construction Emissions	2.5	10.9	8.4	<0.1	1.3	0.9
MBARD Thresholds	137.0	137.0	550.0	N/A	82.0	55.0
Exceed thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (March 2021).
CO = carbon monoxide
MBARD = Monterey Bay Air Resources District
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gases
SO_x = sulfur oxides

As shown in Table 2, construction emissions associated with the Project would not exceed the MBARD's significance thresholds. In addition, as discussed above, the MBARD has established Rule 400 Visible Emissions, Rule 402 Nuisances, and Rule 403 Particulate Matter. Compliance with these rules would further reduce fugitive dust generation (and thus, the PM10 component). Since construction emissions would not exceed the MBARD's significance thresholds, construction of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State AAQS.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Long-Term Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), area sources (e.g., architectural coatings and the use of landscape maintenance equipment), and stationary sources (e.g., emergency generator and fire pump) related to the Project. Long-term operation emissions associated with the Project were calculated using CalEEMod. For purposes of evaluating the Project, the County in CalEEMod was specified as Monterey County and the climate zone of four was selected with the rural land use setting. Based on this climate zone, CalEEMod assumed a wind speed of 3.6 meters per second and precipitation frequency of 55 days per year. The operational year was assumed to be 2025. The utility company for the region was selected as Pacific Gas & Electric Company (PG&E) and the CO_2 intensity was determined to be 310 pounds per megawatt hour based on the latest 5-year average estimated by PG&E.[3]

The CalEEMod analysis assumed an 8,217 sf government office building, a 15-space parking lot, and a fuel pump to account for the above-ground gasoline and diesel fuel vault. Based on the Trip Generation Memorandum[4], it is estimated that the Project would generate approximately 39 average daily trips, with approximately 4 trips occurring in the AM peak hour and approximately 4 trips occurring in the PM peak hour, which was accounted for in the CalEEMod analysis. The Project would comply with the 2019 CALGreen Code, which was included in this analysis. The Project would also include an 86-HP diesel fire pump that would test run 30 minutes per week and a 98-HP LPG emergency generator that would test run 15 minutes per week, which were included in CalEEMod. When project-specific data were not available, default assumptions from CalEEMod were used to estimate Project emissions. Results are summarized in Table 3 below.

Table 3: Project Operational Emissions (Pounds per Day)

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mobile Source Emissions	0.1	0.3	0.7	<0.1	0.2	<0.1
Energy Source Emissions	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Area Source Emissions	0.2	<0.1	<0.1	0.0	<0.1	<0.1
Stationary Source Emissions	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
Total Project Operation Emissions	**0.3**	**0.3**	**0.8**	**<0.1**	**0.2**	**0.1**
MBARD Thresholds	137.0	137.0	550.0	N/A	82.0	55.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (March 2021).
CO = carbon monoxide
MBARD = Monterey Bay Air Resources District
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gases
SO_x = sulfur oxides

As shown in Table 3, Project-related long-term air emissions would occur primarily from vehicle trips associated with the Project (i.e., mobile source emissions). Project-related

[3]PG&E, 2019. *Climate Change- PG&E Corporate Responsibility and Sustainability Report 2019.*Website: https://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html (accessed March 2021).
[4] LSA, 2021. *Transportation Memorandum for the Parkfield Fire Station Project* (*LSA Project No. DGS1801.13).* April 6.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

long-term air emissions would also occur from the use of electricity and natural gas (i.e., energy source emissions), the use landscape equipment and from the use of consumer products (i.e., area source emissions), and the use of the generator and fire pump system (i.e., stationary source emissions).

PM_{10} emissions result from exhaust produced when a vehicle is running, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle movement generate airborne dust. The contribution of tire and brake wear is small compared to the other sources of PM emissions. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles. As indicated in Table 3 above, mobile source emissions associated with the Project would not exceed the MBARD's significance thresholds.

Energy source emissions typically result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity (i.e., the amount of electricity or natural gas) and the emission factor of the fuel source. Major sources of energy demand for the Project could include building mechanical systems, such as heating and air conditioning, lighting, and plug-in electronics, such as refrigerators or computers. As indicated in Table 3 above, energy source emissions associated with the Project would not exceed the MBARD's significance thresholds.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the Project would include emissions from the use of landscaping equipment and the use of consumer products. As shown in Table 3 above, the Project would generate minimal area source emissions and would not exceed the MBARD's significance thresholds.

In addition, the Project would generate stationary source emissions through the use of the generator and fire pump. As shown in Table 3 above, the Project would generate minimal stationary source emissions and would not exceed the MBARD's significance thresholds.

ROG and NO_x emissions associated with the Project would be regional in nature, meaning that the air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the Project, emissions are released in other areas of the NCCAB (i.e., vehicles traveling to the Project site would release emissions along roadways throughout the NCCAB and not specifically on the Project site). The results shown in Table 3 indicate the Project would not exceed the significance criteria for daily ROG, NO_x, CO, PM_{10} or $PM_{2.5}$ emissions. The MBARD does not have significance thresholds for SO_x; however as indicated in Table 3, the Project is not expected to generate substantial SO_x emissions. Therefore, operation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State AAQS.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

c) Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptor to the Project site is a residential receptor located approximately 170 feet north of the Project site. Construction activities associated with the Project would generate airborne particulates and fugitive dust, as well as a small quantity of pollutants associated with the use of construction equipment (e.g., diesel-fueled vehicles and equipment) on a short-term basis. However, construction contractors would be required to implement measures to reduce emissions consistent with MBARD rules as described above. Therefore, the Project would not expose sensitive receptors substantial pollutant concentrations during construction.

The Project would include an LPG generator, diesel fire pump, and aboveground gasoline and diesel fuel tank. However, as identified in Table 3, Project operational emissions of criteria pollutants would be below MBARD significance thresholds; thus, they are not likely to have a significant impact on nearby sensitive receptors given the distance and the air dispersion that would occur. In addition, the gasoline and diesel fuel tank would be required to comply with MBARD rules and regulations, including Rule 400 Visible Emissions, Rule 402 Nuisances, Rule 418 Transfer of Gasoline into Stationary Storage Containers, and Rule 1002 Transfer of Gasoline and Vehicle Fuel Tanks. Compliance with MBARD rules would further limit emission concentrations and exposures, reducing potential health risk related to diesel vapors to a level that is not significant. Therefore, nearby sensitive receptors would not be exposed to a risk that would result in a substantial health risk. The Project would not expose sensitive receptors to substantial pollutant concentrations.

d) Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

Heavy-duty equipment in the Project area during construction would emit odors. However, the construction activity would be short-term and would cease to occur after Project

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

construction is completed. The proposed uses are not anticipated to emit any objectionable odors. The aboveground gasoline and diesel fuel vault is not expected to result in odors as it would be equipped with vapor recovery systems. Any odors in general would be confined mainly to the Project site and would readily dissipate. Therefore, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

The Project area is located near the town of Parkfield at the southern end of the Diablo Range. The elevation ranges averages 1,000 to 3,000 feet with peaks exceeding 4,000 feet. The tallest peak is San Benito Mountain at 5,241 feet. This portion of the Diablo Range is 60 miles inland and receives little precipitation (roughly 15 inches per year[5]) due to the Santa Lucia and Sierra Del Salinas ranges that block incoming moisture. The elevation of the proposed Project is approximately 1,540 feet[6]. The site is in a valley surrounded by gently to moderately sloped foothills. Habitat outside of the Project vicinity consists of grasslands, rangelands, brush/chaparral, oak woodland and oak savannah. The soil type within the Project area is mostly Salinas clay loam[7]. Docas silty clay loam is found in the southwestern area of the parcel.

The scope of biological review for this Project included an on-site visit by a CAL FIRE Forester and Senior Environmental Scientist as well as a search of the CNDDB for sensitive resources. The biological review is considered adequate for a project of this type given the previously disturbed condition of the Project area, degree of expected project associated impacts to adjacent habitat types, and the practices to be used for Project implementation.

A query of the California Natural Diversity Database (CNDDB)[8] was viewed in the CDFW BIOS[9] viewer to determine the presence of any known occurrences of rare, federally endangered/threatened, CA endangered/threatened (or candidate for listing thereof), sensitive, or other specially listed species of concern. No known occurrences were located within or immediately adjacent to the proposed Project area. During Project reconnaissance and field surveys, no evidence of bird nests or listed and/ or sensitive species were observed within or adjacent to the Project area. The only observed species was the California ground squirrel (*Otospermophilus beecheyi*).

POTENTIAL WATERS OF THE U.S.

The Project is located within the Cholame Watershed. The Project site southwestern boundary is approximately 700 feet from Cholame Creek.

[5] https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6703
[6] https://apps.nationalmap.gov/viewer/
[7] https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx
[8] https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data
[9] https://wildlife.ca.gov/Data/BIOS

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Cholame Creek is 8.7 miles long and is located within a 237 square mile watershed in the coast ranges of southern Monterey County and northern San Luis Obispo County. Cholame Creek is a tributary of the Estrella River with the confluence of the creek entering the Estrella River at the town of Shandon. The Cholame Creek watershed is in a lightly populated rural setting and drains into an alluvial valley and surrounding mountains within an ecosystem characterized of grassland, chaparral, oak woodland, and sagebrush and minor amounts of cropland, primarily consisting of grain or hay crops. The dominant land use is agriculture.

No potential Waters of the U.S. were found within the Project site, and there are no wetland features onsite.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐

Although the CNDDB Bios report indicated the presence of Threatened, endangered, and special status species within a nine (9) 7.5-minute quadrangle search of the area, no suitable habitat for any of the species listed is present in the Project area.

The proposed station is located on previously disturbed soil. Vegetation at the site consists of non-native grass which is regularly tilled/mowed and heavily grazed. The western, and eastern property boundaries are surrounded by disturbed fields. The southern boundary is adjacent to a vineyard. The northern boundary is adjacent to Vineyard Canyon Road, a home site, a grazed field, and oak woodlands with brush and Grey Pine. The surrounding hills consist of oak woodland, oak savannah, brush, and grass lands.

The nearest recorded species of concern was the California Tiger Salamander, which is listed as State and Federally threatened. The recorded observation of the California Tiger Salamander (*Ambystoma californiense*) was located 3.75 miles southeast of the Project area. The habitat requirements of the California Tiger Salamander include cismontane woodland, meadow & seep, riparian woodland, valley & foothill grassland, vernal pool, and wetlands. This habitat type does not exist within the Project area and there are no vernal pools, wetlands or riparian woodlands near the Project area.

All other recorded observations of state or Federal candidate, sensitive or special status species were over seven (7) miles outside of the Project area. None of the habitat requirements for the nine species listed in the CNDDB search where present in the Project area.

The Project would have a less than significant impact.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

b) Would the project 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 Wildlife or the U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

The southwest boundary of the Project area is approximately 700 feet from Cholame Creek and the proposed station location is approximately 2,000 feet northeast of Cholame Creek. The northeast corner of the Project boundary, and where the proposed fire station will be located, is approximately 2,600 feet away from Little Cholame Creek. Both streams are perennial and only flow during and immediately preceding rain events. These streams originate in the nearby mountains just north of the Project area and are dry most of the year. Due to low yearly average precipitation and stream flow, riparian vegetation in the area is sparse to non-existent. There are some small cotton wood trees (*Populus fremontii)* which are sparsely scattered intermittently along the banks of the streams.

No impacts to riparian habitat will occur and no trees will be removed as a result of the Project. No riparian habitat exists within the Project area and the proposed Project activities are approximately 1,500 feet from Cholame Creek.

Impacts would be less than significant.

c) Would the project 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?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

No wetlands as defined by Section 404 of the Clean Water Act occur at the Project site or will be affected by construction. No impact would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

d) Would the project 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?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

No migratory fish or wildlife species are present within 15 miles of the Project area and no impacts to streams or water quality are anticipated as a result of Project activities.

There are four valley oaks (*Quercus lobata*) located towards the southeast corner of the property. None of which will be removed. No bird nests or avian species were observed during the site visit.

The proposed station will be located in an area that does not provide suitable habitat for resident or migratory fish and/ or wildlife and is not in an established native resident or wildlife corridor. Project implementation will not impede the use of native wildlife nursery sites. The surrounding area is not changing, the impact to wildlife and habitat resulting from this Project is expected to be less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

Monterey County has adopted an Ordinance that promotes the preservation of oaks and other protected trees. There are four valley oaks (*Quercus lobata*) located on the southeastern portion of the property but will not be impacted by the proposed Project.

No tree removal will occur, and the Project would not conflict with any other local policies or ordinances. No impacts would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The proposed Project site is not within the boundaries of a Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan. The Project does not conflict with implementation of any such plan in this part of Monterey County. No impact would occur.

CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

Environmental Setting

A Cultural Resources and Paleontological Resources Assessment was prepared for the proposed Project to ascertain the presence of potentially significant historical (including archaeological) and tribal cultural resources in terms of their eligibility for listing on the *National Register of Historic Places* and/or the *California Register of Historical Resources*, and to offer pertinent management recommendations for such resources. In addition, the Project was assessed for unique paleontological resources or sites and unique geologic features (Ruzicka, 2021).

The principal types of historical resources likely to be discovered in the Project region include prehistoric and historical archaeological sites, features, and artifacts. Prehistoric archaeological sites manifest evidence of human activity, usually disclosed by the presence, in surface or subsurface contexts, of features, artifacts and ecofacts, often but not invariably occurring on, or in, humanly affected sediment (anthropic deposits).

Prehistoric archaeological sites often contain animal bone, shell, charcoal and other refuse, as well as flaked, polished, and ground stone tools, potsherds, and culinary stones (or their counterpart, baked clay objects), as well as burials (inhumations). Prehistoric archaeological remains include but are not limited to isolated or associated artifacts, such as projectile points, knives, scrapers, awls, hammerstones, lithic debitage, beads, milling implements, potsherds, and culinary stones or baked clay objects; evidence of structural features; e.g., housepits, ceremonial lodges, sweathouses, fish traps, bedrock milling stations, hunting sites, rock art, quarries, trails and isolates; and subsurface remains, including inhumations, caches of artifacts, or buried features. Historic archaeological sites often contain historic refuse such as cans, bottles, ceramics, and discarded machinery parts, as well as evidence of historic occupation such as building foundations, discarded building materials, collapsed and/or abandoned buildings, and evidence of landscaping/ planting.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Archaeological and historical sites can be given a measure of protection if they are eligible for nomination to the ***National Register of Historic Places*** (36 CFR 600.4 and 36 CFR 800). The National Register criteria and other information issued by the Advisory Council on Historic Preservation, present the legal measures of significance relevant to historical resources. The National Register of Historic Places (NRHP) criteria are the following:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feeling and association; and

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period, method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack distinction; or

D. that have yielded, or may be likely to yield, information important to prehistory or history [36 CFR 60.4 (a-d)].

Additionally, on September 27, 1992, Assembly Bill (AB) 2881 (Statutes of 1992, Chapter 1075) was signed into law amending the Public Resources Code as it affects historical resources (State of California Office of Historic Preservation 1998; State of California Public Resources Code 1992). This legislation, which became effective on January 1, 1993, also created the ***California Register of Historical Resources*** (CRHR).

An historical resource must be significant at the local, state or national level under one or more of the following four criteria:

A. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

B. It is associated with the lives of persons important to local, California or national history;

C. It embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of a master or possesses high artistic values;

D. It has yielded or has the potential to yield information important to the prehistory or history of the local area, California or the nation.

All resources nominated for listing on the *California Register of Historic Resources* must demonstrate integrity, which is the authenticity of a historical resource's physical identity

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

evidenced by the survival of characteristics that existed during the resource's period of significance (Hardesty and Little 2000). Resources must retain sufficient historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use or function may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register but may yet be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still retain sufficient integrity to qualify for the California Register if the resource maintains the potential to yield significant scientific or historical information.

Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

No known historical resources are present in the Project footprint. The only known historical activities to occur in the Project footprint are cattle ranching and disking. No potential historical resources are plotted in the Project area on United States Geological Survey topographic maps or General Land Office plats. In the Project vicinity, only a historic road is mapped to the north of the Project area, which shall not be impacted. No historical resources were observed in the Project area during the pedestrian survey. Therefore, the impacts to historical resources are anticipated to be less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☒	☐	☐

Based on pedestrian field survey, a records check of the property conducted by the Northwest Information Center on March 9, 2021, and the proximity of other known significant cultural resources, the archaeological resource potential is considered high. The subject property was subject to one complete survey in 2021 and one partial survey in

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

2015. Coverage intensity was complete, and surface visibility was good to excellent due to recent disking on the property. The field survey and records checks found both prehistoric and historic archaeological resources in the form of isolates throughout the Project area including chert flakes, bottle glass, and ceramic insulators. Geotechnical testing was completed in 2017 (Geocon Consultants 2018), which determined that the surface is disturbed to a depth of up to two feet, indicating that intact archaeological (anthropic) deposits are likely present one to two feet below the surface. Surveys on other nearby properties, as well as the presence of a significant Native American village site less than a mile away, also indicate the high potential for archaeological resources to be encountered during significant ground disturbing activities. Therefore, mitigation measure CR-1 is proposed, and if implemented, the impacts to archaeological resources are anticipated to be less than significant.

CR-1: ARCHAEOLOGICAL MONITORING

All ground disturbing activities greater than two feet in depth shall be monitored by a qualified professional archaeologist per Secretary of Interior standards. In the event of discovery of cultural resources, work shall cease in that area until the archaeologist and the tribal monitor evaluate the find. Construction work may continue in other areas of the Project, as determined by the archaeologist and tribal monitor, until the discovery is examined and evaluated. If the find is determined to be significant by the on-site archaeological monitor or the tribal monitor, a CAL FIRE archaeologist shall be notified to help determine appropriate mitigation measures. The on-site archaeologist, or the CAL FIRE archaeologist if the find is significant, shall notify the Project director when work can resume in the area of the discovery.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Based on the discovery of human remains less than a mile from the Project area, there is a moderate potential for human remains to be disturbed within the Project area. Therefore, mitigation measure CR-2 is proposed, and if implemented along with mitigation measures CR-1 and TCR-1, the impacts to human remains are anticipated to be less than significant.

CR-2: HUMAN REMAINS

In the event of discovery of human remains, whether intact, fragmentary, or displaced from their original context, the County Coroner and the Native American Heritage Commission (NAHC), West Sacramento (916-373-3710), shall be notified of the discovery immediately, and all work in the vicinity of the find shall cease, as determined by the on-site archaeologist and tribal representative, and there shall be

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

no further excavation or disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of Monterey County has determined whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. Upon request, the Native American Heritage Commission will provide the Project director with the name and contact information of the tribe that is named the Most Likely Descendant (MLD). The identified MLD will make recommendations for the treatment and disposition of any Native American remains found within the area of potential effect of the Project. Final disposition of the human remains is subject to approval of the landowner. Human remains and associated grave goods are protected under Public Resources Code § 5097.94 and Health and Safety Code § 7050.5. Work may not resume within the no-work radius until the lead agencies and tribal representatives, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

d) Would the project cause a substantial adverse change in the significance of a tribal cultural resource pursuant to 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 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)?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☒	☐	☐

AB 52 (2014) relating to Native Americans establishes a process for consulting with Native American tribes and groups regarding these resources. Tribal cultural resources are “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe….”. A tribal cultural resource must be on, or eligible for, the CRHR for historical resources, or must be included in a local register of historical resources. AB 52 indicates that a Project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment (PRC Section 21084.2).

The bill requires a lead agency to begin consultation with a California Native American tribe traditionally and culturally affiliated with the geographic area of the proposed Project and to inform the tribe, if requested, of proposed projects prior to determining what type of environmental document is required.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

The Native American Heritage Commission's (NAHC) AB52 list of Native American Tribes for the Project area included four Native American groups: the Salinan Tribe of Monterey and San Luis Obispo Counties, the Santa Rosa Rancheria Tachi Yokut Tribe, the Tule River Indian Tribe, and the Xolon-Salinan Tribe. Per CAL FIRE's Tribal Relations Policy, CAL FIRE's Southern Region Archaeologist sent Project notification letters to Tribal representatives listed on the NAHC's AB52 tribal consultation list on March 16, 2021. Two of the tribes officially requested consultation: Salinan Tribe of Monterey and San Luis Obispo Counties and Santa Rosa Rancheria Tachi Yokut Tribe.

In addition, information request and site notification letters were sent to other persons and tribes on the most recent CAL FIRE Native American Contact List for southern Monterey County on March 22, 2021. These contacts include Pete Crowheart Zavalla (Tribal Relations Program Manager for the Los Padres National Forest), Northern Chumash Tribal Council, Salinan Nation Cultural Preservation Association, and Judith Bomar Grindstaff. One response was received.

In addition to Native American notification, a Sacred Lands File search was conducted by the Native American Heritage Commission on March 4, 2021.

Based on consultation with the Salinan Tribe of Monterey and San Luis Obispo Counties and Santa Rosa Rancheria Tachi Yokut Tribe, there is a high potential for tribal cultural resources to be present within the Project area. Therefore, mitigation measure TCR-1 is proposed, and if implemented, the impacts to tribal cultural resources are anticipated to be less than significant.

TCR-1: TRIBAL MONITORING

All ground disturbing activities for the Project shall be monitored by tribal monitors from the Salinan Tribe of Monterey and San Luis Obispo Counties and the Santa Rosa Rancheria Tachi Yokut Tribe. When a preliminary schedule for the implementation of the Project is established, both tribes shall be contacted to work out a mutually agreeable schedule for tribal monitoring so only one tribal monitor is out on the Project at any one time. In the event of discovery of tribal cultural resources, work shall cease in that area until representatives from both tribes can be contacted as well as a CAL FIRE archaeologist. Construction work may continue in other areas of the Project, as determined by the on-site tribal monitor, until the discovery is examined and evaluated by representatives from both tribes. The tribal representatives shall notify the Project director when work can resume in the area of the discovery.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

e) 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: 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?	Potentially Significant Impact ☐	Less Than Significant with Mitigation Incorporated ☒	Less Than Significant Impact ☐	No Impact ☐

As stated previously, there is a high potential for tribal cultural resources to be uncovered, and thus the mitigation measure TCR-1 is proposed.

ENERGY

Environmental Setting

Pacific Gas and Electric, one of the largest utilities in the state of California, is the primary purveyor of electricity and natural gas in the county. Pacific Gas and Electric operates a major network of electricity and natural gas transmission lines within its service area, including Monterey County. For more than a decade, federal, state and regional energy agencies and energy providers have been focused on reducing growth in fossil-fuel based energy demand, especially in the form of transportation fuels and electricity. Key environmental goals have been to reduce air pollutants and GHGs. As a result, investments in a range of energy efficiency and conservation programs and technologies to improve transportation fuel efficiency have been increasing, as has the focus on land use planning as a tool to reduce vehicle trips/lengths and transportation related energy use as well as the promotion of alternative modes of transportation. Population growth is a key driver for increasing residential and commercial energy demands and for water pumping and other energy-intensive services, and the county's population and energy demand will continue to grow. In order to minimize the need for additional electricity generation facilities, both the state and regional energy purveyors have focused investments on energy conservation and efficiency over the past decades.

The Monterey County General Plan (2010) includes several policies which will directly and indirectly result in reduced energy consumption. The general plan includes Policy OS-10.11, which adopted a GHG emissions reduction target of 15 percent below 2005 levels by 2020 and required development of a GHG reduction plan for the county by 2013. Policy 0S-10.12 directs the county to adopt a Green Building Ordinance to require green building practices and materials for new development. The Green Building Ordinance (18.11- Green Building

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Standards) was adopted by the county in 2013. The ordinance establishes standards and procedures to require development to comply with GreenPoint or LEED standards or their equivalent. These standards are in addition to and achieve a greater level of efficiency that the current California Building Code Standards including the CALGreen mandatory requirements.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐

The Project would relocate a currently active fire station. The energy use during construction would not result in a significant environmental impact as the Project is not substantial in nature. Additionally, the new facility will replace an existing facility which was constructed prior to energy efficiency standards. The construction of the new fire station would use standard construction practices that would incorporate efficient building materials and appliances as required by the California Green Building Code. The Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency	☐	☐	☐	☒

The Project would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. No impact would occur.

GEOLOGY AND SOILS

Environmental Setting

An initial Geotechnical Report (investigation) was prepared for the proposed Project (Geocon Consultants, July 27, 2018) and a second Geotechnical Report was prepared after further ground investigation was conducted (December 19, 2018). An additional report was submitted on June 12, 2020. According to the Geocon reports, the topography within the Coast Range is

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

structurally controlled by numerous active faults including the San Andreas Fault and consists of a series of long, northwest trending mountain ranges separated by river valleys. The most prominent mountain ranges in the southern portion of the Coast Range are the Santa Lucia Range and Gabilian Range that flank the Salinas Valley west of the Project site. The province is drained to the Pacific Ocean by several rivers including the Eel and Salinas Rivers, the latter of which has a present day course approximately 22 miles southwest of the Project site.

The area is within a seismically active area and is adjacent to several mapped active or potentially active faults, including the Middle Mountain Fault and the San Andreas Fault located approximately 0.30 miles southwest and 0.20 miles northeast of the Project site respectively (Jennings and Bryant, 2010) and (Diblee and Minch, 2005).

A review of published geologic maps indicates that the Project site is located within the northern extent of the Cholame Valley and is underlain primarily by Quaternary-age surficial sediments (Qa) consisting of mixtures of sands, gravels and clays. A minor portion of the site is underlain by Pleistocene-age Paso Robles Formation (Qtp) that is described as gravel conglomerate, with white siliceous shale (Diblee and Minch, 2005). According to the USDA, (2016) the local soils consists of well drained mixtures of silty clay, clayey, and sandy loams.

Test pits were excavated on June 20, 2017, to obtain subsurface information. The test pits were excavated to 8 feet below ground surface (bgs). In general, the soils encountered within the test pits are assumed to be representative across the site and consist of Clayey Sands (SC), Silty Sands (SM) and low-plastic Silts (ML). Additionally, six (6) percolation tests were conducted in accordance with the *Monterey County Code, Chapter 15.20*. The results indicate that the in-situ percolation rates range from about 4.6 minutes per inch to about 15 minutes per inch.

The upper surface of the Project site is capped by 1 to 2 feet of tilled or plowed soil generally consisting of dark brown silty sand, which can be characterized as slightly moist and firm. Deeper areas of tilled soil or disturbed soil may exist between excavations and in other portions of the site that were not directly explored.

Undifferentiated Holocene age alluvial and colluvial sediments were encountered beneath the tilled soil, consisting of soft to firm clay and silt and medium dense sand and silty sand which gradually coarsen to very dense sand down to a depth of 41 feet. The sand is further underlain by hard clay and silt to the total depth explored of approximately 50 ½ feet.

Further site-specific field investigation consisted of a preliminary visual reconnaissance, to determine field conditions in preparation for the excavation of an exploratory trench to determine subsurface conditions. The visual reconnaissance was performed on November 5, 2018, and the trench excavation and logging was performed from November 5 to 9, 2018.

The site is located in close proximity to the main strand of the San Andreas Fault Zone and adjacent to a state-designated Alquist-Priolo Earthquake Fault Zone (CGS, 2018b; CGS, 2015). According to Manson (1985), the main trace of the San Andreas Fault Zone is approximately 780 feet to the northeast and the Southwest Fracture Zone is approximately 2,300 feet to the southwest of the site, respectively.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Other nearby active faults are the San Juan Fault Zone, the Nunez Fault, Rinconada Fault Zone, the Pond Fault, and the Pine Rock Fault Zone located approximately 11.4 miles southeast, 21.8 miles north, 23 miles southwest, 65 miles southwest, and 47 miles northwest of the site, respectively (Ziony and Jones, 1989).

PALEONTOLOGICAL RESOURCES

Paleontological resources include the remains and/or traces of prehistoric life (exclusive of human remains, artifacts or features), including the localities where fossils were collected and the sedimentary rock formations in which they were formed. The defining character of fossils is their geologic age. Fossils or fossil deposits are generally regarded as being older than 10,000 years, marking the end of the late Pleistocene and the beginning of the Holocene. A unique paleontological resource is any fossil or assemblage of fossils, paleontological resource site, or formation that meets any one of the following criteria:

- Is the best example of its kind locally or regionally,
- Illustrates a life-based geologic principle (e.g., faunal succession),
- Provides a critical piece of paleobiological data (illustrates a portion of geologic history or provides evolutionary, paleoclimatic, paleoecological, paleoenvironmental or biochronological data),
- Encompasses any part of a “type locality” of a fossil or formation,
- Contains a unique or particularly unusual assemblage of fossils,
- Occupies a unique position stratigraphically within a formation, and
- Occupies a unique position, proximally, distally or laterally within a formation’s extent or distribution.

Most of the fossils found in Monterey County are of marine life forms and form a record of the region’s geologic history of advancing and retreating sea levels. Because of the marine origin of these deposits, the area lacks the large, terrestrial fossils found in other regions such as the dinosaur fossils of the southwestern United States. Most of Monterey County’s fossils are micro-organisms such as foraminifera or diatoms, or assemblages of mollusks and barnacles most commonly found in sedimentary rocks ranging from Cretaceous age (138 to 96 million years old) to Pleistocene age (1.6 million to 11 thousand years old).

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Discussion

a) Would the project 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 California Geological Survey Special Publication 42.)	Potentially Significant Impact ☐	Less Than Significant with Mitigation Incorporated ☐	Less Than Significant Impact ☒	No Impact ☐
ii) Strong seismic ground shaking?	Potentially Significant Impact ☐	Less Than Significant with Mitigation Incorporated ☐	Less Than Significant Impact ☒	No Impact ☐
iii) Seismic-related ground failure, including liquefaction?	Potentially Significant Impact ☐	Less Than Significant with Mitigation Incorporated ☒	Less Than Significant Impact ☐	No Impact ☐
iv) Landslides?	Potentially Significant Impact ☐	Less Than Significant with Mitigation Incorporated ☐	Less Than Significant Impact ☐	No Impact ☒

Ground Rupture?

Several moderate earthquakes have occurred along the Parkfield-Cholame segment of the San Andreas fault. The San Andreas Fault Zone and the Southwest Fracture Zone are characterized as right-lateral strikeslip faults, and as such the fault trace can be identified through evidence such as the presence of offset units, fault gouge, or shearing. An exploratory trench was dug to determine evidence of onsite faulting. The site-specific field investigation began on November 5, 2018 and was backfilled November 12, 2018. One

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

trench, approximately 220 feet long, was excavated within the northeastern portion of the Project site to depths of up to 17 feet below the existing ground surface. The trench was extended to the southwest in order to cover the proposed building footprint and any possible required setback.

The surface of the natural sediments exposed in the trench was cleaned of smeared earth material and closely examined for indications of faulting. These indications could include offset geologic units, contacts, or laminations (bedding), tectonically disturbed or deformed clay layers, clay gouge, soil- or clay-filled fractures, fissures, or striae on surfaces. Distinct geologic units, based on criteria that included lateral continuity, degree of soil development, color, lithology, fabric (i.e. fining upward sequences), texture, and degree of weathering, were delineated by nails and flagging on the trench wall. In areas where geologic anomalies or where vertical lineation, terminations of soil units, or geologic anomalies were observed, the opposite walls of the trench were also cleaned to evaluate if such features were continuous or fault related. The geologic units encountered at the site consist of undifferentiated alluvial deposits. Based on the soil stratigraphic analysis, the soils observed in the trench are Holocene to late Pleistocene age.

The distinct primary stratigraphic units observed in the exploratory trench consist of approximately four feet of topsoil at the ground surface, overlying undifferentiated alluvial deposits consisting of interbedded layers of clay, silt and sand that extend to the bottom of the excavation. The geologic units in the trench exposure were defined based on a combination of criteria that include primary stratigraphy, degree of soil development, color, lithology, fabric, texture, and degree of weathering.

The San Andreas Fault Zone and the Southwest Fracture Zone are characterized as right lateral strikeslip faults, and as such the fault trace can be identified through evidence such as the presence of offset units, fault gouge, or shearing. Based on the lack of such features within the trench excavation, there is strong evidence for the absence of active faulting at the site. Soil units exposed in the trench are interpreted to a minimum age of 13,000 years, placing it within the Pleistocene age.

These units were logged as continuous and unruptured across the length of the trench, indicating no active faults within the required set-back area of the site. The lateral conformity and undeformed nature of the thin clay layers between soil units supports the absence of active faulting at the site.

Based on the results of the investigation, it was concluded:

1. No faults or fault-related features were observed in the trench.
2. Multiple unruptured Pleistocene age marker beds provide strong positive evidence for the absence of active faulting.
3. No surface features of faulting existed on site after either the 1966 or the 2004 earthquakes.
4. With a high degree of certainty, active faults (as defined by the State of California [CGS,2018]) do not directly impact the site.

The minimum age estimate and lack of deformation of the marker beds provide strong evidence for un-faulted, Pleistocene age sediments across the exploration transect.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Considering the location of onsite explorations and a reasonable projection of the trend of the San Andreas Fault Zone Fault in the immediate site vicinity, the explorations provide adequate coverage of the site and demonstrate the suitability of the site for the proposed future development from a geologic perspective.

Impacts would be less than significant.

Strong seismic ground shaking?

The anticipated peak ground acceleration at the site with a 10 percent probability of being exceeded in 50 years (475-year return period) is about 0.949 times the acceleration of gravity (CGS, 2008). Thus, the Project site could be subject to strong to very strong ground shaking in the event of an earthquake.

This is common in California and the effects of ground shaking can be addressed by proper engineering design and construction in conformance with current building code requirements and sound engineering practices. The Project will be designed by registered engineers that are required to adhere to the current California Building Code standards. Additionally, the plans will need to be approved by the California Division of State Architect and the Office of State Fire Marshall. This process would ensure that the potential impacts from ground shaking would be less than significant.

Seismic-related ground failure, including liquefaction?

Liquefaction is described as the sudden loss of soil shear strength due to a rapid increase of soil pore water pressures caused by cyclic loading from a seismic event. In simple terms, it means that a liquefied soil acts more like a fluid than a solid when shaken during an earthquake. In order for liquefaction to occur during a seismic event, the following are needed:

- Granular soils (sand, silty sand, sandy silt, and some gravels);
- A high groundwater table; and,
- A low density in the granular soils underlying the site.

If the above are present and strong ground motion occurs, then the soils could liquefy, depending upon the intensity and duration of the strong ground motion. Liquefaction that produces surface effects generally occurs in the upper 50 feet of the soil column, thus, the potential for liquefaction to have an adverse effect would generally require the criteria above to persist within 50 feet below the surface. The Project site is underlain by loose to moderately-dense deposits consisting primarily of Clayey Sands (SC), Silty Sands (SM) and Silts (ML).

A liquefaction analysis of the soils underlying the site was performed by Geocon. The liquefaction analysis indicates that the alluvial soils below the historic high groundwater level could be susceptible to approximately 1.4 inches of total liquefaction and unsaturated seismic settlement, during a Design Earthquake ground motion. The estimated differential liquefaction settlement is approximately 0.7 inches over a distance of 30 feet.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

According to Section 12.13.9 of American Society of Civil Engineers (ASCE) 7-16, this magnitude of differential settlement is less than the maximum allowable threshold for Risk Category IV buildings and, therefore, shallow foundations may be used with specific engineering details.

Based upon the results of the liquefaction study, the following mitigation measure shall be implemented to reduce the potential for significant impacts from occurring.

GEO-1: LIQUEFACTION
Prior to construction of any structures, the contractor shall coordinate with CAL FIRE to obtain a Geotechnical Engineer to assist with excavation and placement of engineered fill as necessary. The limits of existing disturbed and/or soft soil removal will be verified by the Geotechnical Engineer during site grading activities.

All imported fill shall be observed, tested, and approved by the Geotechnical Engineer prior to bringing soil to the site. Rocks larger than 6 inches in diameter shall not be used in the fill. Import soils used as structural fill should have an expansion index less than 50 and corrosivity properties that are equally or less detrimental to that of the existing onsite soils.

GEO-2: CALIFORNIA BUILDING CODE REQUIREMENTS
Project design shall incorporate recommendations outlined in the Geotechnical Reports prepared by GEOCON Consultants and in accordance with the 2019 California Building Code.

With the implementation of the mitigation measures ***GEO-1*** and ***GEO-2***, impacts will be less than significant.

Landslides?

The topography at the site is relatively level (<10%) and the topography in the immediate site vicinity slopes gently to the southeast There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Additionally, the site is not located in a county-designated Landslide Hazard Area (Monterey County, 2010). The potential for slope stability hazards to adversely affect the proposed development is considered low.

No impacts would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

b) Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

As indicated in a) i), the exploratory trench found approximately four feet of topsoil. Mitigation Measure ***GEO-1*** will be implemented to prevent significant impacts from occurring.

In addition, Best management practices (BMPs) are included as part of the Storm Water Pollution Prevention Plan that will be prepared for the proposed Project and will be implemented to manage erosion and the loss of topsoil during construction-related activities (see ***Hydrology and Water Quality Section***).

Soil impacts would be reduced to a less than significant impact.

c) Would the project 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?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☒	☐	☐

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The site is not located within an area of known ground subsidence (Monterey County General Plan, 2010). No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site.

Based on the results of the laboratory testing, the upper alluvial soils encountered are subject to soil collapse (hydroconsolidation) upon saturation. The introduction of stormwater into these soils would likely induce settlement of the surrounding soils and would adversely affect the future performance of the site. Based upon the geotechnical report considerations, a stormwater infiltration system is not recommended for this Project. The Project will be designed to retain, filter and discharge stormwater in accordance with the requirements of the Monterey County.

Incorporation of the design recommendations as indicated in mitigation measures ***GEO-1*** and ***GEO-2***, will ensure that impacts remain less than significant.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project 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?	☐	☒	☐	☐

During site investigation, it was determined that the upper four to five feet of the existing site soils encountered are considered to have a “high” expansive potential Expansion Index (EI) is equal to 96; and the soils are classified as “expansive” in accordance with the 2016 California Building Code (CBC) Section 1803.5.3.

As a result, mitigation measure ***GEO-1*** has been incorporated to decrease potential impacts to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project 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 waste water?	☐	☒	☐	☐

The Project will include a new septic system. As indicated in the prior sections, the geotechnical report recommended the removal of the topsoil and the us of engineered fill to ensure that the Project would be built on stable soils. The implementation of mitigation measures GEO-1 and GEO-2 will ensure that impacts are less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?	☐	☒	☐	☐

The paleontological resources assessment of the Project area included the findings of the geologic boring that occurred within the Project area in 2017 (Geocon Consultants 2018), the geologic setting, and a records search of the University of California Museum of Paleontology’s online database for fossil localities in Monterey County conducted on April 5, 2021. Search criteria included fossils recovered from Holocene, Pleistocene, and Pliocene deposits based on the geological formations present in the Project area and

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

within the vicinity (Holocene-age alluvial gravel and sand from Cholame Creek; Paso Robles Formation). The pedestrian survey conducted on March 18, 2021 also searched for paleontological resources. The assessment along with the survey concluded that there is a low potential for paleontological resources to be uncovered during Project activities. However, while the potential is low, it is not non-existent. Therefore, mitigation measure PR-1 for inadvertent discoveries is proposed, and if implemented, the impacts to unique paleontological resources or sites or unique geologic features are anticipated to be less than significant.

PR-1: POST-REVIEW DISCOVERY

In the event of discovery of paleontological resources, work shall cease within 100 feet of the find, and a CAL FIRE archaeologist shall be contacted. The CAL FIRE archaeologist shall arrange for a qualified professional paleontologist or paleontological resources monitor per Society of Vertebrate Paleontology guidelines (SVP 2010) to assess the find. After assessing the find, the paleontologist/ paleontological resources monitor, in consultation with the CAL FIRE archaeologist, shall propose appropriate mitigation measures. The CAL FIRE archaeologist shall notify the Project director when work can resume in the area of the discovery.

GREENHOUSE GAS EMISSIONS

Environmental Setting

Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans in recent decades. The Earth's average near-surface atmospheric temperature rose 0.6 ± 0.2° Celsius (°C) or 1.1 ± 0.4° Fahrenheit (°F) in the 20th century. The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of carbon dioxide (CO_2) and other GHGs are the primary causes of the human-induced component of warming. GHGs are released by the burning of fossil fuels, land clearing, agriculture, and other activities that lead to an increase in the greenhouse effect.[10]

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2)
- Methane (CH_4)

[10] The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse lets heat from sunlight in and reduces the heat escaping, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the naturally occurring greenhouse effect is necessary to keep our planet at a comfortable temperature.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

- Nitrous oxide (N2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF_6)

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO_2, CH_4, and N_2O, some gases, like HFCs, PFCs, and SF_6, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this air quality analysis, the term “GHGs” will refer collectively to the six gases listed above only.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO_2 equivalents” (CO_2e).

Regulatory Framework

Assembly Bill 32 (2006), California Global Warming Solutions Act

California’s major initiative for reducing GHG emissions is Assembly Bill (AB) 32, passed by the State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020. The CARB has established the level of GHG emissions in 1990 at 427 million metric tons (MMT) CO_2e. The emissions target of 427 MMT requires the reduction of 169 MMT from the State’s projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping Plan was approved by the CARB on December 11, 2008, and contains the main strategies California will implement to achieve the reduction of approximately 169 MMT of CO_2e, or approximately 30 percent, from the State’s projected 2020 emission level of 596 MMT of CO2e under a business-as-usual scenario (this is a reduction of 42 MMT CO_2e, or almost 10 percent from 2002-2004 average emissions). The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the State’s GHG

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e);
- The Low-Carbon Fuel Standard (15.0 MMT CO_2e);
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e); and
- A renewable portfolio standard for electricity production (21.3 MMT CO_2e).

The Scoping Plan identifies 18 emission reduction measures that address cap-and-trade programs, vehicle gas standards, energy efficiency, low carbon fuel standards, renewable energy, regional transportation-related GHG targets, vehicle efficiency measures, goods movement, solar roof programs, industrial emissions, high speed rail, green building strategies, recycling, sustainable forests, water, and air. The measures would result in a total reduction of 174 MMT CO_2e by 2020.

On August 24, 2011, the CARB unanimously approved both the new supplemental assessment and reapproved its Scoping Plan, which provides the overall roadmap and rule measures to carry out AB 32. The CARB also approved a more robust CEQA equivalent document supporting the supplemental analysis of the cap-and-trade program. The cap-and-trade took effect on January 1, 2012, with an enforceable compliance obligation that began January 1, 2013.

The CARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020, and also sets the groundwork to reach long-term goals set forth in Executive Orders S-3-05 and B-16-2012. The Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals as defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,1 to reflect the 2030 target set by Executive Order B-30-15 and codified by Senate Bill (SB) 32.

Senate Bill 375 (2008)

Signed into law on October 1, 2008, SB 375 supplements GHG reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation. Under the law, the CARB approved GHG reduction targets in February 2011 for California's 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations (MPOs). The CARB may update the targets every 4 years and must update them every eight (8) years. MPOs in turn must demonstrate how their plans, policies and transportation investments meet the targets set by the CARB through Sustainable Community Strategies (SCS). The SCS are included with the Regional

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Transportation Plan (RTP), a report required by State law. However, if an MPO finds that their SCS will not meet the GHG reduction target, they may prepare an Alternative Planning Strategy (APS). The APS identifies the impediments to achieving the targets.

Executive Order B-30-15 (2015)

Governor Jerry Brown signed Executive Order B-30-15 on April 29, 2015, which added the immediate target of:

- GHG emissions should be reduced to 40 percent below 1990 levels by 2030.

All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target, and therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

Senate Bill 350 (2015) Clean Energy and Pollution Reduction Act

Senate Bill 350 (SB 350), signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent; and

- Increasing energy efficiency in buildings by 50 percent by the year 2030.

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission for the private utilities and by the California Energy Commission for municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other non-renewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to state energy agencies under existing law. The addition made by this legislation requires state energy agencies to plan for, and implement those programs in a manner that achieves the energy efficiency target.

Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197

In summer 2016 the Legislature passed, and the Governor signed, SB 32, and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million CO_2e and reduce the likelihood of catastrophic impacts from climate change.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which raises California's Renewables Portfolio Standard requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Title 24, Building Efficiencies Standards, and the California Green Building Standards Code

In November 2008, the California Building Standards Commission established the California Green Building Standards Code (CALGreen) (California Code of Regulations, Title 24, Part 11), which sets performance standards for residential and nonresidential development to reduce environmental impacts and to encourage sustainable construction practices. CALGreen addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. CALGreen was most recently updated in 2019 to include new mandatory measures for residential and nonresidential uses. The new measures took effect January 1, 2020.

California Model Water Efficient Landscape Ordinance

New development and retrofitted landscape water efficiency standards are governed by the Model Water Efficient Landscape Ordinance. All agencies must adopt, implement, and enforce the Model Water Efficient Landscape Ordinance or a more stringent ordinance. In 2015, Executive Order B-29-15 tasked the California Department of Water Resources with revising the 2010 updated Model Water Efficient Landscape Ordinance to increase water efficiency standards for new and retrofitted landscapes through encouraging the use of more efficient irrigation systems, graywater usage, and onsite storm water capture, and by limiting the portion of landscapes that can be covered in turf. Executive Order B-29-15 also required that agencies report on their implementation and enforcement of local ordinances by December 31, 2015.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Monterey County

Monterey County adopted the Municipal Climate Action Plan (MCAP) in 2013, which is based on the State's 2020 GHG emission reduction targets, consistent with AB 32. Monterey County is currently preparing a 2030 Climate Action Plan to help the County reduce emissions by an additional 40 percent, consistent with the State's 2030 GHG emission reduction targets. The 2040 Climate Action Plan will focus on County operations by taking County buildings to Net Zero, increasing the percentage of employees who telecommute, and incentivizing electrification of the County's fleet.

Greenhouse Gas Emissions Analysis

GHG emissions associated with the Project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term GHG emissions associated with project-related vehicular trips, energy consumption, area and stationary sources, water conveyance and treatment, and waste generation. Recognizing that the field of global climate change analysis is rapidly evolving, the approaches advocated most recently indicate that for determining a Project's contribution to GHG emissions, lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, construction activities, and any other significant source of emissions within the Project area. The CalEEMod results were used to quantify GHG emissions generated by the Project.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Construction Greenhouse Gas Emissions. Construction activities associated with the Project would produce combustion emissions from various sources. Construction would emit GHGs through the operation of construction equipment and from worker and builder supply vendor vehicles for the duration of the 20-month construction period. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, the fueling of heavy equipment emits CH_4. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Using CalEEMod, it is estimated that construction of the Project would generate approximately 234.5 metric tons of CO_2e. The MBARD does not have a threshold of significance for construction GHG emissions; however other air districts recommend amortizing GHG emissions over the life of the Project based on the total GHG emissions for construction activities divided by the Project life (i.e., 30 years) then adding that number to the annual operational phase GHG emissions. Therefore, when amortized over the 30-year life of the Project, annual emissions would be 7.8 metric tons of CO_2e (refer to Table 4 below). Construction of the Project would not generate GHG emissions that would have a significant impact on the environment.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Operational Greenhouse Gas Emissions. Long-term operation of the Project would generate GHG emissions from mobile, area, stationary, waste, and water sources as well as indirect emissions from sources associated with energy consumption. Mobile source GHG emissions would include Project generated vehicle trips to and from the Project site. Area source emissions would be associated with activities such as landscaping and maintenance on the Project site. Stationary source GHG emissions would be associated with operation of the generator and fire pump. Waste source emissions generated by the Project include energy generated by land filling and other methods of disposal related to transporting and managing Project generated waste. Water source emissions associated with the Project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment. In addition, energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the Project.

Operational emissions were estimated using CalEEMod and the results are presented in Table 4.

Table 4: Operational Emissions

Emission Source	Operational GHG Emissions (metric tons/year)			
	CO_2	**CH_4**	**N_2O**	**CO_2e**
Construction Emissions				
Construction emissions amortized over 30 Years				7.8
Operational Emissions				
Mobile Source Emissions	31.9	<0.1	0.0	32.0
Area Source Emissions	<.01	0.0	0.0	<0.1
Stationary Source Emissions	1.1	<0.1	0.0	1.1
Waste Source Emissions	1.7	0.1	0.0	4.1
Water Source Emissions	2.3	0.1	<0.1	4.0
Energy Source Emissions	28.4	<0.1	<0.1	28.7
Total Operational CO_2e Emissions				69.8
Total CO_2e Emissions				**77.6**

Source: LSA (March 2021).
Notes:
CH_4 = methane
CO_2= carbon dioxide
CO_2e = gross climate change emissions
GHG = greenhouse gas

The Project would generate approximately 77.6 tons of CO_2e per year of emissions, as shown in Table 4. As discussed above, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). As identified above, the County's MCAP was adopted in 2013 is based on the State's 2020 GHG emission reduction targets, consistent with AB 32. The Project would not be operational until 2025; therefore, because the County's MCAP was prepared based on the State's 2020 GHG targets, which are now superseded by State policies (i.e., the 2019 California Green Building Code) and the 2030 GHG targets established in SB 32, the County's MCAP would not be applicable. The County is currently preparing a

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

2030 Climate Action Plan consistent with updated Statewide emission reduction targets under SB 32.

The MBARD has developed a GHG threshold of 10,000 metric tons of CO_2e per year for stationary projects, which include equipment, processes, and operations that require an MBARD permit to operate. However, this threshold does not apply to land development projects.

Absent any local or regional climate action plan or GHG thresholds, the Project was analyzed for consistency with the CARB Scoping Plan measures and the goals of AB 32, the AB 32 Scoping Plan, Executive Order B-30-15, SB 32, and AB 197.

AB 32 is aimed at reducing GHG emissions to 1990 levels by 2020. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The AB 32 Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program.

Executive Order Executive Order B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan[11], the 2017 Scoping Plan,1 to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

As identified above, the AB 32 Scoping Plan contains GHG reduction measures that work towards reducing GHG emissions, consistent with the targets set by AB 32, Executive Order B-30-15 and codified by SB 32 and AB 197. The measures applicable to the Project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. As identified above, the Project would comply with the latest Title 24 standards of the California Code of Regulations, regarding energy conservation and green building standards. Therefore, the Project would comply with applicable energy measures.

[11] California Air Resources Board. 2017. *California's 2017 Climate Change Scoping Plan*. November.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the Project would be required to comply with the latest Title 24 standards of the California Code of Regulations, which includes a variety of different measures, including reduction of wastewater and water use. In addition, the Project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the Project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the Project. However, vehicles traveling to the Project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025. Therefore, the Project would not conflict with the identified transportation and motor vehicle measures.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The Project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32, the AB 32 Scoping Plan, Executive Order B-30-15, SB 32, and AB 197 and would be consistent with applicable State plans and programs designed to reduce GHG emissions. Therefore, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting

The Project site is currently used as agricultural crop land and no buildings or other structures are present. Land uses surrounding the Project site include a single-family residence to the north and agricultural residential farmsteads to the east, south, and west.

A Phase I Environmental Site Assessment (ESA) was prepared by URS Corporation for the proposed Project in July 2017. The purpose of the ESA is to assess the property for the presence of regulated or hazardous materials, as defined in Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, and Department of Toxic

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Substances Control (DTSC) Title 22 of CCR. URS performed the ESA in conformance with the scope and limitations of American Society of Testing and Materials ASTM Practice E 1527-13 (ASTM 2013) and the U.S. Environmental Protection Agency proposed rule for All Appropriate Inquiry standards, set forth in Title 40, Section 312.10 of the Code of Federal Regulations.

Common potential hazardous waste associated with agricultural uses include residual concentrations of agricultural chemicals.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

The proposed Project would include the transport, short-term storage and use, and disposal of hazardous materials related to construction, operation and maintenance of the new station. BMPs stipulating proper storage of hazardous materials would be implemented during construction as part of the Stormwater Pollution Prevention Plan (SWPPP) and general construction permit. CAL FIRE and hired contractors follow all applicable federal, state, and local regulations, including California Division of Occupational Safety and Health, California Fire Code, and National Fire Protection Association (NFPA) requirements, and manufacturer instructions for the management, storage, and handling of hazardous materials and hazardous waste for the construction, operation, and maintenance of the proposed Project. Impacts will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project 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?	☐	☐	☒	☐

Although diesel fuel and oil, will be used during construction and occasionally during operations and maintenance, proper handling and storage will be implemented in accordance with the BMPs listed in the SWPPP.

As indicated in item a), routine use, storage, and handling of hazardous substances would be conducted in accordance with all applicable federal, state, and local regulations.

Impacts would be less than significant.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

The Project site is not located within one-quarter mile of an existing or proposed school. The nearest school is Parkfield Elementary School located approximately one mile southeast of the site. No impact would occur.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

A site reconnaissance of the subject property was conducted on June 15, 2017. The subject property was inspected for visible evidence of aboveground storage tanks, USTs, drums, or other containment structures; evidence of generation, use, storage, or disposal of hazardous materials/wastes; and sumps, drains, floor drains, septic/leach fields, or other wastewater features. The properties surrounding the subject property were also observed from adjacent public rights-of-way. No hazardous substances were observed in use or to be stored at the subject property.

Based on the historical use of the subject property as cropland, residual concentrations of agricultural chemicals may be present in shallow soils. If present, such concentrations likely are within typically acceptable ranges for an agricultural setting where routine contact with on-site soil by field workers occurs.

A regulatory database search report was prepared by Environmental Data Resources (EDR) for the subject property in accordance with the ASTM guidelines. EDR reviewed databases compiled by federal, State, and local governmental agencies. URS reviewed the EDR report to determine whether documentation exists related to environmental incidents at the subject property or at properties in the vicinity that would result in a connection with the subject property.

The subject property, adjacent sites, and surrounding sites were not identified in the EDR report. Additionally, URS contacted regulatory agencies for information regarding environmental permits, underground storage tanks (USTs), environmental violations or incidents, and/or the status of enforcement actions at the subject property. The property was not identified in any listing. Impacts are less than significant.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

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?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

The Project is not located within an airport land use plan or within two miles of a public airport or public use airport.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

The Project will not impair implementation of or physically interfere with an adopted emergency plan or evacuation plan. No impacts would occur.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

Several of the fire districts within Monterey County contract with CAL FIRE for fire suppression services. CAL FIRE provides fire protection services to most of the southeast county where the Project site is located within a high fire hazard area.

The construction of a replacement fire station that meets the current operational and building standards will assist CAL FIRE in providing improved incident response. Although the Project will be constructed within this high fire hazard zone, the station is replacing an existing operational station in the area to ensure that adequate fire services area met within this portion of the county.

Impacts are less than significant.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

HYDROLOGY AND WATER QUALITY

Environmental Setting

Monterey County has two major watersheds, the Salinas River watershed (the largest) and the Carmel River watershed. The major watersheds have several smaller watersheds which are fed by several tributaries. The Project lies within the Cholame watershed. The Cholame watershed is in the northeastern portion of San Luis Obispo County and crosses the county line entering Monterey County to the north. Approximately 104,401 acres of its total 151,701 acres are located in Monterey County. The watershed is drained by Cholame Creek and its tributaries southeastward and westward into the Estrella River (a tributary of the Salinas River), with the confluence of the Estrella River and Cholame Creek occurring at the town of Shandon. The Cholame Creek watershed is a lightly populated rural setting and drains into an alluvial valley and surrounding mountains within an ecosystem of grassland, chaparral, oak woodland, sagebrush, and minor amounts of cropland, primarily grain or hay. The dominant land use is agricultural. The highest watershed elevation limit is approximately 2,476 feet, with the lowest elevation occurring at approximately 1,017 feet. The watershed headwaters are in the Diablo Range in Monterey County (SLO 2017).

The Estrella River is a main tributary of the Upper Salinas River, located in northeast San Luis Obispo County and the southeast corner of Monterey County. The watershed is bounded by mountain ranges and low hills, including the Cholame Hills, Diablo Range, Temblor Range, and La Panza Range. Soils ranging from silty clays to coarse sandy loams are derived from weathered sandstone and shale and alluvium. The landscape is influenced by movement along the San Andreas Fault, which runs through the Cholame Valley and the town of Parkfield. Land in the watershed is used predominantly for agricultural production, including dryland range, production of dryland grain and hay, and irrigated vineyards and orchards. Land is predominantly privately owned, numbering approximately 600 farms and ranches in the watershed. The Cholame Valley groundwater basin is a 39,800-acre watershed located partially within Monterey County. The basin is comprised of Quaternary alluvium and drains toward the Salinas Valley.

The Gabilan and Santa Lucia Mountains are the sources of the principal watercourses in the area. The Salinas River (155 miles long) drains an area of approximately 3,950 square miles. In Monterey County, the river meanders through the Salinas Valley floor, an area of about 1,000 square miles. Several tributaries enter the river along this length, including Pancho Rico Creek, Santa Rita Creek, Estrella Creek, Reliz Creek, Chalone Creek, San Lorenzo Creek, the Arroyo Seco River, El Toro Creek, Prunedale Creek, the Nacimiento River, and the San Antonio River. The Nacimiento and San Antonio Rivers are by far the largest tributaries, encompassing tributary watersheds of about 330 square miles. Dams owned and operated by the Monterey County Water Resources Agency (MCWRA) control flow volumes in both of these rivers.

Average annual flows to the ocean from the Salinas River are around 282,000-acre feet per year (AFY), most of which occurs from November through March. This period corresponds to the months of peak seasonal rainfall and coincides with a seasonal drop in irrigation in the valley. During spring and summer, the two reservoirs on the Nacimiento and San Antonio Rivers regulate flow to minimize outflow to the ocean and maximize groundwater recharge

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

through the Salinas Riverbed. Under current reservoir operations, water is released into the river during summer to recharge groundwater in the basin. Because a natural clay layer underlies the river north of Chualar inhibiting groundwater recharge from the channel, outflows from the dams are regulated to maintain river flow only as far north as the State Route (SR) 68 bridge.

Most water users in the Salinas Valley unincorporated county area are agricultural, using the majority of the more than 700 wells throughout the basin. All the water used in the basin for irrigation, domestic, municipal, and industrial purposes, is supplied from groundwater (with the exception of an area near Greenfield, which has a diversion from the Arroyo Seco River).

GROUNDWATER HYDROLOGY

Monterey County is underlain with aquifers that provide a high-quality water source essential for agriculture as well as every other type of land use. Groundwater is the principal source of water in the County, accounting for more than 80% of the total water use. Wells that are used to obtain groundwater are operated by many different entities (cities, special assessment districts, investor owned utilities, mutual water companies and individual property owners), making ground water resource management difficult. Increases in groundwater pumping practices have resulted in localized overdrafting and have caused saltwater intrusion in the Pajaro and Salinas River groundwater basins.

Local and some imported surface water supplies make up the rest of the available water for this region. Major reservoirs are primarily used as a source of groundwater recharge supply. There are six water basins within Monterey County: Pajaro Valley, Prunedale, Salinas Valley, Marina-Fort Ord, Carmel, and El Toro. Most of these areas include sub-basins that help further define and localize water issues. The two major groundwater basins in Monterey County are the Salinas Valley and the Carmel Valley basins.

Overall groundwater quality throughout Monterey County is generally considered excellent to good. However, localized water quality problems exist from seawater intrusion and nitrate contamination, most prevalent in agricultural areas. Nitrate contamination levels have been increasing over time. This problem has had a significant local impact on domestic water supplies in the Salinas Valley and North County areas. Each year, the California Department of Food and Agriculture conducts a sampling of agricultural wells throughout the county, and to date it has not reported any problems with synthetic organic pesticide contamination of wells, such as those affecting other agricultural areas of California.

Regulatory setting

CLEAN WATER ACT

The Clean Water Act was amended in 1972 to prohibit discharge of pollutants to Waters of the U.S. from any point source unless it is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, further amendments to the CWA added Section 402(p), established a framework for regulating municipal and industrial storm water discharges under the NPDES Program. In November 1990, the EPA finalized regulations

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

establishing storm water permit requirements for specific industries. These regulations provide that storm water discharges to waters of the U.S. from construction projects with five or more acres of soil disturbance are prohibited unless the discharge is in compliance with the NPDES Permit. Further regulations (titled the Phase II Rule) which became final on December 8, 1999 lowered the permitting threshold from five acres to one acre.

While EPA regulations allow two permitting options for storm water discharges (Individual Permits and General Permits), the California State Water Resources Control Board (SWRCB) has elected to adopt only one statewide General Permit that applies to the majority of storm water discharges associated with construction activities. On August 19, 1999, the State Water Board reissued the General Construction Storm Water Board amended Order 99-08-DWQ to apply to sites as small as one acre (SWRCB 2010).

The latest General Construction Permit (Order No. 2009-0009-DWQ), which the proposed Project will comply with, was adopted on September 2, 2009. Order No. 2009-0009 DWQ created several new significant changes including, formal training requirements, online permitting and SWPPP documentation upload, minimum BMPs, Numeric Action Levels for pH and turbidity, as well as monitoring based on Project risk to sediment loss and threat to receiving waters (SWRCB 2010).

REGIONAL WATER QUALITY CONTROL BOARD

Monterey County is located within the Central Coast Regional Water Quality Control Board, which develops and enforces water quality objectives and implements water quality plans. It includes the counties of Santa Clara (south of Morgan Hill), Santa Cruz, San Benito, Monterey, San Luis Obispo, and Santa Barbara. The region covers 11,274 square miles, 2,360 miles of streams, 53 groundwater basins, and 99 lakes.

The most recent applicable plan is the *Water Quality Control Plan for the Central Coastal Basin (June 2019)*.

MONTEREY COUNTY WATER RESOURCES AGENCY

The Water Resources Agency manages, protects, stores, and conserves water resources in Monterey County for beneficial and environmental use, while minimizing damage from flooding to create a safe and sustainable water supply.

The agency oversees water quality monitoring and several water projects in the county and develops water management projects that are implemented to ensure continued reliable water supply and adequate watershed protection. The *Upper Salinas River Watershed Action Plan* (2004), is applicable to the Project area.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐

During Project construction, water quality impacts and discharge could occur during storm events if proper controls are not implemented. Loose soils, chemical and fuel spills from vehicles, and equipment or miscellaneous construction materials and debris could be transported off-site in overland flow, degrading surface and groundwater quality. During a heavy rainfall, runoff from construction areas could flow off-site and reach nearby surface water drainage facilities.

The proposed Project is subject to the State Water Resources Control Board and the statewide NPDES stormwater permit for construction. CAL FIRE would obtain a general permit from the Central Valley Regional Water Quality Control Board (CVRWQCB) for storm water discharges associated with the construction and land disturbance activities (estimated at a little over an acre).

Specifically, CAL FIRE will submit a SWPPP to the CVRWQCB that will identify BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements.

In addition to construction related BMPs, CAL FIRE will design and construct a post-construction storm water conveyance system pursuant to federal, state, and county standards. A Stormwater Quality Management Plan (SWQMP) will be submitted for approval that identify onsite BMPs per all applicable regulations.

Although CAL FIRE does not need to obtain any discretionary permits from Monterey County, the county codes related to water quality standards and waste discharge requirements will be adhered to through the CVRWQCB process.

Implementation of best management practices required as part of the SWPPP and SWQMP will ensure that the proposed Project does not create or contribute to any water quality violation. A less than significant impact would occur.

The proposed Project will adhere to all state, federal and local regulations regarding water quality and will prevent discharge of any materials or substances that may degrade water quality. Adherence to the NPDES requirements as part of the permit obtained from the CVRWQCB will control any polluted sources of water that would have the potential to impact water quality. A less than significant impact would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

The proposed Project will construct a new fire station and is proposing a new well onsite. The water demand associated with the proposed Project would not substantially decrease groundwater supply or interfere with groundwater recharge.

The eight-bed fire station normal operations would consist of four fire fighters and a chief. The water usage would be similar to a residential use. Occasionally, during fire incidents a total of approximately 16 fire fighters and two chiefs would be stationed. These events would increase water usage for a short duration. The temporary increase would not create a significant impact on groundwater supplies.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on-or off-site?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

The proposed Project will require grading, trenching, and the installation of paved areas with a slight increase in additional impervious surfaces. The new increase in impervious surfaces compared to the existing undeveloped ground conditions would alter the current runoff or drainage patterns. The proposed Project includes the installation of a new drainage system. In addition, a SWPPP and a SWPCP will be required and will provide BMPs to be incorporated during Project construction and post-construction to prevent future erosion and siltation. Implementation of proper temporary and long-term post construction erosion and sediment control BMPs will minimize potential erosion or siltation on, or off-site, during and following construction. No alterations will occur to any waterway that would result in erosion or siltation. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

Based on the Flood Insurance Rate Maps (FIRMs) prepared by the Federal Emergency Management Agency (FEMA), the site is located in Zone X, which is not designated as a high-risk flood area (Area of Minimal Flood Hazard). According to the Monterey County website, the Project site is not located within any lake or dam inundation area.

No impacts would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The Project is within the Cholame Valley Groundwater Basin. The basin contains 18 wells that range in depth from 100 to 665 feet and according to monitoring information obtained by the USGS, water levels fluctuated from 15 to 60 feet below the land surface.

CAL FIRE will be subject to waste discharge restrictions through the Water Quality Certification process, stormwater management plan, and implementation of BMPs. The Project would not conflict or obstruct with the Monterey County Groundwater Management Plan (May 2006) or the Water Quality Control Plan for the Central Coastal Basin (June 2019). Impacts would be less than significant.

LAND USE AND PLANNING

Environmental Setting

The State of California and state-owned land are not subject to local city or county land use development permits. However, the state is subject to the requirement under CEQA to assess project-related impacts that may occur due to conflicts between existing and proposed land uses. Additional county ordinances, programs, and policies may be applicable to the Project. The Project was reviewed to determine consistency with Monterey County plans and policies.

Monterey County contains a broad array of land use types. The largest land group in the county is agricultural land, followed by public and quasi-public lands (consisting mostly of federal and state lands). Urban development is primarily located along Monterey Bay and in the Salinas Valley. Rural and semi-rural development is scattered throughout the county.

The Project site is designated and zoned as Permanent Grazing (PG) and Farmland (F). Surrounding properties are designated the same. Permanent Grazing lands are typically 40 to 160-acre minimums and allow a range of land uses to conserve and enhance the productive grazing lands in the county. Farmlands are typically 40-acre minimum sites and allow a range of uses to conserve and enhance the use of farmlands in the county while also providing opportunity to establish necessary support and ancillary facilities for those agricultural uses.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Discussion

a) Would the project physically divide an established community?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

The Project is located on a site that has been used for agricultural purposes. The surrounding area is agricultural and rural in nature. The new fire station will not create a division within a community. Impacts will be less than significant.

b) Would the project 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?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

As indicated, the Project site is designated as PG and F. According to the county zoning ordinance uses allowed in the F and PG zoning districts with a land use permit include public and quasi-public uses including churches, parks, playgrounds, schools, public safety facilities, schools, public utilities, but not including uses such as jails, detention facilities, rehabilitation centers or corporation yards.

The Project will not conflict with the designated use or zoning. No impact will occur.

MINERAL RESOURCES

Environmental Setting

According to Monterey County's General Plan Environmental Impact Report (2010) the primary mineral commodities currently mined in Monterey County are sand, gravel, and petroleum.

Historic mineral production in Monterey County included sand and gravel mining for construction materials, mining for industrial materials (diatomite, clay, quartz, and dimension stone) and metallic minerals (chromite, placer gold, manganese, mercury, platinum, and silver).

The predominant non-metallic minerals found in the county include sand and gravel, limestone and dolomite, gemstones (mainly jade and jasper), asbestos, barite, clay, diatomite,

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

feldspar, phosphate, sodium compounds, and stone. Of the non-metallic minerals, construction-grade aggregate (sand, gravel, and crushed stone) is the most abundant and commonly used mineral resource in the county.

The Surface Mining and Reclamation Act of 1975 requires the identification and classification of mineral resources in areas within the state that are subject to urban development or other land uses that could otherwise prevent the extraction of important mineral resources. These Mineral Resource Zones (MRZs) are classified by the State Geologist by analyzing associated geologic and economic factors. There are four general classifications based upon the State Geologist's determination of identified mineral resource significance. The four classifications are as follows:

MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists of their presence.

MRZ-3: Areas containing mineral deposits the significance of which cannot be evaluated from available data.

MRZ-4: Areas where available information is inadequate for assignment to any other MRZ.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project 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?	☐	☐	☐	☒

The Project site is within the South County Area Plan. This area does not contain any land use compatibility policies related to the development of mineral resource sites or the protection of mineral resource sites. There are no lands within the planning area designated or mapped by the State Geologist.

There are numerous oil wells present within the plan area, however, the site and the surroundings do not contain any known sites.

The Project site is not located within any of the areas that have been mapped as significant mineral resources by the California Department of Conservation, and no known mineral resources occur onsite. No impacts would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project 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?	☐	☐	☐	☒

As indicated above, the site is not located within an area that is delineated as a mineral resource recovery site. The Project site is not designated in the Monterey County General Plan, or other land use plan, as having locally important mineral resources. No impact would occur.

NOISE

Environmental Setting

The proposed fire station building would be 6,067 sf, with a generator/pump building that will include a backup generator and transfer switch (648 sf), a storage building (494 sf), and a vehicle wash equipment building (1,008 sf).

The Project also includes new underground utilities and/or connections (water, drainage, sewer, electric, gas, and telephone/radio); a fuel facility (storage tanks/dispensing system and canopy); a hose wash rack; grading, paving, and walkways; drainage structures and landscaping; a propane system; a new septic system, a new potable water well, a water treatment system, and potable and fire water storage tanks; security fencing and lighting; and associated appurtenances.

The Project would also include an 86-horsepower (hp) diesel fire pump that would test run 30 minutes per week. In addition, the Project would include a 98 hp liquefied petroleum gas (LPG) emergency generator that would meet United States Environmental Protection Agency (EPA) Tier 4 exhaust requirements and would test run 15 minutes per week.

Construction of the Project is estimated to begin July 2023 with a 20-month construction duration, ending March 2025.

Sensitive Land Uses in the Project Vicinity

Existing land uses within the Project area include single-family residences, an agricultural facility, and vacant land. Single-family residences are located 170 feet to the north, 1,195 feet to the east, and 1,275 feet west of the Project property line.

Overview of the Existing Noise Environment

The primary existing noise sources in the Project area are transportation facilities. Traffic on Vineyard Canyon Road and other local streets contributes to the ambient noise levels in the Project vicinity. Noise from motor vehicles is generated by engines, the interaction between the tires and the road, and the vehicles' exhaust systems. Based on the noise contours

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

provided in Figure 9-H of the Safety Element, the 60 dBA CNEL traffic noise contour is within the right-of-way along Vineyard Canyon Road. Because of this, noise levels at properties along Vineyard Canyon Road would be less than 60 dBA CNEL.

Characteristics of Sound

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), is a scale based on powers of 10.

For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 0 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment. Similarly, line sources with intervening absorptive vegetation or line sources that are located at a great distance to the receptor would decrease 4.5 dB for each doubling of distance.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-weighted average noise over a sample period. However, the predominant rating scales for human communities in California are L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on dBA. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale or noise standards in terms of percentile noise levels in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level (i.e., half the time the noise level exceeds this level, and half the time it is less than this level). The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category is audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Table 5 lists full definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table 5: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities proportional to power, the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this assessment are A-weighted, unless reported otherwise.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991)[12]

Characteristics of Vibration

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible. Typically, there is more adverse reaction to effects associated with the shaking of a building. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on

[12] Harris, Cyril M., editor. 1991 Handbook of Acoustical Measurements and Noise Control, Third Edition.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) of the vibration source, although there are examples of ground-borne vibration causing interference to distances greater than 200 ft. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, the construction of the Project could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for typical construction activities to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where L_v is the vibration velocity in decibels (VdB), “V” is the RMS velocity amplitude, and “V_{ref}” is the reference velocity amplitude, or 1 x 10-6 inches/second (in/sec) used in the United States.

Regulatory Setting

The Project would be developed by CAL FIRE. The State is constitutionally autonomous and exempt from municipal policies and regulations, however, for the purpose of responding to CEQA Appendix G Checklist questions, the following is a summary of regulations that were evaluated for the Project.

Federal

Federal Transit Administration. Vibration standards included in the 2018 Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual)[13] are used in this analysis for groundborne vibration impacts on human annoyance. The criteria for environmental impact from groundborne vibration and noise are based on the maximum levels for a single event. Table 6 provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building. Because the surrounding sensitive receptors are residential uses and construction related vibration impacts would only

[13] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

occur during daytime hours, a threshold of 78 VdB is used for determining potential annoyance.

Table 6: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Maximum L_v (VdB)[1]	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20x).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100x) and other equipment of low sensitivity.

Source: FTA. 2018. Transit Noise and Vibration Impact Assessment Manual.
[1] As measured in ⅓-octave bands of frequency over the frequency range 8 to 80 Hertz.
FTA = Federal Transit Administration L_v = velocity in decibels
VdB = vibration velocity decibels

Table 7 lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual. These FTA guidelines show that a vibration level of up to a peak particle velocity [PPV] of 0.5 inches per second [in/sec]) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For nonengineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec PPV.

Table 7: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Nonengineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: FTA. 2018. Transit Noise and Vibration Impact Assessment Manual.
FTA = Federal Transit Administration in/sec = inches per second
PPV = peak particle velocity

Local

County of Monterey. The county addresses noise hazards in the Safety Element of its General Plan and lists goals and policies required to meet the county's noise-related objectives. The applicable goals and policies for the Project are listed below.

> **Goal S-7:** Maintain a healthy and quiet environment free from annoying and harmful sounds.
>
> **Policies:**

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

S-7.1 New noise-sensitive land uses may only be allowed in areas where existing and projected noise levels are "acceptable" according to "Land Use Compatibility for Community Noise Table" [shown in Table E]. A Community Noise Ordinance shall be established consistent with said Table that addresses, but is not limited to the following:

a. Capacity-related roadway improvement projects.

b. Construction-related noise impacts on adjacent land uses.

c. New residential land uses exposed to aircraft operations at any airport or air base.

d. Site planning and project design techniques to achieve acceptable noise levels such as: building orientation, setbacks, earthen berms, and building construction practices. The use of masonry sound walls for noise control in rural areas shall be discouraged.

e. Design elements necessary to mitigate significant adverse noise impacts on surrounding land uses.

f. Impulse noise.

g. Existing railroad locations & noise levels.

S-7.2 Proposed development shall incorporate design elements necessary to minimize noise impacts on surrounding land uses and to reduce noise in indoor spaces to an acceptable level.

S-7.4 New noise generators may be allowed in areas where projected noise levels (Figure 10 [in the Safety Element]) are "conditionally acceptable" only after a detailed analysis of the noise reduction requirements is made and needed noise mitigation features are included in project design.

S-7.5 New noise generators shall be discouraged in areas identified as "normally unacceptable." Where such new noise generators are permitted, mitigation to reduce both the indoor and outdoor noise levels will be required.

S-7.7 All proposed discretionary residential projects that are within roadway or railroad noise contours of 60 CNEL or greater shall 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 the project site, a project-specific noise impact analysis shall be required. If impacts are identified, the applicant shall conduct mitigation analysis using published Caltrans/Federal Highway Administration guidelines and implement mitigation measures as required. Mitigation measures may include, but are not limited to sound walls, adjacent roadway design, dual pane glass, building location or design, etc. Any proposed mitigation measures shall be concurrently implemented with the implementation of the project.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

S-7.9 No construction activities pursuant to a county permit that exceed "acceptable" levels listed in Policy S-7.1 shall be allowed within 500 feet of a noise sensitive land use during the evening hours of Monday through Saturday, or anytime on Sunday or holidays, prior to completion of a noise mitigation study. Noise protection measures, in the event of any identified impact, may include but not be limited to:

- Constructing temporary barriers, or

- Using quieter equipment than normal.

S-7.10 Construction projects shall include the following standard noise protection measures:

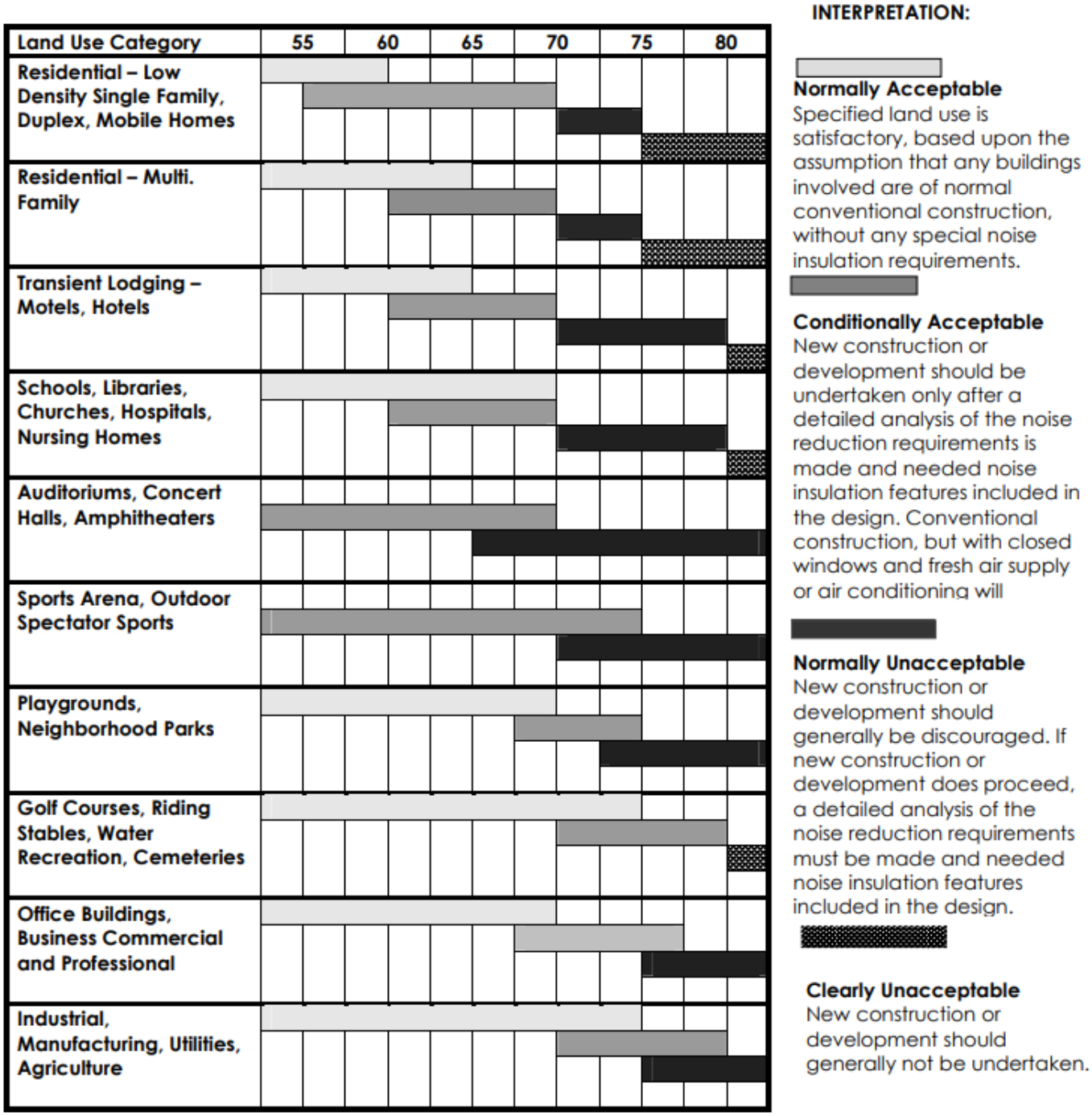
- Construction shall occur only during times allowed by ordinance/code unless such limits are waived for public convenience;

- All equipment shall have properly operating mufflers; and

- Lay-down yards and semi-stationary equipment such as pumps or generators shall be located as far from noise-sensitive land uses as practical.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Table 8: Land Use Compatibility for Community Noise



Source: County of Montery. 2010. General Plan Safety Element. Table S-2.
Note: dBA L_{dn} or CNEL.
CNEL: Community Noise Equivalent Level
dBA = A-weighted decibels
L_{dn} = day-night average noise level

County Code. According to Section 10.60.030 of the County Code6, "At any time of the day, it is prohibited to operate, assist in operating, allow, or cause to be operated any machine, mechanism, device, or contrivance which produces a noise level that exceeds eighty-five (85)

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

dBA [A-weighted decibels] measured fifty (50) feet therefrom. The prohibition in this Section shall not apply to aircraft nor to any such machine, mechanism, device, or contrivance that is operated in excess of two thousand five hundred (2,500) feet from any occupied dwelling unit."

In addition, Section 10.60.040 of the County Code prohibits any loud and unreasonable sound, which includes any sound that is plainly audible at a distance of 50 ft in any direction from the source of the sound or any sound that exceeds the exterior noise level standards of an equivalent continuous sound level (Leq) of 45 dBA and a maximum instantaneous noise level (Lmax) of 65 dBA, from 9:00 p.m. to 7:00 a.m. the following morning. This prohibition does not apply to emergency vehicles being operated by authorized personnel or equipment used in an emergency, such as chain saws.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project generate 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?	☐	☐	☒	☐

Short-Term Construction-Related Noise Impacts. Two types of short-term noise impacts would occur during Project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the Project site and would incrementally raise noise levels on roadways leading to the Project site. The pieces of construction equipment for construction activities would move on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the Project vicinity. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance to uses along Vineyard Canyon Road (passing trucks at 50 ft would generate up to a maximum of 84 dBA), the effect on short-term ambient noise levels would be small because the number of daily construction-related vehicle trips would be small compared to the existing daily traffic volume for roadways leading to the Project site. The paving phase would generate the most trips out of all of the construction phases, at 36 trips per day. Vineyard Canyon Road would be used to access the Project site has an existing average daily traffic (ADT) volume of 110 near the Project site.[14] Based on the maximum daily trips generated by construction-related traffic, construction-related traffic would increase noise by up to 1.2 dBA for the duration of construction. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. In addition, traffic noise on Vineyard Canyon Road is low and would continue to remain low during Project construction. Therefore, short-term construction-related impacts associated with worker commutes and transport of construction equipment and materials to the Project site would be less than significant, and no mitigation measures are required.

[14] County of Monterey. 2019. Monterey County Public Works Annual Average Daily Traffic 2019.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

The second type of short-term noise impact is related to noise generated from construction activities. The Project anticipates site preparation, grading, building construction, paving, and architectural coating phases of construction. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases change the character of the noise generated on a Project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 9 lists the maximum instantaneous noise levels (L_{max}) recommended for noise impact assessments for typical construction equipment included in the Federal Highway Administration (FHWA) Highway Construction Noise Handbook,[15] based on a distance of 50 ft between the equipment and a noise receptor.

Table 9: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor[1]	Maximum Noise Level (L_{max}) at 50 ft[2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder	40	73

Source: FHWA. 2006. FHWA Highway Construction Noise Handbook. Table 9.1.
Note: The noise levels reported in this table are rounded to the nearest whole number.
[1] The usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] The maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent With the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.
CA/T = Central Artery/Tunnel Lmax = maximum instantaneous noise level
FHWA = Federal Highway Administration Spec = Specification ft = foot/feet

[15] Federal Highway Administration (FHWA). 2006. FHWA Highway Construction Noise Handbook. Roadway Construction Noise Model, FHWA HEP-06-015. DOT-VNTSC-FHWA-06-02. NTIS No. PB2006-109012.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Typical noise levels range up to 86 dBA L_{max} at 50 ft during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front-end loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders.

Project construction is expected to require the use of bulldozers, front-end loaders, and water trucks/pickup trucks. Noise associated with the use of each type of construction equipment for the site preparation phase is estimated to be between 55 dBA L_{max} and 85 dBA L_{max} at a distance of 50 ft from the active construction area. As shown in Table D, the maximum noise level generated by each bulldozer is assumed to be approximately 85 dBA L_{max} at 50 ft. Each front-end loader would generate approximately 80 dBA L_{max} at 50 ft. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 ft from these vehicles. Consistent with Section 10.60.030 of the County Code, the equipment that is expected to be used to construct the Project would not exceed 85 dBA L_{max} at a distance of 50 feet.

Although the noise generated by Project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise would stop once Project construction is completed. The Project would limit construction to daytime hours Monday through Saturday to avoid potential noise impacts during nighttime hours, based on Policy S-7.9 of the General Plan Safety Element. To minimize construction noise impacts, the Project would implement the following standard noise protection measures specified in Policy S-7.10 of the General Plan Safety Element:

- The construction contractor shall limit construction activities to daytime hours from Monday through Saturday. Construction during nighttime hours Monday through Saturday or anytime on Sundays or holidays is prohibited.

- The construction contractor shall have proper operating mufflers for all equipment.

- The construction contractor shall locate lay-down yards and semistationary equipment such as pumps or generators as far from noise-sensitive land uses as practical.

Therefore, noise generated from Project construction would be less than significant. No mitigation measures are required.

Long-Term Off-Site Traffic Noise Impacts. The Project is estimated to generate an ADT volume of 39 trips based on the Project's Transportation Memorandum. As stated above, the existing ADT volume on Vineyard Canyon Road is 110 based on the county's annual average daily traffic. It takes a doubling of traffic to increase traffic noise levels by 3 dBA. The Project-related traffic noise increase along Vineyard Canyon Road would reach up to 1.3 dBA. This noise level increase is less than 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise from Project-related traffic on off-site sensitive receptors would be less
than significant.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Long-Term Stationary Noise Impacts. The fire pump; emergency generator; air compressor; heating, ventilation, and air conditioning (HVAC) equipment; and public address (PA) system associated with the Project would potentially affect the existing off-site sensitive land uses. Noise levels generated from the Project's stationary equipment were evaluated based on the noise standards in the County Code, Sections 10.60.030 and 10.60.040.

Noise levels generated during an emergency are exempt from the noise standards in the County Code. A detailed noise analysis and discussion of the potential routine (i.e., non-emergency) stationary noise source impacts is provided below.

Daytime Non-Emergency Noise Sources. The testing of the fire pump and emergency generator along with air compressor; heating, ventilation, and air conditioning (HVAC) equipment; and public address (PA) system associated with the Project are expected to operate during daytime hours.

Fire Pump and Emergency Generator. The Project would include an 86 hp diesel fire pump and a 98 hp LPG emergency generator on the eastern boundary of the Project site. Both the fire pump and emergency generator would be enclosed in a 10 ft high generator/pump building constructed of masonry. Although Section 10.60.030 in the County Code exempts equipment used in an emergency from the County's noise standard, the County's noise standard would be applicable during maintenance and testing of the fire pump and emergency generator because it would be conducted during nonemergency events. Also, maintenance and testing of the fire pump would run 30 minutes per week, and the emergency generator would run 15 minutes per week separately during daytime hours.

The emergency generator would generate a noise level of 78 dBA L_{eq} at 23 ft with a sound enclosure under regular maintenance/exercise mode (no load). The fire pump would generate a noise level of 112.1 dBA L_{eq} at 3.3 ft.

Air Compressor. The Project would include a vehicle wash area south of the proposed fire station building. It is assumed that an air compressor would be in the vehicle wash equipment building next to the vehicle wash canopy. The air compressor would generate a noise level of 71.0 dBA L_{eq} at a distance of 50 ft.

HVAC Equipment. The Project would include ground floor heating, ventilation, and air conditioning (HVAC) units located at the northwest corner of the fire station building and another HVAC unit located behind the fire station building. Each HVAC unit would generate a noise level of 60.8 dBA L_{eq} at a distance of 50 feet.

Table 10 summarizes the noise levels generated from the fire pump, emergency generator, air compressor, and HVAC equipment. The expected noise levels also include noise reduction provided by enclosures or buildings. As shown in Table G, noise levels generated from the equipment used during the daytime hour in nonemergency conditions would not exceed the County's noise standard of 85 dBA at 50 ft. Therefore, noise levels generated from the stationary equipment at the Project would be less than the City's noise level standards.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Table 10: Stationary Equipment Noise Levels

Equipment	Reference Noise Level (dBA L_{eq})	Reference Distance (ft)	Distance (ft)	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})
Generator	78	23	50	6.7	10[1]	61.3
Fire Pump	112.1	3.3	50	23.6	10[1]	78.5
Air Compressor	71.0	50	50	0.0	0.0	71.0
HVAC	60.8	50	50	0.0	0.0	60.8

Source: Compiled by LSA Associates, Inc. (2021).
1 The building containing the fire pump and emergency generator would provide a minimum noise reduction of 10 dBA.
dBA = A-weighted decibels
ft = foot/feet
Leq = equivalent continuous sound level

PA System. As stated above, the Project would include a PA system with speakers in the fire station building and at the back of the fire station building. The PA system within the fire station building would not be audible outside, while the PA system at the back of the fire station building would be audible. Operation of the PA system for emergency purposes is exempt based on Section 10.60.040 of the County Code. It is assumed that operation of the PA system would not occur during nighttime hours unless it is for emergency purposes. Should the PA system be used during daytime hours for nonemergency purposes, the volume should be adjusted such that noise levels are limited to 85 dBA or below at a distance of 50 ft to comply with the County's exterior daytime noise standard. Implementation of **Mitigation Measure N-1** would limit noise levels from the PA system to 85 dBA at a distance of 50 ft for daytime nonemergency purposes. Therefore, with implementation of **Mitigation Measure N- 1**, noise generated from the PA system would be less than significant.

N-1: PA SYSTEM VOLUME
Operation of the public address (PA) system shall be volume controlled such that noise levels are limited to 85 A-weighted decibels (dBA) at a distance of 50 feet (ft) or below for daytime nonemergency purposes.

Nighttime Non-Emergency Noise Sources. It is expected that the only equipment which would operate during nonemergency condition through the nighttime hours would be HVAC equipment.

Table 11 shows the noise levels generated by HVAC equipment at the property line of the closest residences along with distance attenuation and shielding. As shown in Table H, the combined noise levels generated from HVAC equipment would range from 29.3 to 41.6 dBA L_{eq} at the surrounding residential uses and would not exceed the County's nighttime noise standards of 45 dBA L_{eq}.

Table 11: Nighttime HVAC Noise Levels

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Land Use	Direction	Reference Noise Level at 50 ft (dBA L_{eq})	Distance from Source to Off-Site Property Line[1]	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})	Combined HVAC Noise Level (dBA L_{eq})
Residential	North	56.4	170	10.6	5[1]	40.8	41.6
		56.4	215	12.7	10[2]	33.7	
Residential	East	56.4	1,370	28.8	5[1]	22.6	29.3
		56.4	1,285	28.2	0	28.2	
Residential	West	56.4	1,080	26.7	5[1]	24.7	30.5
		56.4	1,140	27.2	0	29.2	

Source: Compiled by LSA Associates, Inc. (2021).
[1] The HVAC unit on the northwest corner of the proposed fire station building would be shielded and would provide a minimum noise
reduction of 5 dBA.
[2] The HVAC unit in back of the proposed 16 ft to 24 ft high fire station building would provide a minimum noise reduction of 10 dBA.
dBA = A-weighted decibel
ft = foot/feet
HVAC = heating, ventilation, and air conditioning
L^{eq} = equivalent continuous sound level

With the implementation of Mitigation Measure N-1, the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance or applicable standards.

b) Would the project generate excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

Short-Term Construction Vibration. Ground-borne noise and vibration from construction activity would be mostly low. Table 12 provides reference PPV values and vibration levels (in terms of VdB) from typical construction vibration sources at 25 ft. Although the specific pieces of equipment that would be used on the site are unknown at this time, to provide an analysis of potential vibration levels expected for a Project of this size, a large bulldozer would generate 0.089 PPV (in/sec) of ground-borne vibration when measured at 25 ft, based on the FTA Manual.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Table 12: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_v at 25 ft	
	PPV (in/sec)	L_v (VdB)
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
µin/sec = micro-inches per second ft = foot/feet PPV = peak particle velocity
FTA = Federal Transit Administration LV = velocity in decibels RMS = root-mean-square
in/sec = inches per second VdB = vibration velocity in decibels

Construction Vibration Building Damage Potential. As shown in Table 12, it would take a minimum of 0.2 PPV (in/sec) cause any potential building damage to nonengineered timber and masonry buildings. The closest structure to the Project site is the existing single-family home north of the Project site, approximately 170 feet from the limits of construction activity. Given that this structure is more than 25 ft from the Project construction area limits, the estimated vibration impacts are propagated for distance based on the following equation.

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$$

Using the reference data from Table I and the equation above, the operation of typical construction equipment would generate ground-borne vibration levels of up to 0.005 PPV (in/sec) at the closest building to the Project site. This vibration level would not exceed the 0.2 PPV (in/sec) threshold considered safe for nonengineered timber and masonry buildings. Vibration levels at all other buildings in the vicinity would be lower. Therefore, construction would not result in any vibration damage, impacts would be less than significant, and no mitigation is required.

Construction Vibration Human Annoyance Potential. As stated above, the existing single-family home located 170 feet to the north of the Project site, is the nearest sensitive receptor and would experience vibration levels approaching 62 VdB based on the following equation.

$$LvdB\ (d) = LvdB\ (25\ ft) - 30\ Log\ (D/25)$$

Based on the standards provided in Table C, this level of ground-borne vibration would not exceed the FTA vibration threshold of 78 VdB for human annoyance at the nearest sensitive use.

Table 13 below presented the expected construction vibration levels at the surrounding receptors.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Table 13: Construction Vibration Levels

Land Use	Direction	Equipment	Reference Vibration Level (VdB) at 25 ft	Reference Vibration Level (PPV [in/sec]) at 25 ft	Distance (ft)	Maximum Vibration Level (VdB)	Maximum Vibration Level (PPV [in/sec])
Residential	North	Large Bulldozers	87	0.089	170	62	0.005
		Loaded Trucks	86	0.076	170	61	0.004
Residential/ Agricultural	East	Large Bulldozers	87	0.089	1,195	37	0.000
		Loaded Trucks	86	0.076	1,195	36	0.000
Residential	West	Large Bulldozers	87	0.089	1,275	36	0.000
		Loaded Trucks	86	0.076	1,275	35	0.000

Source: Compiled by LSA Associates, Inc. (2021).
Note: The FTA-recommended building damage threshold is 94 VdB (0.2 PPV [in/sec]) for building structures constructed of nonengineered timber.
ft = foot/feet FTA = Federal Transit Administration in/sec = inches per second
PPV = peak particle velocity VdB = vibration velocity decibels

Long-Term Operational Vibration. The Project would not generate vibration during Project operations. In addition, any vibration levels generated from Project-related traffic on Vineyard Canyon Road would be unusual because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration levels generated from Project-related operations would be less than significant.

As such, implementation of the Project would not result in the generation of excessive groundborne vibration or groundborne noise levels. No mitigation measures are required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan had 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?	Potentially Significant Impact ☐	Less Than Significant with Mitigation Incorporated ☐	Less Than Significant Impact ☒	No Impact ☐

Paso Robles Municipal Airport is approximately 18.2 miles (mi) southwest of the Project site. The Paso Robles Municipal Airport noise contours shown in the Airport Land Use Plan show that the Project site is well beyond the 55 dBA CNEL noise contour. In addition,

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

the closest private airstrip is Avenal Airport (CA-69) and is located approximately 18.1 miles northeast of the Project site. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels. Impacts would be less than significant, and no mitigation measures are required.

POPULATION AND HOUSING

Environmental Setting

According to the California Department of Finance, the estimated population for Monterey County was 441,290 as of July 2020. The unincorporated areas of the county account for approximately a quarter of that figure, while the cities account for the remaining three quarters.

Parkfield lies within the unincorporated portion of the county. The median age in the county is 35 and the predominant race is Hispanic or Latino (59.4%), followed by White (29.1%), Black (2.6%) and other (8.9%). According to Monterey County statistics, it is the third largest agricultural county in California with approximately 45,400 total farming jobs. Other major employment sectors include government (32,600 jobs) and leisure and hospitality (20,100 jobs).

Parkfield has a relatively low population of around 20 people and neighboring San Miquel where the Project site is located has approximately 2,900 residents.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project 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)?	☐	☐	☐	☒

The Project is proposing to relocate an existing fire station that is currently located at 70578 Parkfield-Coalinga Road in Parkfield. The new site is approximately one mile west of the existing station.

The new fire station would not induce unplanned population growth in the area, as it is moving an existing use that has been at the current site since the early 1950's. The station is a seasonal station and will continue to operate in the same capacity.

No new homes, road extensions or other infrastructure are included as a part of the Project that would induce population growth. No impact would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The proposed Project will construct a new fire station to replace an outdated fire station that is currently in use. Project construction activities will occur onsite and will not extend beyond the property boundaries. The proposed Project will not displace existing homes and no impact would occur as a result of Project implementation.

PUBLIC SERVICES

Environmental Setting

FIRE PROTECTION

Fire protection services in the county are currently provided by several different organizations, including fire protection districts, volunteer fire departments, fire brigades, the California Department of Forestry and Fire Protection (CDFFP), the U.S. Forest Service, the National Parks Service, and the U.S. military. Over 20 different fire protection entities serve the county.

Many of the districts have mutual aid agreements with one another, and several districts contract for services with CAL FIRE. In most cases, the districts, volunteer fire departments, and brigades emphasize structural fire protection, while the CAL FIRE addresses wildland fires. The CAL FIRE also provides protection to most of the southeast county, areas south of San Antonio Reservoir, the upper elevations and benchlands of the central Salinas Valley, and the upper elevations south of lower Carmel Valley.

POLICE PROTECTION

The Monterey County Sheriff's Office provides police services to the unincorporated portions of the county. These services include patrol, crime prevention, and crime investigation provided out of stations in Monterey, Salinas, and King City. The Sheriff's Patrol Division provides a full range of law enforcement and related emergency response services to a resident population of approximately 110,000 (unincorporated areas) over an area of 3,325 square miles.

The regional station that provides police services to the Project area (south county) is located at 250 Franciscan Way in King City, approximately 65 miles away from the site.

PUBLIC SCHOOLS

A total of 36 public school districts and charter school programs serve Monterey County. This total includes seven school districts whose boundaries overlap into other counties. There are 29 school districts and charter school programs wholly contained in Monterey County. In 2006, more than 53,000 students were enrolled in these districts.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

The Project site is located within the Shandon Joint Unified District that is based in San Luis Obispo County. The school district consists of K-12 with a total of four schools and 384 student enrollments (as of 2006).

PARKS

Parks and publicly held open space within the county provide a range of uses addressing a variety of park-related needs, from intensive recreational activities scaled to meet regional demands, to passive recreational activities catering to the individual experience and natural resource preservation. These lands are owned and managed by several different agencies, each with slightly different mandates and management objectives. Multiple agencies manage parks and open space in Monterey County, including the National Park Service (NPS), United States Forest Service (USFS), Bureau of Land Management (BLM), U.S. Fish and Wildlife Service (USFWS), California State Parks (CSP), California Department of Fish and Game (DFG), Monterey Peninsula Parks District, Monterey County Parks Department and local municipalities.

LIBRARIES

The county provides library services to residents of the unincorporated county and eight cities through the Monterey County Free Libraries system. Branch libraries are located in the following communities: Aromas, Big Sur, Bradley, Buena Vista (Las Palmas area), Carmel Valley, Castroville, Gonzales, Greenfield, King City, Marina, Pajaro, Parkfield, Prunedale, San Ardo, San Lucas, Seaside, and Soledad. The Library also maintains deposit collections in some local schools. The Library's service area does not include the city limits of the cities of Carmel-by-the-Sea, Monterey, Pacific Grove, and Salinas, which operate their own public libraries.

Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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: Fire protection? Police protection? Schools? Parks? Other Public Facilities?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

FIRE PROTECTION

CAL FIRE provides this region with fire protection. The new replacement station will enhance these services and will not create a need for additional fire protection resulting in new facilities that would create adverse environmental impacts. No impacts would occur as a result of the proposed Project.

POLICE PROTECTION

The Monterey County Sheriff's Department provides police protection services to the area. The office is located approximately 65 miles northwest of the Project site in King City. CAL FIRE personnel are onsite and provide their own security protection measures working closely with law enforcement.

The proposed Project will not require the need for additional police protection that would result in new facilities that would cause environmental impacts. No impacts would occur.

SCHOOLS

Shandon Joint Unified District serves the proposed Project area with three schools. Shandon Elementary (K-8), Parkfield Elementary (K-6), and Shandon High School (9-12). The closest school to the Project site is Parkfield Elementary at approximately two miles east.

The replacement fire station will not result in a significant increase in additional staff. The Project is replacing an existing fire station that is currently located within the town of Parkfield just north of the Parkfield elementary school. The Project will not require new or altered schools or related facilities. No impact would occur.

PARKS

The proposed Project will not create additional demand on any nearby parks or recreational areas. The new replacement fire station will not will require new or altered park facilities. No impact would occur.

LIBRARIES AND OTHER PUBLIC FACILITIES

The new Parkfield fire station will not create additional demand for public facilities within the area. The Project will replace an existing use within the area and will not add additional population to the area. No impact would occur.

RECREATION

Environmental Setting

Parks and publicly held open space within the county provide a range of uses addressing a variety of park-related needs, from intensive recreational activities scaled to meet regional demands (such as Laguna Seca Recreation Area and Lake San Antonio), to passive recreational activities catering to the individual experience and natural resource preservation (such as Garland Ranch Regional Park and Jacks Peak County Park). These lands are owned and managed by several different agencies, each with slightly different mandates and management objectives. Multiple agencies manage parks and open space in Monterey County, including the NPS, USFS, BLM, U.S. Fish and Wildlife Service (USFWS), CSP,

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

California Department of Fish and Game (DFG), Monterey Peninsula Parks District, Monterey County Parks Department and local municipalities.

The Project site does not have any recreational facilities nearby.

Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

The proposed Project consists of a new fire station approximately one mile away from the existing operational fire station. The relocation of the existing fire station with 9 fire personnel will not add residential uses or other activities that will increase the use of existing neighborhood or regional parks or other recreational facilities. No impact would occur.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. The proposed Project is relocating an existing operational fire station that does not add additional staff or residential uses that would increase population. No impact would occur.

TRANSPORTATION/TRAFFIC

Regulatory Setting

State

Senate Bill 743. On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and codified a process that revises the approach to determining transportation impacts and mitigation measures under CEQA. SB 743 directed the Governor's Office of Planning and Research (OPR) to administer new CEQA guidance for jurisdictions by

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

replacing the focus on automobile vehicle delay and level of service (LOS) or other similar measures of vehicular capacity or traffic congestion in the transportation impact analysis with vehicle miles traveled (VMT). This change shifts the focus of the transportation impact analysis from measuring impacts to drivers, such as the amount of delay and LOS at an intersection, to measuring the impact of driving on the local, regional, and statewide circulation system and the environment. This shift in focus is expected to better align the transportation impact analysis with the statewide goals related to reducing greenhouse gas emissions, encouraging infill development, and promoting public health through active transportation. As a result of SB 743, the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use on December 28, 2018, and the statewide implementation data on July 1, 2020. The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory) (2018)[16] provides a technical advisory as a resource for agencies to use at their discretion.

Local

County of Monterey. The Project is located in unincorporated Monterey County. As such, the county's *Guide for the Preparation of Traffic Impact Studies*[17] is the guidance document for the countywide transportation system. These guidelines are intended to ensure that the traffic impacts of a proposed development on the existing and/or planned major street system are adequately addressed.

Environmental Setting

Existing Circulation System

Vineyard Canyon Road is a key roadway adjacent to and runs along the northern boundary of the Project site. Vineyard Canyon Road is a two-lane, east-west rural roadway that provides regional access and will provide direct access to the Project site. Sidewalks and bike lanes are not provided on either side of Vineyard Canyon Road.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

In order to assess the impact of the Project on the surrounding circulation system, LSA Associates Inc. prepared a traffic impact analysis (April 6, 2021). LSA calculated the Project trips that would be generated for temporary construction activities based on the estimated number of construction workers and trucks, as well as the project trips for typical operations.

[16] Governor's Office of Planning and Research (OPR). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory). December. p. 12.
[17] County of Monterey. 2014. *Guide for the Preparation of Traffic Impact Studies*. March.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

It is estimated the Project will include the following five phases (with phase durations and daily worker and truck estimates) over approximately 20 months:

1. Site preparation (30 days): 5 workers per day
2. Grading (30 days): 10 workers per day
3. Building construction (300 days): 5 workers and 2 vendor trucks per day
4. Paving (30 days): 18 workers per day
5. Architectural coating (50 days): 1 worker per day

It is assumed that workers would arrive at the site in the a.m. peak hour and depart the site during the p.m. peak hour. A passenger car equivalent (PCE) factor of 2.0 has been applied to the trucks.

Upon completion of the Project, up to eight workers would be required for typical day-to-day operations, Sunday through Monday.

Paving is the most intense phase of construction (i.e., the phase with the highest construction trip generation), but it has a short duration of only 30 days. Paving is anticipated to generate 36 average daily trips (ADT), including 18 inbound trips in the a.m. peak hour and 18 outbound trips in the p.m. peak hour, in PCEs. All other construction phases would generate 20 or fewer ADT, including 10 or fewer peak-hour trips, in PCEs.

Based on trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 10th Edition (2017) for Land Use Code 575 (Fire and Rescue Station), Project operations are expected to generate 39 ADT, including 4 trips (3 inbound and 1 outbound) in the a.m. peak hour and 4 trips (1 inbound and 3 outbound) in the p.m. peak hour.

Based on the low trip generation for temporary construction activities and typical operations, the Project is not anticipated to result in any LOS or operational deficiencies to the surrounding circulation system.

The county's General Plan Circulation Element provides policy direction for the transportation system and links circulation strategies with those of population growth, environmental quality, and economic well-being. The Circulation Element establishes key goals, policies, programs, and requirements for achieving acceptable LOS, optimizing transportation facilities, minimizing the negative effects of transportation, providing a public circulation network for the efficient and safe movement of people and commodities, maintaining and enhancing a system of scenic roads and highways, promoting viable transportation alternatives, and promoting a safe and convenient bicycle transportation system integrated as part of the public roadway system.

The Project would not generate a substantial number of daily or peak-hour vehicle trips for construction or typical operations to warrant modifications to any transportation facilities (e.g., transit, bicycle, or pedestrian). Therefore, the Project would not conflict with the county's Circulation Element. No mitigation is required.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	☐	☐	☒	☐

State CEQA Guidelines Section 15064.3, Subdivision (b), states that for land use projects, transportation impacts are to be measured by evaluating the Project's VMT, as outlined in the following:

Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

VMT is the amount and distance of automobile travel attributable to a project. According to the 2018 OPR Technical Advisory, "automobile" refers to "on-road passenger vehicles, specifically cars and light trucks." Thus, Project construction trucks do not need to be included in the Project VMT assessment.

Additionally, the OPR Technical Advisory recommends VMT screening thresholds for smaller projects. The footnote on page 12 of the OPR Technical Advisory states the following:

Screening Thresholds for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

The OPR Technical Advisory recommends that a land use project generating 110 ADT or less be screened out of a VMT analysis due to the presumption of a less than significant impact. The Project would generate temporary construction trips over 20 months. During construction activities, the Project would generate a maximum of 36 ADT. For typical operations, the Project would generate 39 ADT.

The Project is estimated to generate 36 or fewer ADT for a short-term construction duration of 20 months, and it would generate 39 ADT for day-to-day operations. As such, the Project is considered a small project for the purposes of this analysis and would not conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3(b). Potential impacts would be less than significant, and no mitigation is required.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

c) Would the project substantially increase hazards due to geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

Vineyard Canyon Road would provide direct access to the Project site. Improvements are not required to accommodate construction or operational traffic along this roadway. Based on the temporary nature of the construction activities and trips, and the low trip generation for daily operations, Project vehicles are unlikely to queue onto the public roadway (Vineyard Canyon Road) when accessing the Project site. In addition, adequate visibility (without any sight obstructions) is currently provided along Vineyard Canyon Road for all vehicles to safely enter and exit the Project site, including large fire trucks that require more sight distance and time to safely complete turn movements to and from the Project driveway. Given the rural area and the low traffic volumes in the Project vicinity, the Project would not substantially increase hazards for vehicles due to a geometric design feature or incompatible uses. Therefore, no mitigation is required.

d) Result in inadequate emergency access?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

The Project would not require improvements to Vineyard Canyon Road for temporary construction or typical operational traffic as described above. As a fire station, the Project would provide adequate emergency response and access along Vineyard Canyon Road. All emergency access routes to the Project site and adjacent areas would be kept clear and unobstructed during all phases of construction and operations. No roadway closures or lane closures are anticipated as part of Project construction, and traffic volumes resulting from construction vehicles would not impede traffic flow on the surrounding circulation system. Therefore, the Project would not result in inadequate emergency access, and no mitigation is required.

UTILITIES AND SERVICE SYSTEMS

Environmental Setting

A number of public service agencies and utility providers serve the unincorporated areas of Monterey County. These agencies and providers include nearly 20 fire protection agencies,

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

the Monterey County Sheriff's Office, three dozen school districts, various County departments, and multiple water and wastewater districts.

WASTEWATER TREATMENT

Wastewater disposal in the urban areas of the county is mostly provided through sewage treatment plants. The Central Coast RWQCB has not identified any significant issues with any of the present plant operations.

Many of the homes in Monterey County are currently using septic systems. Most of these systems pre-date 1969 county regulations governing the approval of individual disposal systems and have undersized septic tanks; inadequate area for expansion; and undersized, crowded drain fields.

SOLID WASTE

Two agencies oversee solid waste disposal in Monterey County. The Monterey Regional Waste Management District (MRWMD) serves the western coastal areas of Monterey County. MRWMD's service area includes the cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Sand City, and Seaside; and the unincorporated areas of Big Sur, Carmel Highlands, Carmel Valley, Castroville, Corral De Tierra, Laguna Seca, Moss Landing, Pebble Beach, San Benancio, and Toro Park. The District covers a total of 853 square miles. The Salinas Valley Solid Waste Authority (SVSWA) serves the eastern inland portions of Monterey County. SVSWA's service area includes the cities of Gonzales, Greenfield, King City, Salinas, and Soledad; and the unincorporated communities of Bradley, Chualar, Jolon, Lockwood, Pine Canyon (King City), Pleyto, Prunedale, San Ardo, San Lucas, and Spreckels.

Waste Management, Inc. provides contract solid waste and recycling collection services to unincorporated areas of Monterey County. Waste Management hauls solid waste and recyclables to each respective agency's facilities.

LANDFILLS

Three active landfills currently operate in Monterey County and are summarized as follows:

Table 14: Landfill Capacity

Landfill	Location	Operator	Permitted Capacity	Remaining Capacity
Crazy Horse Sanitary Landfill	Salinas	SVSWA	2.7 million cubic yards	1.0 million cubic yards
Johnson Canyon Sanitary Landfill	Gonzales	SVSWA	13.8 million cubic yards	6.9 million cubic yards
Marina Landfill	Marina	MRWMD	49.7 million cubic yards	48.6 million cubic yards

Source: Monterey County General Plan, March 2010.

SVSWA currently has future plans to expand both of its landfills, as well as site a new landfill. This would increase capacity beyond that shown. MRWMD has enough capacity at its existing landfill and has no immediate plans to expand or site a new landfill.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

The proposed Project includes the installation of new storm water drainage components and a sewer treatment system as part of the new fire station. As required under the Clean Water Act, a SWPPP will be prepared to ensure that all applicable BMPs are implemented and to minimize the movement of sediment (see ***Hydrology and Water Quality***).

A new water well will be drilled to provide water to the new fire station and the Project will require connection to the existing power lines that run along Vineyard Canyon Road.

The proposed utility connections and Project components would not cause significant impacts. Impacts will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

The proposed Project will include a new well to serve the fire station. The new well will be drilled according to water depth requirements to ensure sufficient water flows. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project result in a determination by the wastewater treatment provider that 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?	☐	☐	☐	☒

The Project will include a septic system to treat any wastewater. The new septic system will be subject to all applicable county and state requirements. No impact would occur.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

As indicated in Table 14, there is sufficient capacity to serve the new fire station. Waste generation would not exceed state or local standards. Impacts will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

The Project will comply with federal, state, and local management and reduction statues and regulations related to solid waste. No impacts would occur.

WILDFIRE

Environmental Setting

The Project lies within an area that contains agricultural lands and rural residential that is classified as a CAL FIRE high fire hazard State Responsibility Area (SRA) in Monterey County. The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA is comprised of over 31 million acres across the State and does not include lands within incorporated city boundaries or in federal ownership. CAL FIRE is responsible for protecting approximately 2.1 million acres in the San Benito-Monterey County Unit.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

The proposed Project location is located within a high fire hazard severity zone. Cal Fire is responsible for fire suppression in this area and is therefore located within the fire hazard zone to respond to fire incidents and assist with emergency situations. The Project would be beneficial to fire suppression services and would not impair an emergency response plan or evacuation plan. No impact would occur as a result of the fire station replacement.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?	☐	☐	☐	☒

The Project is located within an SRA area that is classified as high fire hazard. The site is flat and lies within a valley area. The fire station would serve the surrounding SRA and would not have an impact with regard to increasing pollutant concentrations as the fire station supports the fire suppression efforts.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?	☐	☐	☒	☐

The proposed Project would connect to existing power lines that are located along Vineyard Canyon Road. As part of the Project, a water tank and associated utility and water lines will be installed for operational purposes. The installation of these components

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

would not exacerbate fire risk or have a significant impact on the environment. Impacts will be less than significant.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☐	☐	☒

The fire station is within a CAL FIRE SRA that is classified as a high fire hazard. The replacement of an older fire station with this new station will improve operations. The Parkfield Fire Station is located within this area to provide fire suppression activities and to prevent significant loss of vegetation, structures, and life. The Project would not have an impact.

MANDATORY FINDINGS OF SIGNIFICANCE

Discussion

a) Would the project 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☒	☐	☐

With mitigation measures described in this initial study, the proposed Project will not have a significant impact on fish and wildlife species or their habitat or eliminate important examples of major periods of California history or prehistory.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

b) Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☒	☐	☐

A search of the CEQAnet Database did not identify any current or proposed projects within the Project area.

The project area is within an agricultural setting. The Project is a relocation of an existing fire station located approximately one mile from the Project site.

Implementation of mitigation measures listed in this initial study would reduce any potential adverse impacts to a less than significant level.

c) Would the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	☐	☒	☐	☐

Direct and indirect impacts to human beings would be less than significant with the implementation measures listed in this initial study.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

LIST OF PREPARERS

CAL FIRE

Christina Snow, Senior Environmental Planner
Technical Services
1131 S Street
Sacramento, CA 95811
916-324-1639

Denise Ruzicka, Associate State Archaeologist
CALFIRE
1234 E. Shaw Avenue
Fresno, CA 93710

Jonathan Pike, Project Director
Technical Services
1131 S Street
Sacramento, CA 95811

Roy Reyes, Civil Engineer
Technical Services
1234 E. Shaw Avenue
Fresno, CA 93710

Tim Montgomery, Wildfire Resilience Forester
CALFIRE San Benito-Monterey Unit
2221 Garden Road
Monterey, CA 93940

LSA Associates, Inc.

Amy Fisher, Principal
Cara Carlucci, Senior Planner
2565 Alluvial Ave., Suite 172
Clovis, CA 93611
559-490-1210

Dean Arizabal, Principal
20 Executive Park, Suite 200
Irvine, CA 92614
949-553-0666

J.T. Stephens, Associate/Senior Noise Specialist
157 Park Place
Point Richmond, CA 94801
510-236-6810

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

BIBLIOGRAPHY

California Department of Conservation
2021 Maps. Available at: https://maps.conservation.ca.gov/

California Department of Forestry and Fire Protection
2021 Cultural Resources and Paleontological Resources Assessment for the Parkfield Fire Station Facility Replacement Project. July 2021.

California Geological Survey
2021 https://www.conservation.ca.gov/cgs

[CalEPA] California Environmental Protection Agency
2021 Cortese List. Available at: http://www.calepa.ca.gov/SiteCleanup/CorteseList/.

[DTSC] California Department of Toxic Substances Control
2021 Envirostar Database. Available at: https://www.envirostor.dtsc.ca.gov/public/

[Caltrans] California Department of Transportation
2021 California Scenic Highway Program, Tehama County. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

[CDFW] California Department of Fish and Wildlife
2021 California Natural Diversity Database

[CEQAnet] CEQAnet Database
2021 Query Database. Available at: http://www.ceqanet.ca.gov/

Geocon Consultants, Inc.
2018 Geotechnical Investigation and Geologic Hazards Evaluation. July 27, 2018.

2020 Geotechnical Report Update. June 12, 2020.

Google Earth
2021 Google Earth (Version 7.1.5.1557). Monterey County, CA. Available at: www.googleearth.com.

LSA
2021a Air Quality and Greenhouse Gas Analysis Transportation Memorandum for the Parkfield Fire Station Replacement Project. April 8, 2021.

2021b Noise and Vibration Impact Analysis Memorandum for the Parkfield Fire Station Replacement Project. April 14, 2021.

DocuSign Envelope ID: 21A0685C-0CCC-4B9B-8502-270D9DB69072

2021c Transportation Memorandum for the Parkfield Fire Station Replacement Project. April 6, 2021.

Monterey County
2021 Zoning Ordinance. Title 21, June 17, 2021.

2021 GIS mapping & Data. https://www.co.monterey.ca.us/government/about/gis-mapping-data. Accessed on various dates.

2010 Monterey County General Plan, October 26, 2010. https://www.co.monterey.ca.us/government/departments-a-h/housing-community-development/planning-services/resources/2010-general-plan

2004 Upper Salinas River Watershed Action Plan, June 30, 2004.

1997 South County Area Plan, updated on 9/13/97.

[SWRCB] State Water Resources Control Board

2010 Storm Water Program. Available at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

2021 GEOTRACKER Database. Available at: https://geotracker.waterboards.ca.gov/.