

# **DRAFT MITIGATED NEGATIVE DECLARATION**

## **Palmas de Greenfield Multi-Family Residential and Mixed Use Project**

**SCH #:**

**CITY OF GREENFIELD  
CALIFORNIA**

**August 22, 2022**

Prepared by  
City of Greenfield

Prepared with the Assistance of  
Denise Duffy & Associates



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- G. Utility Plan



## PROJECT DATA

1. **Project Title:** Palmas de Greenfield Multi-Family Residential Development Project
2. **Lead Agency Contact:** Paul Mugan, Community Development Director, City of Greenfield, 599 El Camino Road, Greenfield, CA 93927
3. **Property Owner:** Mr. Eduardo Couttolenc, 354 University Avenue, Salinas, CA 93901
4. **Project Proponent/Representative:** David J. Elliott, AIA, David J. Elliott & Associates, Inc., 17800 Cunha Lane, Salinas, CA 93907 (831) 663-1418
5. **Project Location:** The project is located within the City of Greenfield in Monterey County, on an undeveloped 1.42-acre lot at 4<sup>th</sup> Street and Palm Avenue (Assessor's Parcel Number [APN]: 024-151-011).
6. **Project Description Summary:** The project is the development of a currently undeveloped 1.42-acre site in the City of Greenfield. The proposed project consists of a 36,410 square foot (sf) multi-family residential development consisting of 14 townhouse-style two-bedroom apartments, 14 three-bedroom apartments, four (4) AHC accessible apartments, a 1,600-sf convenience store (commercial/retail) space, 1,600 sf of commercial laundry facilities, 34 bicycle parking spaces, and 82 on-site parking spaces. The project would require a Conditional Use Permit to allow the proposed commercial uses, Multi-Family Residential Project Architectural Design Review, a rezoning to Multiple Family Residential to allow for the proposed density, a General Plan Amendment to allow for the proposed residential use and rezoning to allow for the 3,200 sf of commercial use within a multi-family residential zone.
7. **Land Use Designation:** Highway Commercial/Mixed Use
8. **Zoning Designation:** C-H, Highway Commercial District
10. **Surrounding Land Uses:**
  - North: Regional Commercial Design Overlay per the approved Walnut Avenue Specific Plan (currently being occupied by agriculture)
  - South: Highway Commercial
  - East: Low-density Residential
  - West: Low-density Residential, and U.S. Highway 101

# Chapter 1. Background Information

## INTRODUCTION

This Initial Study has been prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and the regulations and policies of the City of San José. The purpose of this Initial Study is to provide objective information regarding the environmental consequences of the proposed project to the decision makers considering the project.

The City of Greenfield is the lead agency under CEQA for the proposed project. The City has prepared this Initial Study to evaluate the environmental impacts that might reasonably be anticipated to result from development of this project, as described herein.

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

City of Greenfield  
599 El Camino Road  
Greenfield, CA 93927  
Attn: Paul Mugan, Community Development Director  
[pmugan@ci.greenfield.ca.us](mailto:pmugan@ci.greenfield.ca.us)

This Initial Study and all documents referenced in it are available for public review in the Department of Planning, Building and Code Enforcement at the above address.

Following the conclusion of the public review period, the City of Greenfield will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled public hearing. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

If the project is approved, the City of Greenfield will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

## Chapter 2. Project Description

### PROJECT LOCATION

The Palmas de Greenfield Multi-Family Residential Development Project (project) site is located within the city limits of Greenfield (City), in central Monterey County. The City is located in the Salinas Valley along U.S. Route (Highway) 101, approximately 35 miles south of Salinas and 60 miles north of Paso Robles. Neighboring communities within 25 miles include the Cities of Gonzales and Soledad to the north and King City to the south.

The project site is bounded by Palm Avenue on the south, 4<sup>th</sup> Street on the west, and Apple Avenue on the north; it is just east of Exit 294a on southbound Highway 101. The edge of pavement of Highway 101 is approximately 75 feet west of the edge of the project parcel. The parcel is located in central Greenfield adjacent to both medium density residential uses and various commercial uses (refer to **Figure 1**, Regional Location and **Figure 2**, Project Location). The elevation on this level parcel is approximately 270 feet above mean sea level. The 1.42-acre property is located on APN 024-151-011. The property is currently undeveloped and there are no trees on the site. Photographs of the project site and surrounding area are presented in **Figure 3**, Site Photos.

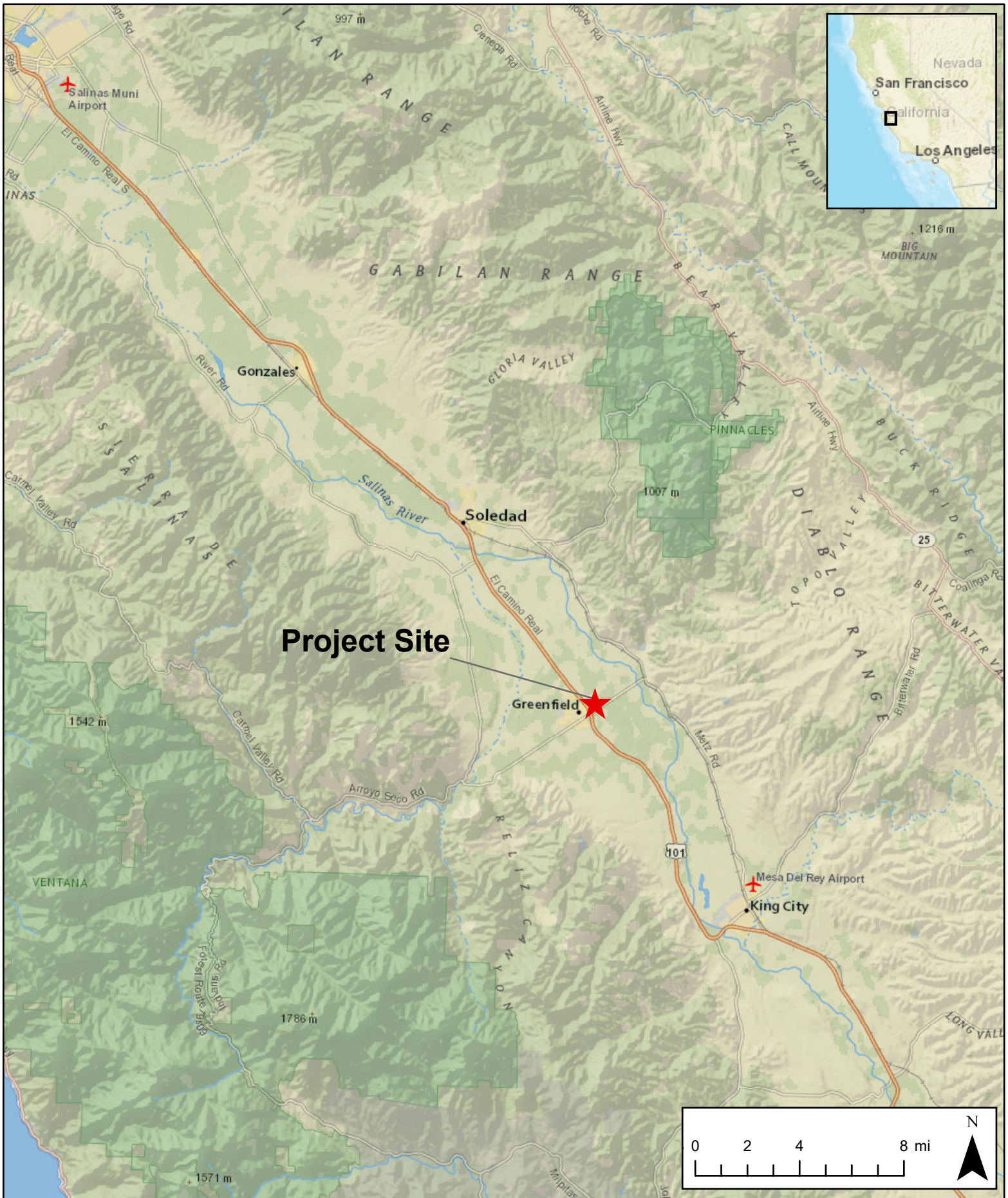
### PROJECT DESCRIPTION

The project proposes a multi-family residential development with a limited commercial component on an undeveloped 1.42-acre lot. The proposed project consists of the construction of a single building with of 14 townhouse-style two-bedroom apartments, 14 three-bedroom apartments, four (4) accessible apartments, and 3,200 sf of commercial uses on the ground floor. The commercial uses, which would be open to the public, include a convenience store and laundromat. Required project approvals include a General Plan Amendment (GPA), Rezone, Zoning Code Text Amendment, Architectural Design Review, and an Affordable Housing Agreement for the proposed density bonus. A total of eight (8) units are proposed to be deed-restricted to low-income units as part of the density bonus request<sup>1</sup>. A Conditional Use Permit (CUP) is also required for the proposed commercial uses. The proposed project components and parking are summarized in **Tables 1a and 1b** below.

Table 1a Project Components				
Description	Unit Type	Residential Unit	Residential Area (sf)	Commercial Area (sf)
3-Bedroom Apartment*	Residential	14	14,630	-
2-Bedroom*Townhouse-Style Apartment	Residential	14	14,400	-
Accessible Apartment	Residential	4	4,180	-
Laundry Facility	Commercial		-	1,600
Convenience Store	Commercial			1,600
Total (by component)			33,210	3,200
Total (overall)			36,410	
* Four of each of these units will be restricted for below-market; the balance of the units would be market-rate.				

<sup>1</sup> The eight units restricted to low-income households would allow the 50% density bonus under Section 65915





<p>Title:</p> <h1>Regional Project Map</h1>	<p>Date: 9/24/2020</p> <p>Scale: 1 inch = 5 miles</p> <p>Project: 2020-35</p>	<div data-bbox="906 1906 1008 2003"> </div> <p>Monterey   San Jose</p> <p><b>Denise Duffy and Associates, Inc.</b></p> <p>Environmental Consultants    Resource Planners</p> <p>947 Cass Street, Suite 5 Monterey, CA 93940 (831) 373-4341</p>	<p>Figure</p> <h1>1</h1>
---------------------------------------------	-------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------





<p>Title: <b>Project Location</b></p>	<p>Date: <u>9/24/2020</u></p> <p>Scale: <u>1 inch = 0.03 miles</u></p> <p>Project: <u>2020-35</u></p>	<p><b>Greenfield Mixed-Use Project</b></p>	<p>Figure <b>2</b></p>
---------------------------------------	-------------------------------------------------------------------------------------------------------	--------------------------------------------	----------------------------





View of the project site at the corner of Fourth Street and Palm Avenue, looking north.



View of the project site from Apple Avenue, looking south.



View of agricultural fields directly north of the project site, looking northeast.



View of the carwash facility directly south of the project site, looking southeast.

Title: **Site Photos**

Date	<u>1/22/2021</u>
Scale	<u>N/A</u>
Project	<u>2020.35</u>

Mixed Retail and Residential Project	Figure
	3

<b>Table 1b Parking</b>	
<b>Description</b>	<b>Parking Provided</b>
Apartment/Townhome Spaces	63
HC Accessible Spaces	9
Commercial Spaces	10
Bicycle Spaces (Bicycle Rack)	34

The site plan for the proposed project is presented in **Figure 4**, Site Plan. Floor plans for the proposed building are provided in **Appendix A-1**. The proposed project building would be approximately 36,410 sf and would have a maximum height of approximately 38 feet (from grade to top-of-third story). A new 620-foot sound wall of reinforced concrete masonry units (CMU) is proposed at the adjacent property line and wood fencing at private open spaces.

**Figure 5**, Elevations and **Figure 6**, Project Visual Schematic/Isometric show building schematics. Additional elevations are presented in **Appendix A-2**.

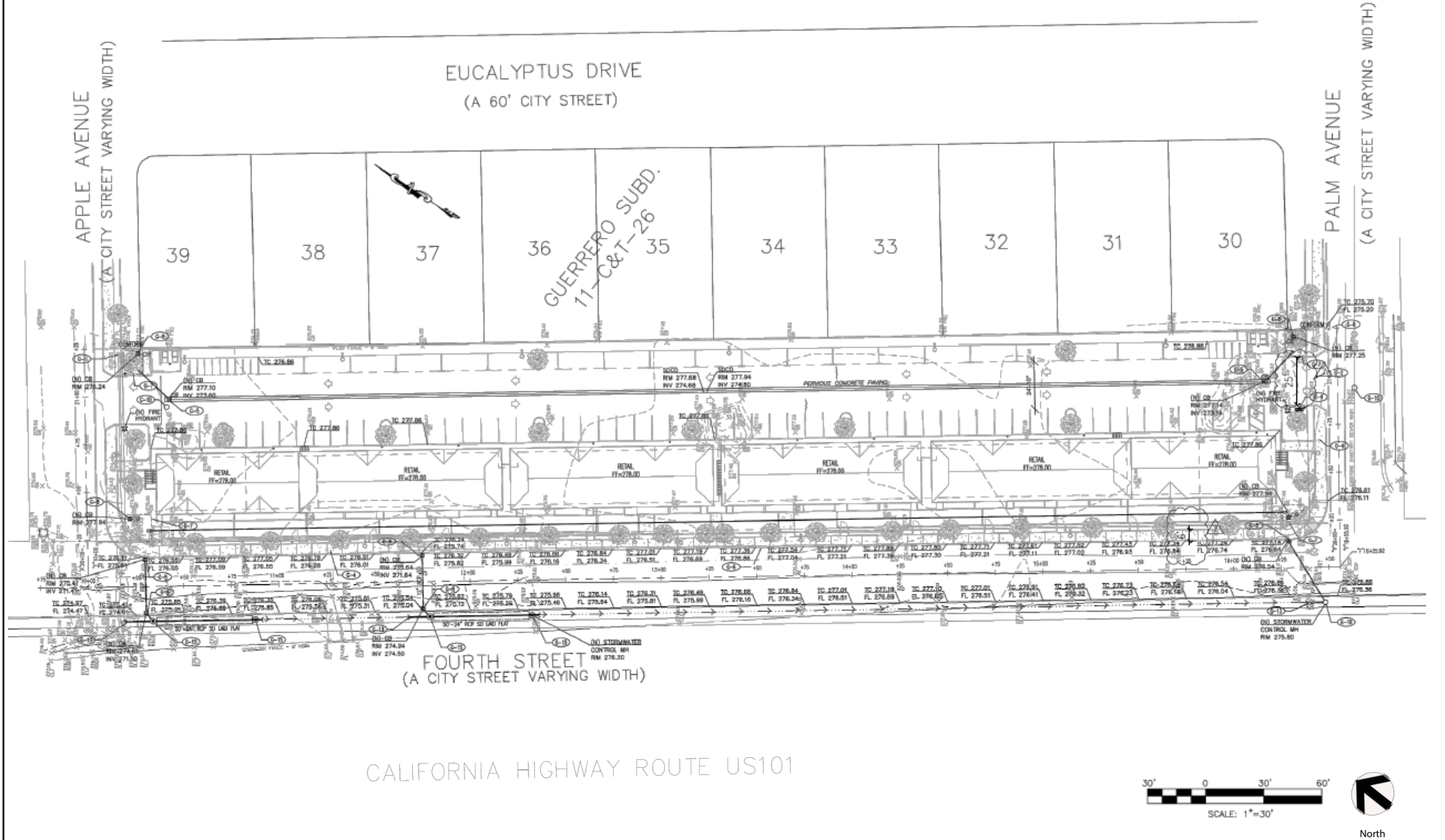
The project consists of four individual residential structures. The first and second floors will consist of commercial and residential uses; however, the second floor is divided into four individual buildings separated by a 1-hour area separation.

**Parking and Access.** Primary access to the project site would be provided via a 25-foot-wide driveway, which runs along the eastern boundary of the property between Apple Avenue to Palm Avenue. As shown in Table 1b, above, the project design provides for 63 apartment and townhouse parking spaces, nine (9) HC Accessible spaces, and 10 commercial parking spaces for a total of 82 stalls. In addition, 34 bicycle parking spaces are proposed. Pedestrian access would be provided by walkways connecting to new public sidewalk located along the western, northern and southern boundaries of the site. Regional access would be provided by U.S. Highway 101.

**Lighting.** Exterior lighting is proposed for the residential building for security and access. All outdoor exterior lighting would conform to the City Ordinance lighting requirements under Municipal Code Section Chapter 17.56, which requires downward directed and shielded lighting that does not spill over to adjacent properties.

**Utilities/Services.** Public services and facilities, such as water, wastewater, gas, and electricity, would be extended from the City to the project site. Electrical and natural gas service would be provided by the Pacific Gas and Electric Company (PG&E). Telecommunications services would be provided by the current provider in Greenfield, and cable television would be provided by Charter Communications (or current provider). The Greenfield Police Department would provide law enforcement services to the development; firefighting and emergency response services would be provided by the Greenfield Fire Department.





<p>Title: <b>Site Plan</b></p>	<p>Date: <u>6/24/2022</u></p> <p>Scale: <u>N/A</u></p> <p>Project: <u>2020-35</u></p>	<p><b>Mixed Retail and Residential Project</b></p>	<p>Figure <b>4</b></p>
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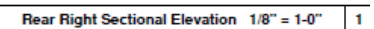
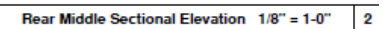
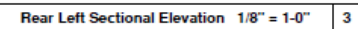
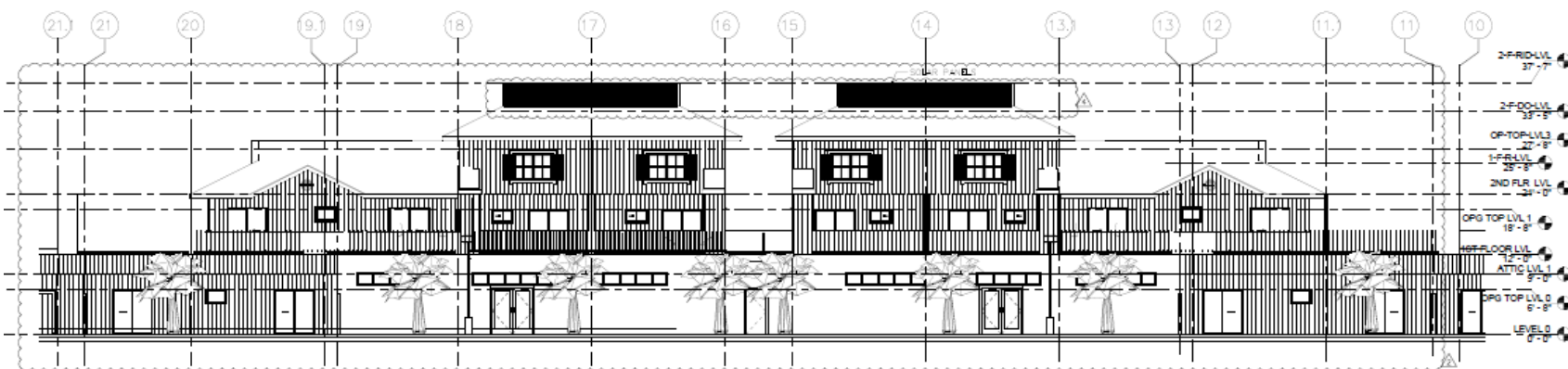


Figure  
5a



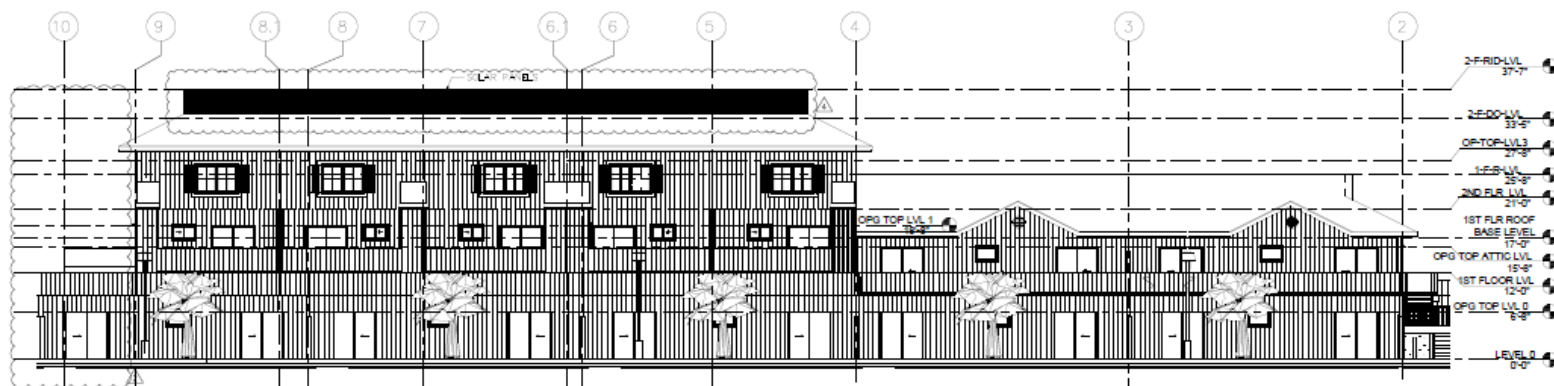
Front Left Side Elevation 1/8" = 1'-0"

3



Front Middle Section Elevation 1/8" = 1'-0"

2



Front Right Side Elevation 1/8" = 1'-0"

1

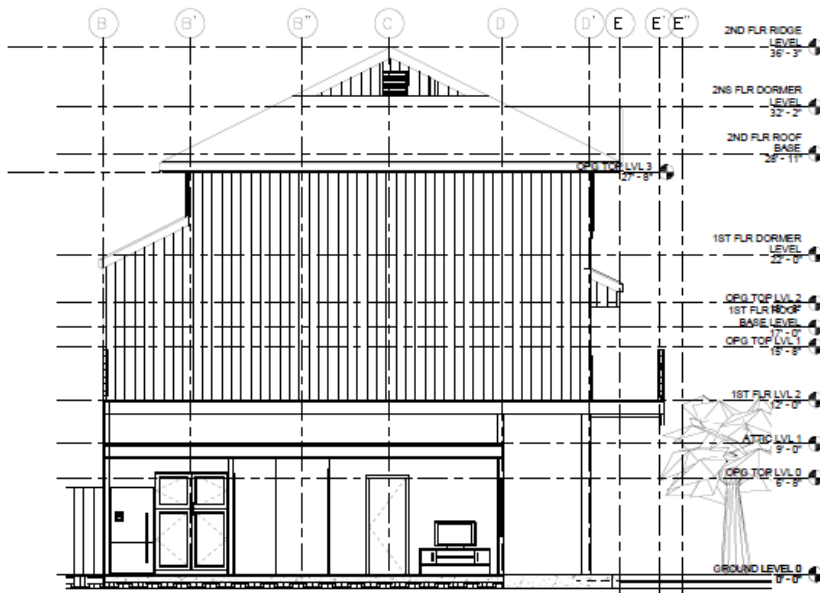
Source: David J. Elliot & Associates, LLC., March 2022

Title: **Front Elevations**

Date 3/21/2022  
Scale N/A  
Project 2020-35

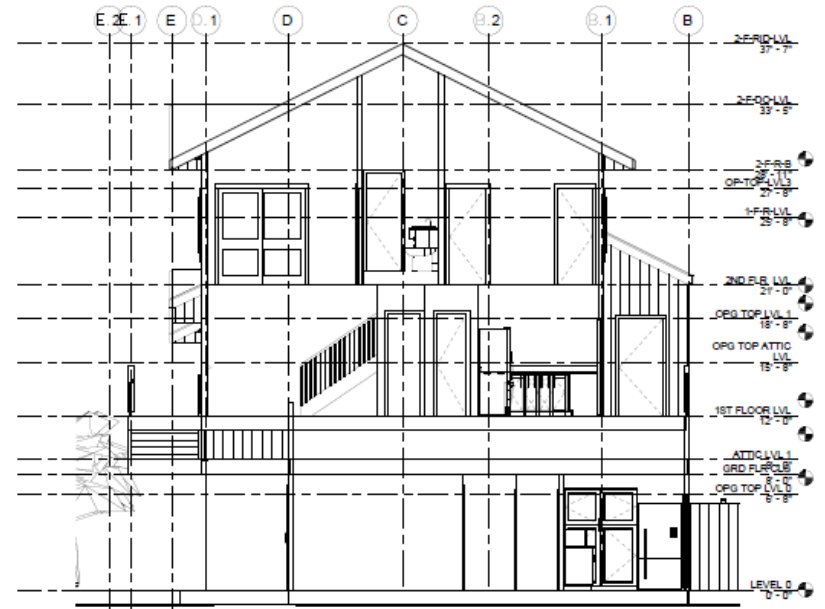
**Mixed Retail and  
Residential Project**

Figure  
**5b**



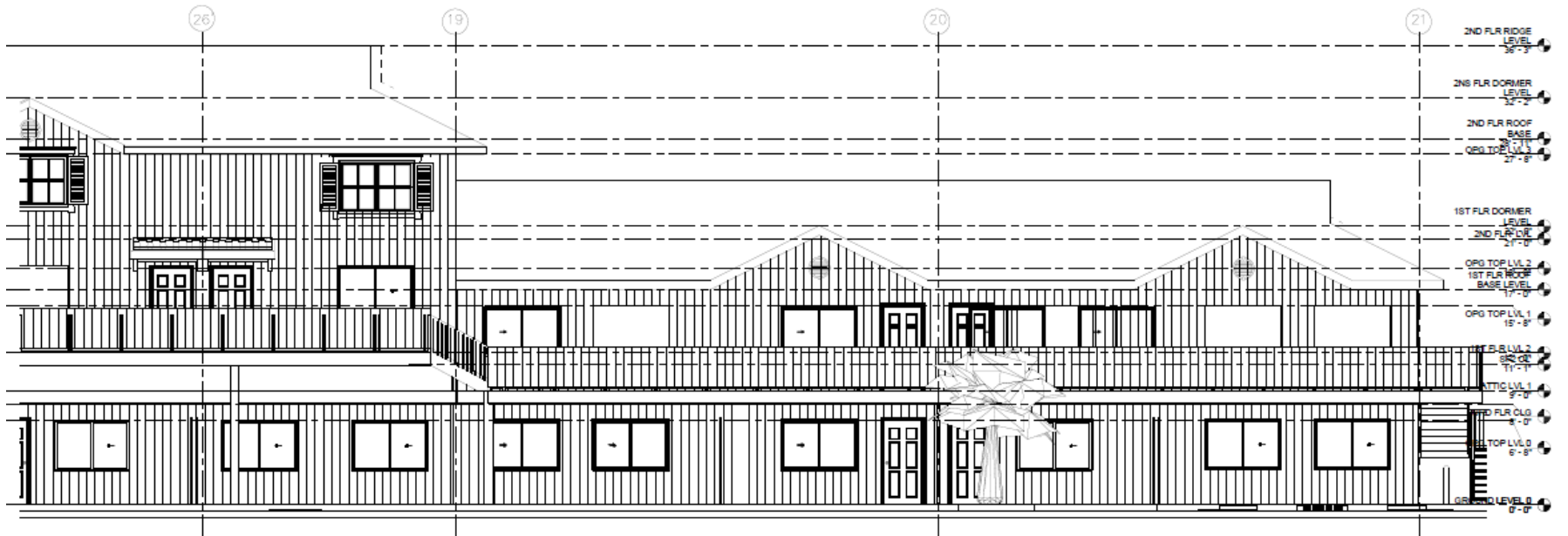
Building Section 1/4" = 1'-0"

13



Building Section 1/4" = 1'-0"

3



Detailed Rear Elevation 1/4" = 1'-0"

1

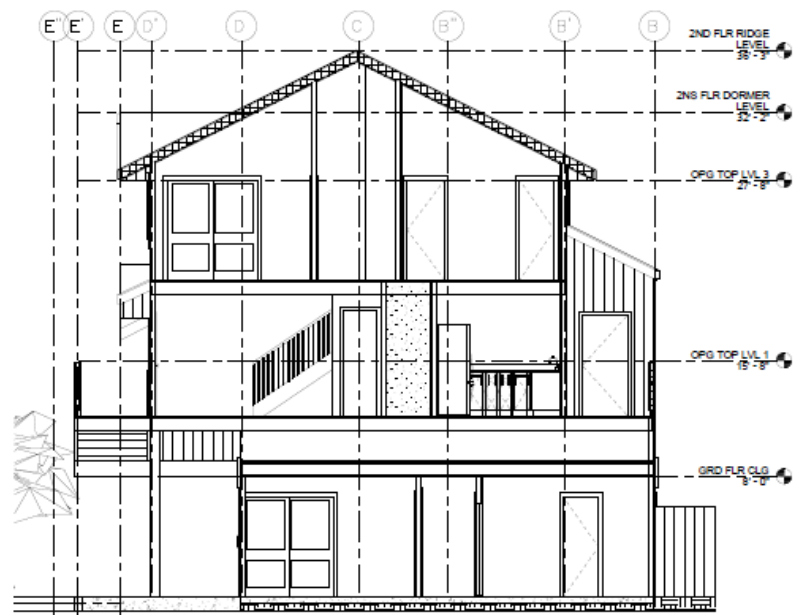
Source: David J. Elliot & Associates, LLC., March 2022

Title: **Large Scale Exterior Elevations**

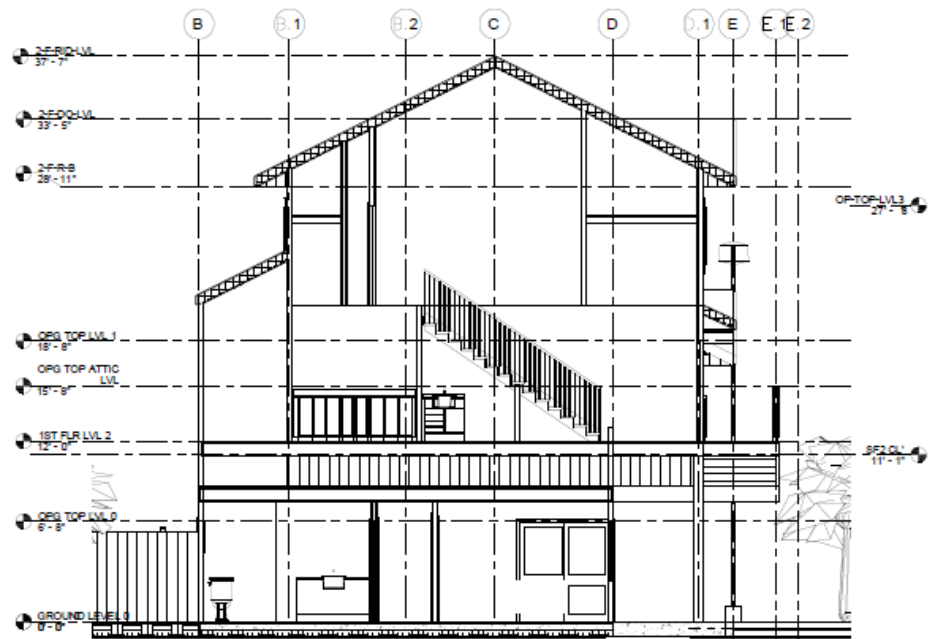
Date 3/21/2022  
Scale N/A  
Project 2020-35

**Mixed Retail and  
Residential Project**

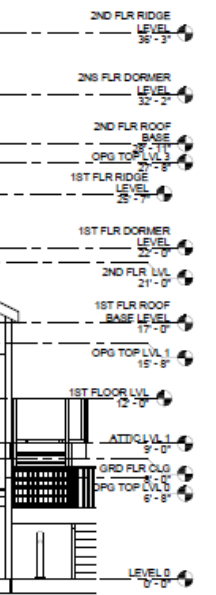
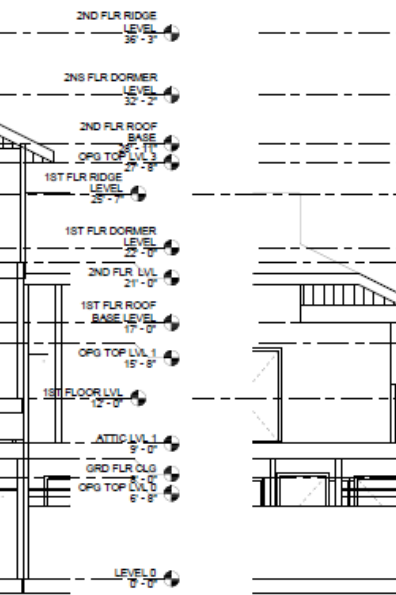
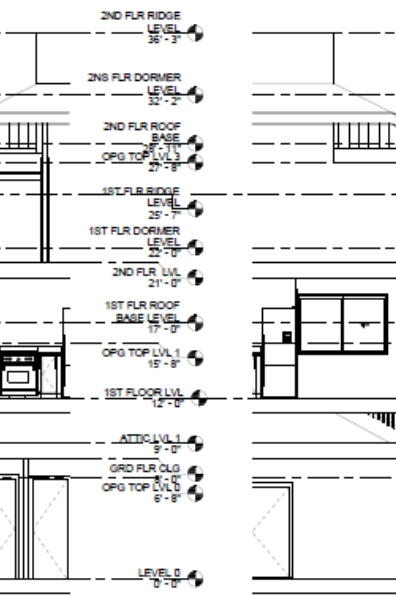
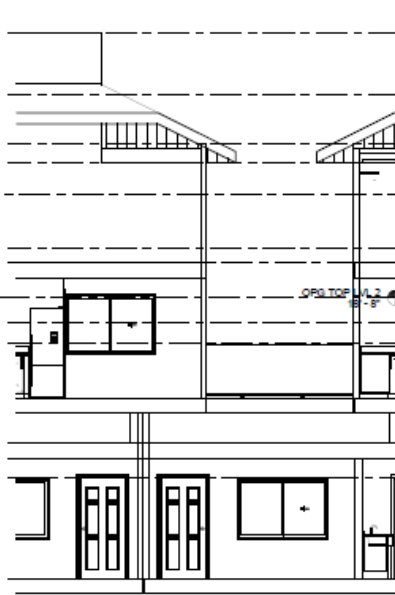
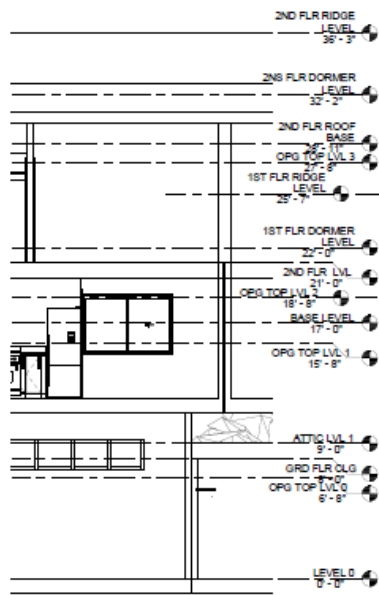
Figure  
**5c**



Building Section 1/4"=1'-0" 13



Building Section 1/4"=1'-0" 3



Building Section 1/4"=1'-0"

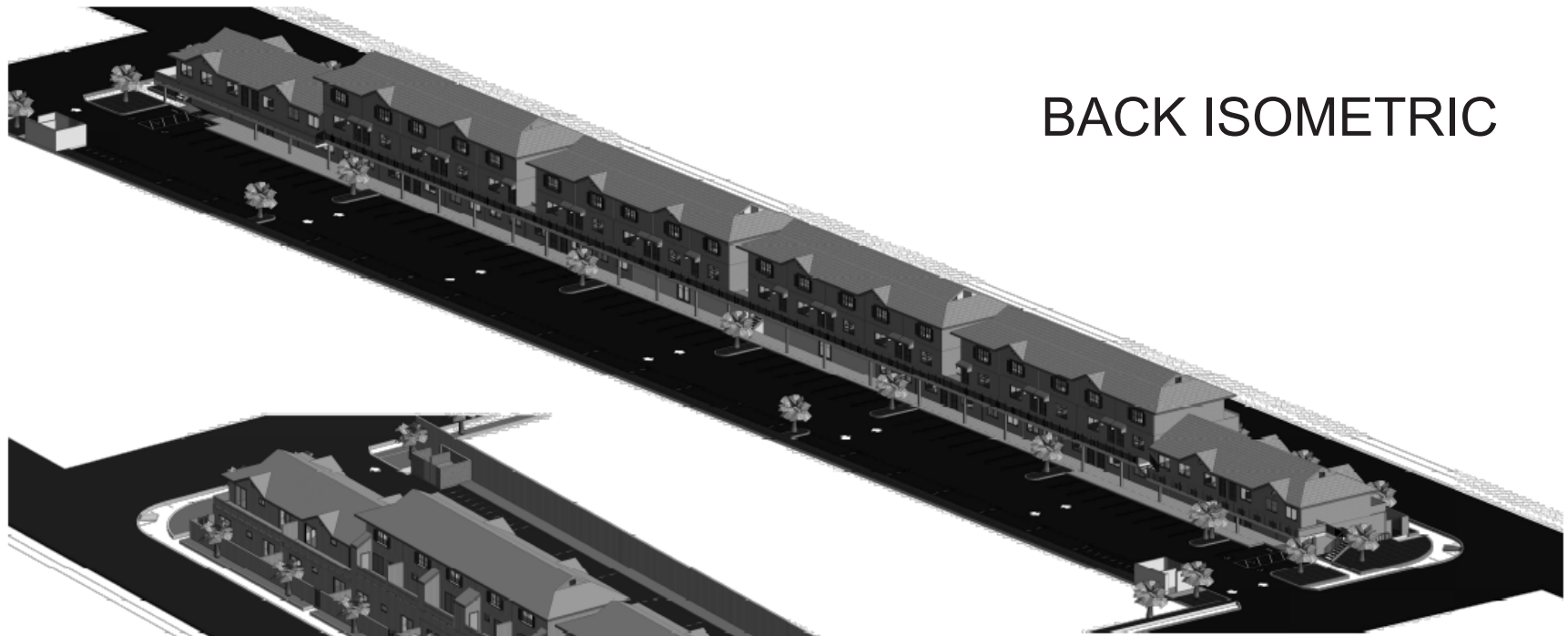
Source: David J. Elliot & Associates, LLC., March 2022

Title: Sections

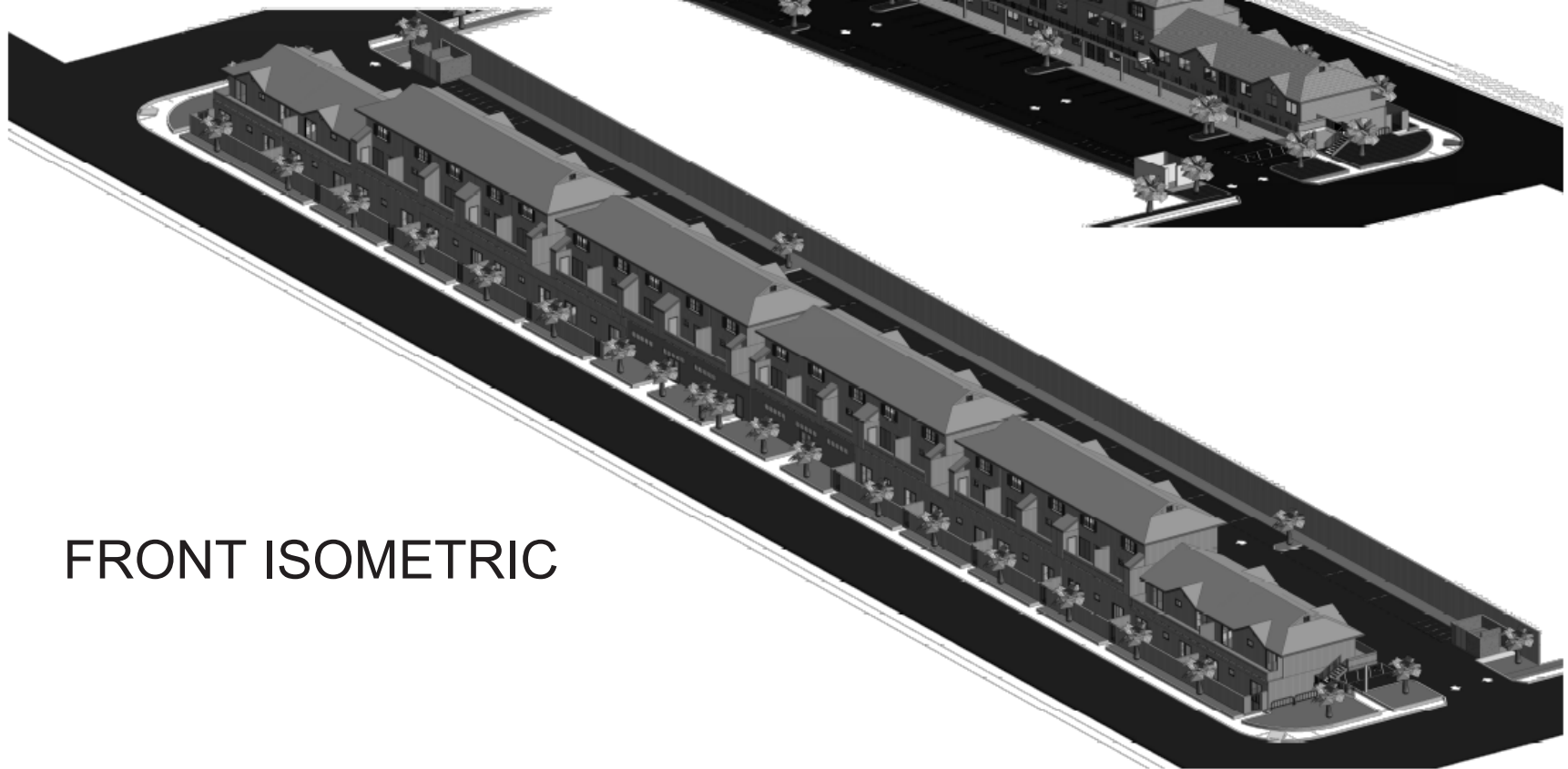
Date 3/21/2022  
Scale N/A  
Project 2020-35

Mixed Retail and  
Residential Project

Figure  
5d



BACK ISOMETRIC



FRONT ISOMETRIC

Source: David J. Elliot & Associates, LLC, February 2021

Title:

Project Visual Schematic/  
Isometric Renderings

Date	5/28/2021
Scale	N/A
Project	2020-35

Mixed Retail and  
Residential Project

Figure  
6

**Public Improvements.** The project proposes new sidewalk, curb, gutter, and street landscaping along the frontages of Apple Avenue and 4th Street. In addition, the project would construct new driveway access and install utility service laterals for storm, water, sanitary sewer, and gas and electric. A stormwater control plan is proposed that directs runoff to bio-retention areas prior to flowing into the City's storm drainage system. Improvements to the 4th Street drainage are also proposed and include curb inlets in the street area and underground storage pipes located on the southwesterly side of 4th Street to receive drainage from the freeway side and prevent runoff from the freeway from flowing across the intersection of Apple Avenue and 4th Street.

**Landscaping.** A landscape plan has been prepared for the project; Landscaping Plans are shown in **Appendix A-3**. Landscaping proposed consists of lawn, four (4) feet (ft) in width, along the side perimeters on Apple Avenue and Palm Avenue, and trees along the entire west perimeter of the property on 4th Street. The project site is undeveloped with no trees or plantings on the site.

**Grading.** The project site is essentially flat and would require minimal grading. The project plans state there will be 350 cubic yards (CY) of cut, 225 CY of fill (total 575 CY) and an export quantity of 125 CY.

**Construction.** A construction schedule for the project has not been provided. Construction is assumed to take approximately 12 months. Construction would occur on weekdays between the hours of 7:00 AM and 6:00 PM, per the requirements of City Code. Construction and preparation will include clearing and grading typical for the construction of an urban development, building construction, paving, and architectural coating. Typical construction equipment would be used on the project site during construction is expected to include backhoes, dozers, pavers, concrete mixers, trucks, air compressors, saws, and hammers.

## **PROJECT-RELATED APPROVALS, PERMITS, AND CLEARANCES**

The City is the lead agency with responsibility for approving the proposed project. This MND will be relied upon for, but not limited to, the following project-specific discretionary approvals necessary to implement the project as proposed:

- General Plan Amendment and rezoning to allow Multiple Family Residential and Commercial uses as proposed
- Multi-Family Residential Project Architectural Design Review
- Conditional Use Permit for limited commercial component
- Density Bonus and Affordable Housing Covenant Approval<sup>2</sup>
- Public Works Encroachment Permit and Clearance(s)
- All aspects of construction and site preparation for the project will be required to comply with all applicable federal, state, and local codes, and will be reviewed and approved by the Building Official or the City Engineer.

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<sup>2</sup> The proposed 8 units restricted to low-income households would allow the 50% density bonus under Section 65915. These units would be restricted for a period of 55 years, and the City Council would need to approve an affordable housing agreement.

## RELATIONSHIP TO EXISTING PLANNING DOCUMENTS





### City of Greenfield General Plan and Zoning

**General Plan:** The City of Greenfield Planning Area, as identified within the *Greenfield General Plan* (2005), includes land within the incorporated City limits of Greenfield and unincorporated areas of Monterey County surrounding the City. The incorporated City limits include approximately 1,123 acres, while the Planning Area as adopted by the City includes 1,420 additional acres. The General Plan was adopted in May 2005, and an amendment adopted in August 2006. The project site is within the city limits and designated in the general plan for development with Highway Commercial uses. The City's adopted General Plan designates the site as H-C Highway Commercial (HC) District with a Mixed-Use Overlay. The proposed project would require a General Plan Amendment to reclassify the property as Medium Density Residential and allow for the proposed residential use.







**Zoning Ordinance:** The City's Zoning Code establishes development standards for each zoning district. For Multi-family residential districts that meet or exceed minimum requirements for the provision of affordable housing are eligible for a density bonus and other development incentives. The City's Density Bonus provisions are set forth in Chapter 17.50 of the zoning code. Pursuant to Section 17.50.060, the City Council is the review authority for approval of a density bonus and any density-bonus related concessions or incentive requests. See **Figure 7**, City of Greenfield Land Use Designations. The proposed project would require a rezoning of the site from Highway Commercial to Multiple Family Residential (7 to 15 du/ac) along with the requested density bonus to allow the proposed number of residential units.


















## Legend

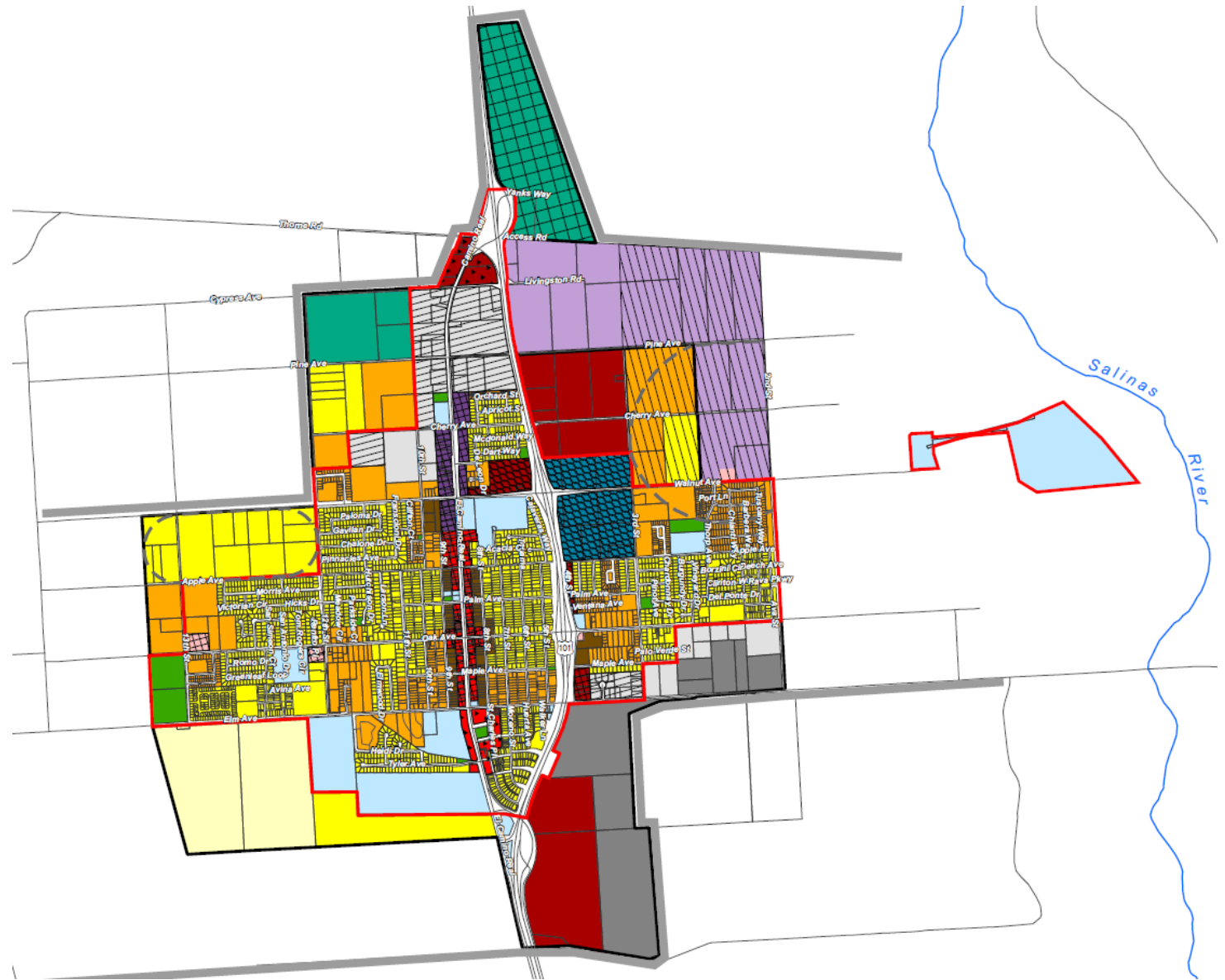
-  Greenfield City Boundary
-  Sphere of Influence
-  Future Park Vicinity
-  Growth Area

## Overlay Designations

-  Reserve
-  Gateway
-  Industrial Park
-  Mixed Use
-  Gateway and Mixed Use
-  Regional Commercial Center Design

## General Plan Land Use

-  Residential Estate
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Neighborhood Commercial Center
-  Downtown Commercial
-  Highway Commercial
-  Professional Office
-  Light Industrial
-  Heavy Industrial
-  Public Quasi Public
-  Artisan Agricultural Visitor Serving
-  Recreation and Open Space
-  Future Study Area
-  Specific Plan



0.25 0 0.25  
Miles



Source: City of Greenfield, 2017

Title:

# City of Greenfield General Plan Land Use Map

Date 5/28/2021  
Scale N/A  
Project 2020-35

Mixed Retail and  
Residential Project

Figure  
7



## Chapter 3. Environmental Evaluation

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The key environmental factors potentially impacted by the project are identified below and discussed within Chapter 3. Environmental Setting and Impacts. Sources used for analysis of environmental effects are cited in the checklist and are listed in Chapter 4. References.

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

### EVALUATION OF ENVIRONMENTAL IMPACTS

A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources cited by the lead agency. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis). The explanation of each issue should identify:

- a) The significance criteria or threshold, if any, used to evaluate each question; and
- b) The mitigation measure identified, if any, to reduce the impact to less-than-significant.

All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less-than-significant with mitigation, or less-than-significant. A "potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required. A “less-than-significant with mitigation incorporated” response applies where the incorporation of mitigation measures has reduced an effect from a potentially significant impact to less-than-significant impact. The lead

agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level.

## **ENVIRONMENTAL SETTING AND IMPACTS**

The following section describes the environmental setting and identifies the environmental impacts anticipated from implementation of the proposed project. The criteria provided in the CEQA environmental checklist was used to identify potentially significant environmental impacts associated with the project. Sources used for the environmental analysis are cited in the checklist and listed in Chapter 4 of this Initial Study.

## A. AESTHETICS

### Environmental Setting

The project is located on an undeveloped parcel within an urbanized area of Greenfield, along U.S. Highway 101. The site is located in a predominantly residential area at the corner of 4th Street and Palm Avenue to the south and Apple Avenue to the north. The project property is surrounded by the following uses:

- North: Agricultural land (Specific Plan Designation)
- South: Highway Commercial
- East: Low-density Residential
- West: Low-density Residential, and U.S. Highway 101

Photographs of the property are presented in **Figure 3**, and an aerial of the project area is provided in **Figure 2**. As shown in the photos, the project site is an undeveloped lot, characterized by minimal dry grass and sparse vegetation. The site is bordered by a single-family residence neighborhood along the eastern boundary and U.S. Highway 101 to the west. The Walnut Avenue Specific Plan area is located to the north; the plan was adopted by the City Council on August 12, 2014. Commercial uses are bordering the site to the south.

### Regulatory Framework

#### *State*

##### *State Scenic Highways Program*

The State Scenic Highways Program is designed to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The project site is not located near any scenic highways.

#### *Local*

##### *General Plan*

The general plan does not identify specific scenic vista points within or adjacent to the city, but instead notes the presence of broad scenic vistas comprised of views of the Santa Lucia and Gabilan Mountains that are available from throughout the city.

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating aesthetic impacts from development projects. The following policies are applicable to the proposed project.

Greenfield 2005 General Plan Relevant Aesthetic Policies	
Policy 2.3.11	Commercial development projects shall incorporate landscaping that enhances the character and quality of the project and its immediate vicinity and reduces visual impacts of the development on surrounding properties.

<b>Greenfield 2005 General Plan Relevant Aesthetic Policies</b>	
Policy 2.8.5	Encourage the use of attractive signage and monumentation at the entrances to residential districts, commercial areas, and other appropriate locations.
Policy 7.9.2	Design development and redevelopment in the city to take advantage of view opportunities and minimize visual impacts to the Gabilan and Santa Lucia Mountains.
Policy 7.9. A	Review development applications for discretionary actions to determine aesthetic impacts and visual compatibility with surrounding property.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?			X		1, 2, 3, 21
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		1, 2
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		1, 2, 3
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		1, 2, 3

## Explanation

- a) **Less-Than-Significant Impact.** Based on the City's General Plan, views of hillside areas, including the foothills of the Gabilan Mountain range to the east and the Santa Lucia Mountain range to the west are scenic features of the City. The project site is located in an urbanized location surrounded by residential and commercial development to the east and south U.S. Highway 101 to the west. Property to the north is currently in agricultural production but planned for future development in the City General Plan and adopted Walnut Avenue Specific Plan. The site and surrounding area are relatively flat and the visibility of prominent viewpoints, are located to the east and west. The development of the proposed three-story building could potentially impact scenic vistas of the Santa Lucia Mountains to the west of the project site. However, since the single-story homes east of the project site have low visibility of the Santa Lucia Mountains, the proposed project would not directly obstruct visibility to this scenic vista. This represents a less-than-significant impact.

- b) **Less-Than-Significant Impact.** The project site is not located within any City or state-designated scenic routes. In addition, the project site is on an undeveloped lot and does not contain any trees or historic resources. Therefore, the proposed project would not substantially damage scenic resources, resulting in less-than-significant impact.
- c) **Less-Than-Significant Impact.** The project site is located on an undeveloped parcel within an urbanized area. The project would alter the existing visual character of the site and its immediate surroundings by introducing a new 36,410 sf, primarily three-story building. The proposed building height is approximately 38 feet with its rooftop projections. Landscaping is proposed on the site, as depicted in **Appendix A-3**.

The project will require a Multi-Family Residential Project Architectural Design Review, a rezoning to Multiple Family Residential to allow for the proposed density and would also require a General Plan Amendment, Zoning Code Amendment, and Conditional Use Permit to allow the proposed residential and limited commercial uses on a residential site.

The location of the proposed project is within a developed neighborhood and the requirement for design review will ensure consistency with regulations related to scenic quality. The project would not degrade the existing visual character or quality of the site and its surroundings within this urbanized area, resulting in less-than-significant impact related to scenic resources and policies.

- d) **Less-Than-Significant Impact.** The project site is next to a major highway and across from a commercial car wash. The project does not propose any major sources of lighting or glare beyond typical lighting associated the proposed residential use. All lighting would conform to the City ordinance and be shielded to direct light downwards to ensure that lighting does not spill over onto nearby residential properties. The project's exterior lighting is adjacent to residential properties and will be downward-directed and shielded to avoid casting light towards nearby residential uses and eliminate glare. In addition, the project does not propose to introduce other materials into the design that would create substantial glare.

Based on the discussion above, the project would have a less-than-significant impact related to light and glare.

**Conclusion:** The project would have a less-than-significant impact on aesthetics.

## **B. AGRICULTURAL AND FOREST RESOURCES**

### **Environmental Setting**

CEQA requires the evaluation of agricultural and forest/timber resources where they are present. The developed infill project site does not contain any agricultural or forest/timber resources.

### **Regulatory Framework**

#### ***State***

In California, agricultural land is given consideration under CEQA. According to Public Resources Code §21060.1, “agricultural land” is identified as prime farmland, farmland of statewide importance, or unique farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria, as modified for California. CEQA also requires consideration of impacts on lands that are under Williamson Act contracts. The project area is identified as “Urban and Built-Up Land” on the Monterey County Important Farmland Map (California Department of Conservation, 2016).

The site does not contain any forest land as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).

#### ***Local***

##### ***General Plan Policies***

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating agricultural impacts from development projects. The following policies are applicable to the proposed project.

<b>Greenfield 2005 General Plan Relevant Agricultural Resources Policies</b>	
Policy 2.1.7	Require agricultural buffers on developments adjacent to agricultural land consistent with the Local Agency Formation Commission’s (LAFCO) requirements.
Policy 2.6.1	Promote compact city growth and phased extension of urban services to discourage sprawl and encourage development that improves agriculture and vital public services.
Policy 2.6.2	Preserve agricultural lands and open space around the city to inhibit sprawl and maintain the rural community character of Greenfield
Policy 7.1.1	Promote the phased transition from agricultural operations to urban uses within the City’s Planning Area.
Policy 7.1.2	Minimize conflicts and negative impacts resulting from development that occurs in close proximity to agricultural uses.
Policy 7.1.4	Incorporate parks, open space, and trails between urban and agricultural uses to provide buffering and transition between uses.
Policy 7.1.C	New development shall provide adequate setbacks for non-agricultural structures adjacent to cultivated agriculture.

City Policy 7.1.2 is meant to reduce conflicts and negative impacts from development occurring near existing agricultural uses. Policy 7.1.C states new development must provide adequate setbacks for non-agricultural structures adjacent to cultivated agriculture. The site is surrounded by urban uses on three sides and to the north, by existing agricultural uses. However, the northern property is an approved use for future Walnut Avenue Specific Plan, a development of mixed residential and commercial uses. The agricultural use will be curtailed when this development is constructed.

Policy 2.1.7 requires agricultural buffers on developments adjacent to agricultural land, however, there is limited area for a buffer on the project site due to its size and configuration. The project site has been identified as suitable for residential development in the City's General Plan and analyzed within the General Plan EIR. There is a buffer provided by the roadway and right-of-way along Apple Avenue between the agricultural use and the structures. The distance between the actively farmed fields and the nearest project structure will be approximately 70 feet<sup>3</sup>.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
2. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	4
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X		2
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X	2
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X	2
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	2

<sup>3</sup> Evaluation in this CEQA document is limited to addressing conflicts with policies related to each topical area that could result in a potential significant impact. CEQA generally does not require the analysis and mitigation of the impact of existing environmental conditions on a project's future users or residents, except in limited circumstances. Applicable policy review will be a part of the City's consideration on this project.

## Explanation

- a) **No Impact.** The project site is designated as Urban and Built-Up Land on the Important Farmlands Map for Monterey County and does not contain any prime farmland, unique farmland, or farmland of statewide importance. The project would not affect agricultural land.
- b) **Less-than-Significant Impact.** The project is proposed on an undeveloped, undeveloped lot not zoned for agricultural use, and does not contain lands under Williamson Act contract; thus, there is no impact. The property is not zoned for agricultural use and the neighboring properties are zoned for various residential and future urban uses. Therefore, the project would have a less-than-significant impact due to conflicts with existing zoning for agricultural use.
- c) **No Impact.** The project would not impact forest resources since the site does not contain any forest land as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).
- d) **No Impact.** See c) above. No other changes to the environment would occur from the project that would result in the loss of forest land or conversion of forest land to non-forest uses. No impact would occur.
- e) **No Impact.** As per the discussion above, the project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland or forest land, since none are present at the project site. No impact would occur

**Conclusion:** The project would have a less-than-significant impact on agricultural and forest resources.



## C. AIR QUALITY

### Environmental Setting

The Project is located within the North Central Coast Air Basin (NCCAB), one of 14 statewide basins designated by the California Air Resources Board (CARB). This basin includes Monterey, Santa Cruz, and San Benito Counties, and is regulated by the Monterey Bay Air Resources District (MBARD).

A California Emissions Estimator Model (CalEEMod) Report was prepared by Denise Duffy & Associates, Inc. on January 8, 2021, and is provided in **Appendix B** of this IS/MND.

#### *Air Pollutants of Concern*

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increased coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM<sub>10</sub>) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM<sub>2.5</sub>). Elevated concentrations of PM<sub>10</sub> and PM<sub>2.5</sub> are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

#### *Toxic Air Contaminants*

Toxic air contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Exhaust from trucks, buses, trains, ships, and other equipment with diesel engines contains a mixture of gases and solid particles. These solid particles are known as diesel particulate matter (DPM). DPM contains hundreds of different chemicals that can have harmful health effects, such as cardiovascular and respiratory disease.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three quarters of the cancer risk from TACs. According to CARB, diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex

scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by CARB, and are listed as carcinogens either under California Proposition 65 or the Federal Hazardous Air Pollutants programs.

### *Sensitive Receptors*

The MBARD defines sensitive receptors as facilities where sensitive population groups are located, including residences, schools, childcare centers, convalescent homes, and medical facilities. Land uses such as schools and hospitals are considered more sensitive than the general public to poor air quality because of an increased susceptibility to respiratory distress within the populations associated with these uses. The residential subdivision located adjacent to the site represents the nearest sensitive receptor.

### *Odors*

Common sources of odors and odor complaints include wastewater treatment plants, transfer stations, coffee roasters, painting/coating operations, and landfills. The project is located in a residential area and would not generate significant odors.

## **Federal**

### *National Air Quality Act*

The U.S. EPA administers the National Ambient Air Quality Standards (NAAQS) under the Federal Clean Air Act. The U.S. EPA sets the NAAQS and determines if areas meet those standards. Violations of ambient air quality standards are based on air pollutant monitoring data and evaluated for each air pollutant. Areas that do not violate ambient air quality standards are considered to have attained the standard. The NCCAB is in attainment for all NAAQS.

## **State**

### *California Clean Air Act*

The NCCAB is in attainment for all California Ambient Air Quality Standards (CAAQS) except O<sub>3</sub> and PM<sub>10</sub>. The primary sources of O<sub>3</sub> and PM<sub>10</sub> in the NCAAB are from automobile engine combustion. To address the exceedance of these CAAQS, the MBARD has developed and implemented several plans, including the 2005 Particulate Matter Plan, the 2007 Federal Maintenance Plan, and the 2012-2015 Air Quality Management Plan. NCCAB Attainment Status to National and California Ambient Air Quality can be found in **Table 2, NCCAB Attainment Status Designations**.

The Federal Clean Air Act (CAA) allows California to seek a waiver of the federal preemption that prohibits states and local jurisdictions from enacting emission standards and other emission-related requirements for new motor vehicles and engines. (CAA section 209(a)). The California Air Resources Board (CARB) serves as the representative of California in filing waiver requests with U.S. EPA. After California files a written request for a waiver, U.S. EPA will publish a notice for a public hearing and submission of comments in the *Federal Register*. After consideration of comments received, the

Administrator of U.S. EPA will issue a written determination on California's request, which is also published the *Federal Register*.

<b>Table 2</b> <b>NCCAB Attainment Status Designations</b>		
<b>Pollutant</b>	<b>State Standards<sup>1</sup></b>	<b>National Standards</b>
Ozone (O <sub>3</sub> )	Nonattainment <sup>1</sup>	Attainment/Unclassified <sup>2</sup>
Inhalable Particulates (PM <sub>10</sub> )	Nonattainment	Unclassified
Fine Particulates (PM <sub>2.5</sub> )	Attainment	Attainment/Unclassified <sup>3</sup>
Carbon Monoxide (CO)	Monterey County-Attainment San Benito County-Unclassified Santa Cruz County-Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO <sub>2</sub> )	Attainment	Attainment/Unclassified <sup>4</sup>
Sulfur Dioxide (SO <sub>2</sub> )	Attainment	Attainment/Unclassified <sup>5</sup>
Lead	Attainment	Attainment/Unclassified <sup>6</sup>
Notes: 1) Effective July 26, 2007, the ARB designated the NCCAB a nonattainment area for the state ozone standard, which was revised in 2006 to include an 8-hour standard of 0.070 ppm. 2) In 2015, EPA adopted a new 8-hour ozone standard of 0.070 ppm. 3) This includes the 2006 24-hour standard of 35 µg/m <sup>3</sup> and the 2012 annual standard of 12 µg/m <sup>3</sup> . 4) In 2012, EPA designated the entire state as attainment/unclassified for the 2010 NO <sub>2</sub> standard. 5) In June 2011, the ARB recommended to EPA that the entire state be designated as attainment for the 2010 primary SO <sub>2</sub> standard. Final designations to be addressed in future EPA actions. 6) On October 15, 2008, EPA lowered the NAAQS for lead to 0.15 µg/m <sup>3</sup> . Final designations were made by EPA in November 2011. Source: ARB 2020, MBARD 2020.		

## ***Regional and Local***

### ***Monterey Bay Air Resources District***

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

The following MBARD rules would apply to the proposed project:

- **Rule 400 (Visible Emissions).** Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.

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

MBARD also promulgates rules applicable to numerous other activities.<sup>4</sup>

#### *MBARD Thresholds*

The City of Greenfield uses the thresholds of significance established by the MBARD to assess air quality impacts of proposed development. The MBARD CEQA Guidelines include screening levels and thresholds for evaluating air quality impacts in the Northern Central Coast. The applicable thresholds are presented below in **Table 3**.

<b>Table 3</b> <b>MBARD Air Quality Significance Thresholds</b>			
Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
<b>Criteria Air Pollutants</b>			
ROG, NO <sub>x</sub> , PM <sub>2.5</sub> (exhaust)	54	54	10
PM <sub>10</sub> (exhaust)	82	82	15
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust (PM <sub>2.5</sub> , PM <sub>10</sub> )	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

<sup>4</sup> MBARD rules available online at: <https://ww3.arb.ca.gov/drdb/mon/cur.htm>

Table 3 MBARD Air Quality Significance Thresholds			
Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
Health Risks and Hazards for Sources within 1,000 Feet of Project			
Excess Cancer Risk	10 per one million	10 per one million	
Chronic or Acute Hazard Index	1.0	1.0	
Incremental annual average PM <sub>2.5</sub>	0.3 µg/m <sup>3</sup>	0.3 µg/m <sup>3</sup>	
Health Risks and Hazards for Sensitive Receptors (Cumulative from All Sources within 1,000-Foot Zone of Influence) and Cumulative Thresholds for New Sources			
Excess Cancer Risk	100 per 1 million		
Chronic Hazard Index	10.0		
Annual Average PM <sub>2.5</sub>	0.8 µg/m <sup>3</sup>		
Greenhouse Gas Emissions (Land Use Projects)			
GHG Annual Emissions	1,100 metric tons or 4.6 metric tons per service population		
Notes: ROG = reactive organic gases, NOx = nitrogen oxides, PM <sub>10</sub> = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, and PM <sub>2.5</sub> = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; GHG = greenhouse gas; ppm = parts per million; µg/m <sup>3</sup> = micrograms per cubic meter			

### General Plan

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating air quality impacts from development projects. The following policies are applicable to the proposed project.

<b>Greenfield 2005 General Plan Relevant Air Quality Policies</b>	
Policy 8.5.1	Support the reduction of air pollutants through land use, transportation, and energy use planning.
Policy 8.5.2	Encourage transportation modes that minimize contaminant emissions from motor vehicle use.
Policy 8.5.3	Implement the General Plan to be consistent with the pollution reduction goals of the Air Quality Management Plan for the Monterey Bay Region, as periodically updated.
Policy 8.5.4	New development shall be located and designed to conserve air quality and minimize direct and indirect emissions of air contaminants, including diesel emissions.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?			X		2, 5, 6, 7
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X			2, 5, 6, 7
c) Expose sensitive receptors to substantial pollutant concentrations?			X		2, 5, 6, 7
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X		2

### Explanation

- a) **Less-Than-Significant Impact.** The most recently adopted air quality plan in the MBARD region is the 2015 AQMP. The control measures outlined in the 2015 AQMP focus on MBARD continuing to use grant funding to reduce both VOC and NO<sub>x</sub> emissions, primarily from mobile sources. According to MBARD, mobile source emission reductions have been the most effective in achieving progress toward attainment of the state one-hour and eight-hour ozone standards (MBARD 2017). Furthermore, Section 9.1 of the 2015 AQMP provides Emission Reduction Strategies, which includes land use “planning efforts such as the Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375) which supports coordinated transportation and land use planning with the goal of developing more sustainable communities” (MBARD 2017).

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

As discussed above, the project would provide 14 townhouse-style apartments, 14 three-bedroom apartments, four (4) accessible apartments, a convenience store, and a laundry room within the City of Greenfield. The proposed project would not result in significant population increase, nor significant employment increase. The proposed project would be

consistent with the MBARD 2012-2015 AQMP. In addition, as noted in Response b, below, the proposed project would not result in significant increase in emissions. Therefore, the proposed project is not anticipated to result in a substantial increase in either direct or indirect emissions that would conflict with or obstruct implementation of the AQMP; this impact is considered less-than-significant.

- b) **Less-Than-Significant With Mitigation Incorporated.** Grading and filling during construction could result in impacts to air quality. Site disturbance activities could result in short-term, localized decrease in air quality due to the generation of particulate emissions (PM<sub>10</sub>). The MBARD 2008 CEQA Air Quality Guidelines contains standards of significance for evaluating potential air quality effects of projects subject to the requirements of CEQA (see Table 5-1, pg. 5-14, of the MBARD 2008 CEQA Guidelines). According to MBARD, a project would violate an air quality standard and/or contribute to an existing or projected violation if it would:

- Emit (from all sources, including exhaust and fugitive dust) less than;
- 137 pounds per day of oxides of nitrogen (NO<sub>x</sub>)
- 137 pounds per day of reactive organic gases (ROG)
- 82 pounds per day of respirable particulate matter (PM<sub>10</sub>)
- 55 pounds per day of fine particulate matter (PM<sub>2.5</sub>)
- 550 pounds per day carbon monoxide (CO)

*Construction.* **Table 4** shows the estimated maximum daily emissions for each year of construction of the proposed project.

<b>Table 4.</b>					
<b>Estimated Maximum Daily Construction Emissions</b>					
	<b>Maximum Daily Emissions (lbs/day)</b>				
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Maximum Emissions (lbs/day)</b>	<b>1.7</b>	<b>7.6</b>	<b>7.8</b>	<b>0.6</b>	<b>0.4</b>
MBARD Threshold	137	137	550	82 <sup>1</sup>	55
Threshold Exceeded?	No	No	No	No	No
N/A = Not applicable. Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from "mitigated" results, which account for regulatory compliance. 1 This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM10 emissions may occur if a project uses equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD CEQA Air Quality Guidelines. Source: See <b>Appendix B</b> for CalEEMod calculations and assumptions					

As shown in **Table 4**, construction of the proposed project would generate maximum daily emissions below MBARD thresholds for emissions related to construction activities. In addition, the proposed project would also implement standard construction Best Management Practices (BMPs) and Best Construction Practices (BCPs) related to dust suppression, which would include: 1) watering active construction areas; 2) prohibiting grading activities during periods of high wind (over 15 mph); 3) covering trucks hauling soil; and, 4) covering exposed stockpiles, as identified below. Implementation of the following

specific measures would further ensure that potential construction-related emissions would be minimized.

**Mitigation Measure:**

**MM AQ-1:** All construction in the project site shall comply with the following Best Construction Practices (BCPs):

*Fugitive Dust*

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas.
- Cover all trucks hauling dirt, sand and other loose materials or require all haul trucks to maintain at least 2'0" of freeboard.
- Replant vegetation in disturbed areas as quickly as possible.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles, such as dirt, sand, etc.
- Sweep daily, with water sweepers, all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily, with water sweepers, if visible soil materials are carried onto adjacent public streets.
- Limit traffic speeds on unpaved roads/driveways to 15 mph or less based on soil or wind exposure.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

*Mobile/Stationary-Source Emissions*

- Diesel equipment used onsite should be year 2003, or newer, equipped with emission control technology (e.g., diesel-oxidation catalyst), or use alternative fuels (e.g., biodiesel).
- Construction equipment shall not be left idling when not in use.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding emissions-related complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBUAPCD shall be visible to ensure compliance with Rule 402 (Nuisance).

*Operation.* Operation of the proposed residential development would not result in a significant impact due to air quality emissions during operations. Sources of emissions from operation of the project would include use of consumer products, use of gas-powered landscaping equipment, reapplication of architectural coating (repainting), and use of fireplaces/hearths. Energy sources include natural gas for uses such as heating/air



conditioning, appliances, lighting, cooking, and water heating. Mobile emissions include vehicle trips by residents, employees and visitors. If a project's construction emissions fall below the MBARD thresholds, the proposed project's impacts to regional air quality are considered individually less-than-significant and not cumulatively considered.

Project construction and operation would not result in a significant air quality impact. As stated above, all impacts would be below applicable MBARD thresholds of significance, including thresholds for ozone precursors. As there are no significant impacts, project construction and operation would not result in a cumulatively considerable net increase in any criteria pollutant. With incorporation of mitigation measure AQ-1 as identified above, the project would result in a less-than-significant impact with respect to resulting in a cumulatively considerable increase in criteria pollutants.

- c) **Less-Than-Significant Impact.** A "sensitive receptor" is generally defined as: any residence including private homes, condominiums, apartments, or living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. There are several single-family residences directly east of the project site. MBARD's 2008 CEQA Air Quality Guidelines state that a project would have a significant impact to sensitive receptors if it would cause a violation of any CO, PM<sub>10</sub> or toxic air contaminant standards at an existing or reasonably foreseeable sensitive receptor.

As stated above in Response b, the proposed project would implement mitigation measure AQ-1, as well as standard air quality BMPs and BCPs. In addition, emissions of CO resulting from construction of the proposed project would be below the applicable MBARD thresholds of significance. The proposed project would not exceed any MBARD thresholds, including CO and PM<sub>10</sub>. Compliance with applicable MBARD regulations also include, but are not limited to, Rule 402,<sup>5</sup> which would minimize potential nuisance impacts to occupants of nearby land uses. For these reasons, construction activities would be considered to have a less-than-significant impact to sensitive receptors. Additionally, implementation of the proposed project would not result in the installation of any major stationary or mobile sources of emissions. Operational activities of the project would have a less-than-significant impact to nearby receptors as emission are minimal and would be consistent with the zoning of the property.

- d) **Less-Than-Significant Impact.** The proposed project consists of a residential development. Common sources of odors and odor complaints are uses such as transfer stations, recycling facilities, painting/coating facilities, landfills, and wastewater treatment plants. The proposed residential development project would not create new sources of odor. During construction, use of diesel-powered vehicles and equipment could temporarily generate

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<sup>5</sup> MBARD Rule 402 "Nuisance" states, "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

localized odors, which would cease upon project completion and would not result in a significant impact.

**Conclusion:** The project would have a less-than-significant impact on air quality with implementation of the identified mitigation measure, standard permit conditions, and applicable General Plan Policies.

## **D. BIOLOGICAL RESOURCES**

The analysis in this section is based on the Biological Resources Memorandum (October 19, 2020) as well as a Botanical Survey Memorandum (June 2, 2021) prepared for the project by Denise Duffy & Associates, Inc. Copies of these memorandums are provided in **Appendix C**.

### **Environmental Setting**

The project site is an undeveloped lot surrounded by farmland, roads, and existing residences. Only one natural community—non-native grassland—occurs within the project site. The site is highly disturbed and appears to be used as a pedestrian transit route. No trees or shrubs are present within the project site; however, several trees are located adjacent to the site within other properties.

### **Regulatory Framework**

#### ***Federal and State***

##### ***Special-Status Species***

Individual plant and animal species listed as rare, threatened or endangered under state and federal Endangered Species Acts are considered ‘special-status species.’ Federal and state “endangered species” legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project will result in the “take” of a species listed as threatened or endangered. To “take” a listed species, as defined by the State of California, is “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill” said species. “Take” is more broadly defined by the federal Endangered Species Act to include “harm” of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Section 15380(b) and (c) of the CEQA Guidelines provided that all potential rare or sensitive species, or habitats capable of supporting rare species, are considered for environmental review per the CEQA Guidelines. These may include plant species of concern in California listed by the California Native Plant Society and CDFW listed “Species of Special Concern.”

##### ***Migratory Bird and Birds of Prey Protection***

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Construction disturbances during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, a violation of the MBTA. Additionally, nesting birds are considered special-status species are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

### *Sensitive Habitats*

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation, protection, or consideration by the US Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

### ***Regional and Local***

#### *General Plan*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating biological resource impacts from development projects. The following policies are applicable to the proposed project.

<b>Greenfield 2005 General Plan Relevant Biological Resource Policies</b>	
Policy 7.5.1	Use land use planning to reduce the impact of development on important ecological and biological resources identified during application review and analysis.
Policy 7.5.2	Encourage preservation of portions of important wildlife habitats that would be disturbed by major development.
Policy 7.5.3	Develop open space uses in an ecologically sensitive manner.
Policy 7.5.4	Development in sensitive habitat areas should be avoided or mitigated to the maximum extent possible.

### **Impacts and Mitigation**

#### ***Thresholds per CEQA Checklist***

ENVIRONMENTAL IMPACTS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
4. BIOLOGICAL RESOURCES. Would the project:						
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X			1, 2, 8, 9
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				X	1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X		1, 2
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X	1, 2
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X	1, 2, 8
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	1, 2

DD&A Environmental Scientist Liz Camilo conducted a survey of the project site on October 2, 2020, to characterize habitats present within the project site and to identify any special-status plant or wildlife species or suitable habitat for these species within the site. Survey methods included walking the project site to identify general habitat types and potential sensitive habitat types, conducting a focused survey for perennial special-status plant species, and conducting a reconnaissance-level wildlife habitat survey to identify any special-status wildlife species or suitable habitat for those species occurring within the site. Prior to the field survey, DD&A conducted a desktop literature review to determine the presence or potential presence of special-status species and other sensitive biological resources within the project site.

Data sources include:

- Current agency status information from the U.S. Fish and Wildlife (Service) and the California Department of Fish and Wildlife (CDFW) for species listed, proposed for listing, or candidates for listing as threatened or endangered under the federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA), and those considered CDFW “species of special concern,” including:
  - California Natural Diversity Database (CNDDDB) occurrence reports from the Greenfield, North Chalone Peak, Paraiso Springs, Pinalito Canyon, Reliz Canyon, San Lucas, Soledad, Thompson Canyon, and Topo Valley quadrangles (CDFW, 2020b); and
  - The Service’s Information for Planning and Consultation (IPaC) Resource List for the project site (Service, 2020).
- The California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2020).

## Sensitive Habitats

Sensitive habitats include riparian corridors, wetlands, habitats for legally protected species, areas of high biological diversity, areas supporting rare or special-status wildlife habitat, and unusual or regionally restricted habitat types. Habitat types considered sensitive include those listed on CDFW's California Natural Communities List (CDFW 2020a), those that are occupied by species listed under ESA or are critical habitat in accordance with ESA, and those that are defined as Environmentally Sensitive Habitat Areas (ESHA) under the California Coastal Act (CCA).

As identified above, the project site consists of non-native grassland. Non-native grassland communities are not identified as sensitive on CDFW's California Natural Communities List. No wetland or riparian vegetation is present, and the project is not located within the coastal zone. Therefore, no sensitive habitats are present within or adjacent to the project site.

## Special-Status Species

Special-status species are those plants and animals that have been formally listed or are Candidates for listing as Endangered or Threatened under ESA or CESA, are CDFW "species of special concern," are listed as rare under the California Native Plant Protection Act (CNPPA), are included in the CNPS California Rare Plant Ranks (CRPR) 1A, 1B, 2A, or 2B, or are California Fully Protected Species. In addition, raptors (e.g., eagles, hawks, and owls), migratory birds, and their nests are protected under California Fish and Game Code and the federal Migratory Bird Treaty Act.

### *Special-Status Wildlife*

No special-status wildlife species are known to occur within the project site; however, based on the presence of suitable habitat and known occurrences of these species in the area, the following special-status wildlife species have the potential to occur within the site:

- Salinas pocket mouse (*Perognathus inornatus psammophilus*) — CSC<sup>6</sup> and
- San Joaquin coachwhip (*Masticophis flagellum ruddocki*) — CSC.

In addition, raptors and other nesting birds have the potential to nest within any of the trees adjacent to the project site. Construction of the project may result in adverse impacts to these species, including harassment or mortality, nest abandonment, and/or habitat loss.

### *Special-Status Plants*

No special-status plant species are known to occur within the project site; however, based on the presence of suitable habitat and known occurrences of these species in the area, the following special-status plant species have the potential to occur within the site:

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<sup>6</sup> Status Definitions: CSC—California Species of Special Concern; 1B—CRPR 1B; FT—Listed as Threatened under ESA.

- Lemmon's jewelflower (*Caulanthus lemmonii*) — 1B and
- Monterey spineflower (*Chorizanthe pungens* var. *pungens*) — FT/1B.

DD&A conducted a botanical survey to determine if these species were present (see **Appendix C**). No Lemmon's jewelflower or Monterey spineflower were identified within the project site during the surveys.

## Explanation

- a) **Less-Than-Significant Impact with Mitigation Incorporated.** There are no special-status wildlife present within the project site, however, based on the presence of suitable habitat and known occurrences of these species in the area, the Salinas pocket mouse (*Perognathus inornatus psammophilus*) and San Joaquin coachwhip (*Masticophis flagellum ruddocki*) have the potential to occur within the project site. In addition, raptors and other nesting birds have the potential to nest within any of the trees adjacent to the project site. Construction of the project may result in adverse impacts to these species, including harassment or mortality, nest abandonment, and/or habitat loss. The implementation of the following mitigation measures would reduce impacts to a less-than-significant impact:

### Mitigation Measures

**MM-BIO-1:** A focused botanical survey shall be conducted within the project site during the appropriate blooming period (approximately April or May) to determine the presence or absence of special-status plant species that have the potential to occur within the site. **If these species are not identified within the project site, no additional mitigation is required.**

If these species are identified within the project site, individuals which are not in the construction footprint shall be fenced or flagged for avoidance. A biological monitor shall supervise the installation of protective fencing and shall monitor the site at least once per week until construction is complete to ensure that protective fencing remains intact. If avoidance of all special-status plants is not possible, a Revegetation Plan shall be prepared by a qualified biologist prior to construction. The plan shall include a detailed description of revegetation areas, plant source material, planting specifications, and a monitoring program that describes annual monitoring efforts which incorporate success criteria and contingency plans if success criteria are not met.

**MM-BIO-2:** To avoid impacts to nesting birds, construction shall commence prior to the nesting season (February 1 through September 15). If this is not possible, a pre-construction survey for nesting birds shall be conducted by a qualified biologist within 15 days prior to the commencement of construction activities in all areas that may provide suitable nesting habitat within 300 feet of the project boundary. If nesting birds are identified during the pre-construction survey, an appropriate buffer shall be imposed within which no construction activities or disturbance will take place (generally 300 feet in all directions). A qualified biologist shall be on-site during work re-initiation in the vicinity of the nest offset to ensure that the buffer is adequate and that the nest is not stressed and/or abandoned. No work shall

proceed in the vicinity of an active nest until such time as all young are fledged, or until after September 15 (when young are assumed fledged).

**MM-BIO-3:** A qualified biologist shall conduct an Employee Education Program for the construction crew prior to construction activities. The qualified biologist shall meet with the construction crew at the onset of construction at the project site to educate the crew on the following: a review of the project boundaries; all special-status species that may be present, their habitat, and proper identification; the specific mitigation measures that will be incorporated into the construction effort; the general provisions and protections afforded by the regulatory agencies; and the proper procedures if a special-status animal is encountered within the project site.

**MM-BIO-4:** A qualified biologist shall be on-site for all vegetation removal and initial ground disturbing activities. After ground disturbing and vegetation removal activities are complete, or earlier if deemed appropriate by the qualified biologist, the biologist shall designate a construction personnel as the construction monitor to oversee on-site compliance with all avoidance and minimization measures. The biologist shall ensure that the construction monitor receives sufficient training in the identification of special-status species. The qualified biologist and the construction monitor shall be authorized to stop work to ensure that avoidance and minimization measures are implemented. The qualified biologist or the construction monitor shall complete a daily log summarizing activities and environmental compliance throughout the duration of the project.

**MM-BIO-5:** If Salinas pocket mouse or San Joaquin coachwhip are detected within the project site before or during construction, they shall be allowed to move out of the site unimpeded and of their own volition. Work shall halt or shall not be initiated until the animal has left the project site.

- b) **No Impact.** No riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service were identified within the boundaries of the project site. Therefore, the project would not impact any such habitat types.
- c) **Less-Than-Significant Impact.** The project would not have a substantial adverse effect on state or federally protected wetlands, since none are located on or near the site. This represents a less-than-significant impact.
- d) **No Impact.** The project site is disturbed and is used as a pedestrian transit route; therefore, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. This results in no impact to wildlife movement.
- e) **No Impact.** The proposed project would not require the removal of trees, therefore, would not conflict with local policies or ordinances protecting biological resources such as a tree preservation policy. This results in no impact.



- f) **No Impact.** There are no adopted Habitat Conservation Plans (HCP), or conservation plans related to the project location; therefore, the project would not conflict with such plans and no impact would occur with project development.

**Conclusion:** The project would have a less-than-significant impact on biological resources with implementation of identified mitigation measures.

## **E. CULTURAL RESOURCES**

A Preliminary Cultural Resources Reconnaissance of the project site was conducted by Susan Morley, M.A., Register of Professional Archaeologists. An Archaeological Literature Review (ALR) was also prepared. This report has been submitted to the City of Greenfield.

### **Environmental Setting**

#### *Archaeologic Resources*

Ms. Morley conducted a records search at the Northwest Information Center of the California Historical Resources Information System (CHRIS), affiliated with Sonoma State University located in Rohnert Park. All identified cultural resources within a quarter mile were examined, and all studies within or abutting the project area were reviewed.

The archival research through the Northwest Information Center returned no reports of cultural resources within a one-half mile of the parcel. During the pedestrian survey of the project parcel no evidence of prehistoric or historic cultural resources was encountered. This inspection was greatly facilitated by the fact that there was little no vegetation to impede a clear view of the surface soils. Archaeological reconnaissance did not reveal any of the indicators expected of a prehistoric archaeological site in this region; that is, no culturally modified soils were noted, no shell fragments, bone fragments, or culturally modified lithic materials were noted in the soil of the site.

No historic resources/or properties are listed on federal, state, or local inventories within or abutting the project footprint.

### **Regulatory Framework**

#### *National Register of Historic Places*

The National Register of Historic Places (National Register or NRHP) is the nation's most comprehensive list of historic resources and includes historic resources significant in American history, architecture, archeology, engineering, and culture, at the local, State, and national level. National Register Bulletin Number 15, How to Apply the National Register Criteria for Evaluation, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context" and second, the property must retain integrity of those features necessary to convey its significance. A resource is considered eligible for the National Register if the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

1. are associated with events that have made a significant contribution to the broad pattern of our history; or
2. are associated with the lives of persons significant to our past; or

3. embody the distinctive characteristics of a type, period, or 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 individual distinction; or
4. yielded, or may be likely to yield, information important in prehistory or history.

#### *California Environmental Quality Act and California Register of Historical Resources*

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

#### *Native American Heritage Commission*

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

#### *California Assembly Bill 52*

California Assembly Bill (AB) 52, which went into effect on July 1, 2015, establishes a new category of CEQA resources for “tribal cultural resources” (Public Resources Code §21074). Tribal Cultural Resources are discussed below in Section R.

<b>City of Greenfield 2005 General Plan Relevant Cultural Resource Policies</b>	
Policy 7.6.1	Preserve areas that have been identifiable and important archaeological or paleontological significance.
Program 7.6.A	<p>Adopt the following conditions on all discretionary projects regarding the discovery of archaeological or paleontological resources:</p> <ul style="list-style-type: none"> <li>i. The Planning Department shall be notified immediately if any prehistoric, archaeological, or paleontology artifact is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.</li> <li>ii. All construction must stop and the authorities notified in any human remains are uncovered. The County Coroner must be notified according to Section 7050.5 of the California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed.</li> </ul>
Policy 7.7.1	Promote the Compatibility of new development located adjacent to existing structures of historic significance with the architecture and site development of the historic structure.
Policy 7.7.2	Respect the character of the building and it's setting during the remodeling and renovation of facades of historic buildings.
Policy 7.7.3	Encourage the use of the State Historic Building Code for historic buildings and other structures that contribute to the City's historic character.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
5. CULTURAL RESOURCES. Would the project:						
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?				X	1, 2, 10
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			1, 2, 10
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?		X			1, 2

## Explanation

- a) **No Impact.** Ms. Morley conducted a surface investigation of the proposed project site, which did not reveal any historic resources, resulting in no impact.

- b, c) **Less-Than-Significant With Mitigation Incorporated.** The ALR for the project site by Ms. Morley (October 2020) did not identify any specific concerns and no additional archaeological study was recommended. However, ground-disturbing activities have the potential to result in the inadvertent discovery of archaeological resources and/or human remains. Potential inadvertent damage or disturbance of archaeological resources and/or human remains during construction would be considered a significant impact. This impact can be mitigated to a less-than-significant level with the implementation of the following Mitigation Measures:

### **Mitigation Measures**

**MM CR-1:** If archaeological materials or features are discovered at any time during construction, work shall be halted within 50 meters (150 ft.) of the find until it can be evaluated by a qualified professional archaeologist (defined as one who is certified by the Society of Professional Archaeologists). If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

**MM CR-2:** If human remains are discovered at any time during construction, work shall be halted within 50 meters (150 ft.) of the find.

- The contractor shall call the Monterey County Coroner and await the Coroner's clearance. If the coroner determines the remains are Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.
- NAHC shall notify the most likely descendent.
- The Native American descendent, with permission of the landowner or representative, may inspect the site of the discovery and recommend the means for treating or disposing with appropriate dignity the human remains and any associated grave goods.
- The Native American descendent shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the removal and analysis of human remains and associated items; preservation of the Native American human remains and associated items in place; relinquishment of Native American human remains and associated items to the descendants for treatment; or other culturally appropriate treatment. If the NAHC is unable to identify a descendent or the descendent identified fails to make a recommendation within 24 hours, the landowner shall reinter the human remains and items associated with the Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.
- If the landowner and Native American descendent reach agreement on the appropriate procedure, the landowner shall follow this procedure.
- If the landowner and Native American descent cannot reach agreement, the parties shall consult with the Native American Heritage Commission. The landowner shall consider and, if agreeable, follow the identified procedure.

- If the landowner and Native American descendant cannot reach agreement after consultation, the Native American human remains shall be reinterred on the property with appropriate dignity.

**Conclusion:** The project would have a less-than-significant impact on cultural resources with implementation of identified mitigation measures and standard permit conditions.

## **F. ENERGY**

### **Environmental Setting**

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

### **Regulatory Framework**

Many federal, State, and local statutes and policies address energy conservation. At the federal level, energy standards set by the U.S. Environmental Protection Agency (EPA) apply to numerous consumer and commercial products (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

#### **State**

##### *California Renewable Energy Standards*

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

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

##### *California Building Codes*

At the State level, the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated

approximately every three years. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.<sup>7</sup>

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

## Local

### *City of Greenfield Municipal Code Section 15.04.110 Green Building Policy*

At the local level, the City has adopted the California Green Building Standards Code of Regulations, as promulgated by the California Building Standards Commission and published by the International Code Council, which sets green building standards for municipal development. These regulations are set to significantly reduce greenhouse gas emissions and energy consumption.

## General Plan

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating energy impacts from development projects. Policies applicable to the project are presented below.

<b>City of Greenfield 2005 General Plan Relevant Energy Policies</b>	
Policy 2.8.7	Future development shall be encouraged to demonstrate environmental sensitivity in site planning and construction.
Program 2.8.G	Provide developer incentives to encourage incorporation of “green building” technology and materials into private and public projects
Policy 8.5.1	Support the reduction of air pollutants through land use, transportation, and energy use planning.

## Impacts and Mitigation

### *Thresholds per CEQA Checklist*

ENVIRONMENTAL IMPACTS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
6. ENERGY. Would the project:						
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		1, 2, 6
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		1, 2

<sup>7</sup> CEC. 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. 2013. Accessed September 20, 2018. <http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>.



## Explanation

- a) **Less-Than-Significant Impact.** Energy use consumed by the project is expected to be low due to the relatively few number of proposed residential units, and because the proposed construction of the project would conform to state and local standards for energy efficiency, as described below.

### *Construction Impacts*

Construction activities for the proposed project are anticipated to occur over the course of approximately 12 months. The project would require site preparation, grading, site construction, paving, and architectural coating. The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., excavation, and grading), and the actual construction of the building. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. The construction energy use has not been determined at this time.

The overall construction schedule and process is designed to be efficient in order to avoid excess monetary costs. Equipment and fuel are not used wastefully due to the added expense associated with renting, maintaining, and fueling the equipment. Therefore, the opportunities for future efficiency gains during construction are limited. The proposed project would implement standard permit conditions that would improve the efficiency of the construction process including the implementation of the MBARD BMPs, detailed as standard permit conditions in the impact discussion of *Section C. Air Quality* of this Initial Study.

With implementation of the MBARD BMPs, the short-term energy impacts associated with use of fuel or energy related to construction would be less-than-significant.

### *Operational Impacts*

The proposed project would be fully electric and consume energy in the form of electricity for building heating and cooling, lighting, cooking, and water heating. The project would be built to 2019 California Building Code standards and Title 24 energy efficiency standards (or subsequently adopted standards during the one-year construction term), and the CALGreen code, which includes insulation and design provisions to minimize wasteful energy consumption. Compliance with these regulations would improve the efficiency of the overall project. As a result, implementation of the proposed project would not result in substantial operational energy impacts related to building design.

The proposed project would result in an increase in traffic to the project site.

The project is served by MST bus route 23. The closest bus stop for route 23 is located approximately ½ mile from the site on El Camino Real near Oak Avenue. The proposed project would enhance pedestrian circulation by building sidewalks along its frontage where none exist today. In addition, the proposed project would provide bicycle parking. The inclusion of

bicycle parking and proximity to transit would incentivize the use of alternative methods of transportation to and from the site. As a result, implementation of the proposed project would not result in a substantial increase on transportation-related energy use.

Based on the discussion above, the project's construction and operation would have less-than-significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

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

- **Energy-Efficient Appliances.** ENERGY STAR appliances, including stoves, ovens, refrigerators, and televisions, would be installed in the residential units.

The proposed project would have a less-than-significant impact with respect to conflicting or obstructing with local or state air quality plans.

**Conclusion:** The project would have less-than-significant impacts related to energy use.

## G. GEOLOGY AND SOILS

### Environmental Setting

Topographically, the site is essentially flat. The site is located within the Salinas Valley, an alluvial basin that lies between the Gabilan Mountain Range to the east and the Santa Lucia Mountain Range to the west.

Soils within the project site are Arroyo Seco gravelly sandy loam, *0 to 2 percent slopes*, and Elder loam, gravelly substratum, *0 to 2 percent slopes*. The soils present at the project site yield slow runoff and low erosion hazard. This parcel is composed of approximately 70% Arroyo Seco soils, 30% Elder loam soils.

The project site is located within an area of low earthquake and landslide potential, low-erosion hazard potential, and low liquefaction potential. The City is located between the active San Andreas Fault to the east, and the Reliz fault to the west. Surface fault rupture tends to occur along existing fault traces. The California Geological Survey (formerly Division of Mines and Geology) has produced maps showing Alquist-Priolo Earthquake Fault Zones along faults that pose a potential surface faulting hazard. No Alquist-Priolo zones are mapped in the vicinity of the project.<sup>8</sup>

A Geotechnical Investigation was prepared for the project site by Ali M. Oskoorouchi, Ph.D., P.E., G.E., State of California Licensed Civil and Geotechnical Engineer, November 9, 2004, and updated by Soils Surveys, June 26, 2014. See **Appendix D**<sup>9</sup>.

### Regulatory Framework

#### *State*

#### *California Building Code*

The 2019 California Building Standards Code (CBC) was published on July 1, 2019, and took effect on January 1, 2020. The 2019 CBC is a compilation of three types of building criteria from three different origins:

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<sup>8</sup> California Geological Service, Earthquake Zones of Required Investigation Greenfield Quadrangle, 2002.

<sup>9</sup> The Geotechnical Investigations provide soil and foundation design criteria for the proposed buildings. The report provided the following:

1. Review of available geologic and geotechnical information pertaining to the site.
2. Exploration, sampling, and classification of surface and subsurface soils by drilling a total of Seven (7) borings (Four (4) deep, and Three (3) shallow exploratory). The deep exploratory borings terminated at depths up to 13.0 feet due to refusal, and shallow borings were up to 4 feet deep (to determine the soil properties for pavement design). Soil samples were obtained at various depths within each test boring. At the completion of boring activities, the boreholes were backfilled with cut soils.
3. Laboratory testing of selected soil samples to determine their relevant engineering properties.
4. Compilation and analysis of collected field and laboratory data.
5. Report and findings, with preliminary geotechnical recommendations for: site preparation, grading and compaction; foundations and allowable bearing capacities; backfill requirements for utility trenches; and surface drainage control. This report identified the boring logs indicating the soil profile encountered and the test boring locations.

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes;
- Building standards that have been adopted and adapted from the national model code standards to meet California conditions; and
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns.

The CBC identifies acceptable design criteria for construction that addresses seismic design and load-bearing capacity, including specific requirements for seismic safety; excavation, foundation and retaining wall design, site demolition, excavation, and construction, and drainage and erosion control.

Changes in the 2019 provide enhanced clarity and consistency in application. The basis for the majority of these changes resulted from California amendments to the 2018 model building codes. Some of the most significant change include the following:

- Aligns engineering requirements in the building code with major revisions to national standards for structural steel and masonry construction, minor revisions to standards for wood construction, and support and anchorage requirements of solar panels in accordance with industry standards;
- Clarifies requirements for testing and special inspection of selected building materials during construction; and
- Recognizes and clarifies design requirements for buildings within tsunami inundation zones.

#### *Paleontological Resources Regulations - California Public Resources Code*

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. California Public Resources Code (Section 5097.5) stipulates that the unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

#### ***Local***

##### *General Plan*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating geology and soils impacts from development projects. Policies applicable to the project are presented below.

<b>Greenfield 2005 General Plan Relevant Geology and Soil Policies</b>	
Policy 8.1.1	Existing and new buildings, structures, and walls within the City shall meet minimum seismic safety standards.
Policy 8.1.2	Projects within areas of potential significant seismic activity shall provide detailed geologic, geologic-seismic and soils studies by a Registered Geologist (RG), Certified Engineering Geologist (CEG), and/or Geotechnical Engineer to evaluate geologic-seismic and soils conditions; and 3) provide implementation of the mitigation measures.
Policy 8.1.3	The development of structures in areas of high liquefaction potential shall be contingent on geologic and engineering studies which: 1) define and delineate potentially hazardous geologic and/or soils conditions, 2) recommend means of mitigating these adverse conditions; and 3) provide implementation of the mitigation measures.
Policy 8.1.4	All new buildings, structures, and walls shall conform to the latest seismic and geologic safety structural standards of the California Building Code.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
7. GEOLOGY AND SOILS. Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		1, 2, 11, 12
ii) Strong seismic ground shaking?			X		1, 2, 11, 12
iii) Seismic-related ground failure, including liquefaction?			X		1, 2, 11, 12
iv) Landslides?				X	1, 2
b) Result in substantial soil erosion or the loss of topsoil?			X		1, 2
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X		1, 2, 11, 12
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		X			1, 2, 11, 12
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X	1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		1, 2, 22

## Explanation

- ai) **Less-Than-Significant Impact.** The parcel is located within the seismically active Monterey Bay region and may be subject to severe ground shaking. Known active or potentially active faults nearest to the site include: Rinconada Fault, Monterey Bay-Tularcitos Fault, Zayante-Vergeles Fault, and San Andreas located approximately 5 km to the south, 14 km to the southwest, 20 km to the northwest, and 24 km to the northeast of the site, respectively. Seismic hazards can be divided into two general categories: hazards due-to ground rupture and hazards due to ground shaking. Since no known active or potentially active faults cross the site, the risk of earthquake-induced ground rupture occurring across the property is considered low. The project is not mapped within an Alquist-Priolo Earthquake Fault Zone. In addition, the Monterey County Geologic Hazard Zones map does not identify any fault hazard zones in the project area. This represents a less-than-significant impact.
- a ii) **Less-Than-Significant Impact.** Due to its location in a seismically active region, the proposed project and related infrastructure would likely be subject to strong seismic ground shaking during their design life in the event of a major earthquake on any of the region's active faults. While there is the potential for seismic hazards, these impacts are considered less-than-significant since development of the proposed project site would be required to conform with the most current California Building Code and Title 24 of the California Administrative Code, which contain regulations to protect structures within active or potentially active seismic areas. Compliance with all applicable building requirements related to seismic safety would ensure that potential adverse impacts would be reduced to a less-than-significant level.
- a iii) **Less-Than-Significant Impact.** Liquefaction and lateral spreading tend to occur in loose, fine saturated sands and in places where the liquefied soils can move toward a free face (e.g. a cliff or ravine). As described above, the project site may be subject to strong ground shaking in the event of a major earthquake. The project site is located within an area of low liquefaction hazard. Therefore, the proposed project would not expose people or structures to substantial adverse effects due to ground failure. This represents a less-than-significant impact.
- a iv) **No Impact.** The project site has no appreciable vertical relief and would not be subject to landslides. No impact would occur.
- b) **Less-Than-Significant Impact.** Development of the project would require minor excavation and grading, up to 575 CY of cut and fill, which could result in a temporary increase in erosion. Standard construction phase BMPs related to erosion would be implemented to minimize erosion impacts during construction. In addition, the soils present at the project site yield a

low risk for erosion. The project would not, therefore, result in substantial soil erosion or loss of topsoil. This represents a less-than-significant impact.

- c) **Less-Than-Significant Impact.** As stated above, the proposed project does not contain soil and geological hazards that could result in lateral spreading, subsidence, or liquefaction, which could damage proposed structures. There is low risk of lateral spreading, landslide, subsidence or collapse. Liquefaction risks are discussed in discussion 7(a) above. This represents a less-than-significant impact.
- d) **Less-Than-Significant With Mitigation Incorporated.** The project does not contain expansive soils, which could damage proposed structures on the site. Impacts associated with expansive soils or other soil hazards would be minimized by applying appropriate engineering and construction techniques. Additionally, all recommendations from the geotechnical investigations will ensure proper foundation and design criteria. With the application of the following mitigation, this potential impact is reduced to a less-than-significant level.

#### **Mitigation Measures**

**MM GEO-1:** Follow all recommendations pertaining to site preparation, grading and compaction, foundations and allowable bearing capacities, slabs-on-grade; backfill for utility trenches, and surface drainage control provided in **Appendix D**.

- e) **No Impact.** The proposed project would tie into the City's existing sanitary sewer system. No impact would occur.
- f) **Less-Than-Significant Impact.** Paleontological Resources were mapped for the Monterey County General Plan Draft Environmental Impact Report (Jones and Stokes 2007). None of these sites are located in the vicinity of the project area<sup>10</sup>. A review of the University of California Museum of Paleontology Paleontological Collections Database for Monterey County (<http://ucmpdb.berkeley.edu>) revealed that most of the known fossil localities are within one of several types of geologic formations, none of which are found in the project area. No other unique geological features are found on this site. This represents a less-than-significant impact.

**Conclusion:** The project would have a less-than-significant impact on geology and soils with implementation of standard permit conditions.

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<sup>10</sup> Exhibit 4.10.1, Paleontological Resources, of the Monterey County General Plan Draft Environmental Impact Report (Jones and Stokes 2007).

## **H. GREENHOUSE GAS EMISSIONS**

### **Environmental Setting**

Various gases in the earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect, or climate change, are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation.

### **Regulatory Framework**

#### **State**

##### *Assembly Bill 32 – California Global Warming Solutions Act*

AB 32, the Global Warming Solutions Act of 2006, codifies the State of California's GHG emissions target by directing CARB to reduce the state's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, the California Energy Commission (CEC), the California Public Utilities Commission (CPUC), and the Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.<sup>11</sup>

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State of California's main strategies to reduce GHGs from business as usual (BAU) emissions projected in 2020 back down to 1990 levels. BAU is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. It required CARB and other state agencies to develop and adopt regulations and other initiatives reducing GHGs by 2012.

As directed by AB 32, CARB has also approved a statewide GHG emissions limit. On December 6, 2007, CARB staff resolved an amount of 427 MMT of CO<sub>2</sub>e as the total statewide GHG 1990 emissions level and 2020 emissions limit. The limit is a cumulative statewide limit, not a sector-or facility-specific limit. CARB updated the future 2020 BAU annual emissions forecast, in light of the economic downturn, to 545 MMT of CO<sub>2</sub>e. Two GHG emissions reduction measures currently enacted that were

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<sup>11</sup> Note that AB 197 was adopted in September 2016 to provide more legislative oversight of CARB.



not previously included in the 2008 Scoping Plan baseline inventory were included, further reducing the baseline inventory to 507 MMT of CO<sub>2</sub>e. Thus, an estimated reduction of 80 MMT of CO<sub>2</sub>e is necessary to reduce statewide emissions to meet the AB 32 target by 2020.

### *Senate Bill 1368*

Senate Bill (SB) 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 required the CPUC to establish a greenhouse gas emission performance standard. Therefore, on January 25, 2007, the CPUC adopted an interim GHG Emissions Performance Standard in an effort to help mitigate climate change. The Emissions Performance Standard is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO<sub>2</sub> per megawatt-hour. "New long-term commitment" refers to new plant investments (new construction), new or renewal contracts with a term of five years or more, or major investments by the utility in its existing baseload power plants. In addition, the CEC established a similar standard for local publicly owned utilities that cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. On July 29, 2007, the Office of Administrative Law disapproved the CEC's proposed Greenhouse Gases Emission Performance Standard rulemaking action and subsequently, the CEC revised the proposed regulations. SB 1368 further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the CPUC and CEC.

### *Senate Bill 375 – California's Regional Transportation and Land Use Planning Efforts*

SB 375, signed in August 2008, requires sustainable community strategies (SCS) to be included in regional transportation plans (RTPs) to reduce emissions of GHGs. The MTC and ABAG adopted an SCS in July 2013 that meets GHG reduction targets. The Plan Bay Area is the SCS document for the Bay Area, which is a long-range plan that addresses climate protection, housing, healthy and safe communities, open space and agricultural preservation, equitable access, economic vitality, and transportation system effectiveness within the San Francisco Bay region (MTC 2013). The document is updated every four years, so the MTC and ABAG are currently developing the Plan Bay Area 2040.

## ***Regional and Local***

### *Monterey Bay Air Resources District*

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

of 0.075 ppm. In October 2015, the national standard was reduced to 0.070 ppm. However, the NCCAB continues to be in attainment with the federal ozone standard (MBARD 2017).

The following MBARD rules would apply to the proposed project:

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

MBARD also promulgates rules applicable to numerous other activities.

### *General Plan*

The City 2005 General Plan has not adopted GHG reducing policies.

## **Impacts and Mitigation**

### ***Thresholds per CEQA Checklist***

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
8. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		1, 3, 6, 7
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		1, 3, 6

## Explanation

- a) **Less-Than-Significant Impact.** As previously stated, the project is located in the NCCAB, where air quality is regulated by MBARD. Neither the State, MBARD, nor Monterey County have adopted GHG emissions thresholds or a GHG emissions reduction plan that would apply to the project. However, it is important to note that other air districts within the State of California have adopted recommended CEQA significance thresholds for GHG emissions. For instance, on March 28, 2012, the San Luis Obispo Air Pollution Control District (SLOAPCD) Board approved thresholds of significance for the evaluation of project-related increases of GHG emissions. The SLOAPCD's significance thresholds include both qualitative and quantitative threshold options, which include a bright-line threshold of 1,150 MTCO<sub>2</sub>e/year. On October 23, 2014, the Sacramento Metropolitan Air Quality Management District (SMAQMD) adopted a similar significance threshold of 1,100 MTCO<sub>2</sub>e/year. The GHG significance thresholds are based on AB 32 GHG emission reduction goals, which take into consideration the emission reduction strategies outlined in the ARB's Scoping Plan. Development projects located within these jurisdictions that would exceed these thresholds would be considered to have a potentially significant impact on the environment which could conflict with applicable GHG-reduction plans, policies and regulations. Projects with GHG emissions that do not exceed the applicable threshold would be considered to have a less-than-significant impact on the environment and would not be anticipated to conflict with AB 32 GHG emission reduction goals. Given that the MBARD has not yet adopted recommended GHG significance thresholds, the above thresholds were relied upon for evaluation of the proposed project. For purposes of this analysis, project-generated emissions in excess of 1,100 MTCO<sub>2</sub>e/year would be considered to have a potentially significant impact.

GHG emissions from the project were estimated as part of the air quality analysis and are summarized below in **Table 5**, GHG Emissions from Project.

<b>Table 5</b>	
<b>GHG Emissions From Project</b>	
<b>Operational Emission</b>	
<b>Annualized Emissions</b>	<b>MT/CO<sub>2</sub>e/yr</b>
<b>Mitigated Emissions</b>	1.69 MT/CO <sub>2</sub> e/yr
<b>Threshold</b>	1,100 MT/CO <sub>2</sub> e/yr
<b>Exceed Threshold</b>	No
<b>Construction Emissions</b>	
<b>Tons per Ten Month Period</b>	<b>Metric Tons CO<sub>2</sub>e</b>
<b>Mitigated</b>	1.29
<b>Source: Greenfield Mixed-Retail and Residential CalEEMod Annual Emissions</b>	

The project is anticipated to generate temporary construction-related GHG emissions, with most of the emissions generated by construction equipment, materials hauling, and daily construction worker trips. The long-term operation of the project, however, would be consistent with current zoning and surrounding uses. As such, the project is not anticipated to generate substantial new or altered sources of GHGs emissions. Any impacts from GHG

generation during construction would be short-term and temporary. As shown in **Table 5** above construction and operation of the proposed project would not exceed established thresholds for GHG emissions. As a result, the project is not anticipated to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This represents a less-than-significant impact.

- b) **Less-than-Significant Impact.** As previously stated, the project is located in the NCCAB, where air quality is regulated by MBARD. Neither the State, MBARD, nor Monterey County have adopted GHG emissions thresholds or a GHG emissions reduction plan that would apply to the project. However, as shown above, the project would not exceed established thresholds for GHG emissions. Also, consistent with the General Plan Goals and Policies, the project would include energy and water-efficient appliances, fixtures, lighting, and windows that meet applicable State energy performance standards. The proposed project would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases as described above. This represents a less-than-significant impact.

**Conclusion:** The project would have a less-than-significant impact related to GHG emissions.

## **I. HAZARDS AND HAZARDOUS MATERIALS**

### **Environmental Setting**

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. Hazardous materials and waste can result in public health hazards if improperly handled, released into the soil or groundwater, or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer.

To comply with Government Code Section 65962.5 (known as the “Cortese List”), the following databases/lists were checked in July 2020 for potential hazardous waste or substances occurring at the project site:

- List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control (DTSC) EnviroStor database;
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database;
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit;
- List of “active” Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from Water Board; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

The database review concluded that the project site is not located in an area of known hazardous material contamination.

The California Department of Forestry and Fire Protection (CalFire) prepares maps of Very High Fire Hazard Severity Zones (VHFHS), which are used to develop recommendations for local land use agencies and for general planning purposes. CalFire categorizes parcels into VHFHS and Non-VHFHS zones. The project site is not located in a high fire hazard severity zone, as delineated by CalFire.

### **Regulatory Framework**

#### ***Federal***

##### ***Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)***

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress in 1980 and is administered by the U.S. EPA. This law

created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified.

#### *Resource Conservation and Recovery Act*

The Resource Conservation and Recovery Act (RCRA) is a Federal law passed by Congress in 1976 to address the increasing problems from the nation's growing volume of municipal and industrial waste. RCRA creates the framework for the proper management of hazardous and non-hazardous solid waste and is administered by the U.S. EPA. RCRA protects communities and resource conservation by enabling the EPA to develop regulations, guidance, and policies that ensure the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction and beneficial reuse. The term RCRA is often used interchangeably to refer to the law, regulations, and EPA policy and guidance.

#### **State**

##### *California Department of Toxic Substances Control*

The California Department of Toxic Substances Control (DTSC) is a State agency that protects State citizens and the environment from exposure to hazardous wastes by enforcing hazardous waste laws and regulations. DTSC enforces action against violators; oversees cleanup of hazardous wastes on contaminated properties; makes decisions on permit applications from companies that want to store, treat, or dispose of hazardous waste; and protects consumers against toxic ingredients in everyday products.

##### *California State Water Resources Control Board*

The California State Water Resources Control Board (SWRCB) and its nine regional boards are responsible for preserving, enhancing, and restoring the quality of California's water resources and drinking water for the protection of the environment, public health, and all beneficial uses. Through the 1969 Porter-Cologne Act, the State and Regional Water Boards have been entrusted with broad duties and powers to preserve and enhance all beneficial uses of the state's water resources.

#### **Regional and Local**

##### *Regional Water Quality Control Board*

The San Francisco Bay Regional Water Quality Control Board (RWQCB) is the lead agency responsible for identifying, monitoring and remediating leaking underground storage tanks in the Bay Area. Local jurisdictions may take the lead agency role as a Local Oversight Program (LOP) entity, implementing State as well as local policies.

### *Monterey Environmental Health Bureau*

The County of Monterey Environmental Health Bureau reviews California Accidental Release Prevention (CalARP) risk management plans as the Certified Unified Program Agency (CUPA) for the City. The CalARP Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond property boundaries. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. A Risk Management Plan (RMP) is required for such facilities. The intents of the RMP are to provide basic information that may be used by first responders in order to prevent or mitigate damage to the public health and safety and to the environment from a release or threatened release of a hazardous material, and to satisfy federal and state Community Right-to-Know laws.

### *General Plan Policies*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating hazardous materials impacts from development projects. All future development allowed by the proposed land use designation would be subject to the hazardous materials policies in the General Plan presented below.

<b>City of Greenfield 2005 General Plan Relevant Hazardous Material Policies</b>	
Policy 8.4.1	Identify and address hazardous waste releases from private companies or public agencies.
Policy 8.4.5	New developments shall evaluate the presence or absence of naturally occurring asbestos and mitigate any impacts.

In addition to the above policies, Greenfield General Plan Policy 2.1.7 requires agricultural buffers on developments adjacent to agricultural land consistent with LAFCO requirements. While the project itself will not create a significant hazard to the public involving the release of hazardous materials into the environment, the project is located across Apple Avenue from actively farmed agricultural lands. The property to the north of the project site is currently in agricultural production but planned for future development in the City General Plan and adopted Walnut Avenue Specific Plan. The proposed project is bordered by urban uses on three sides (east, west, south) including U.S. Highway 101, and agriculture to the north. The distance between the actively farmed fields and the nearest project structure will be approximately 70 feet.

The position and direction of the proposed project limits the exposure of residents to agricultural uses north of the site, as the northern façade is far narrower than the east and west sides of the project and presents a narrower and more limited profile to the agricultural uses. One unit consisting of two stories will be closest to the agricultural land across Apple Avenue. The location, distance, and positioning of the proposed project would reduce the likelihood of the drift of applied compounds during pesticide or herbicide applications from the adjacent farmland toward the project site. This results in a less-than-significant impact.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		1, 2, 13, 14
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		1, 2, 13, 14
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X		1, 2, 13, 14
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X		1, 2, 13, 14
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?				X	1, 2
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	1, 2
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X	1, 2, 19

### Explanation

- a, b) **Less-Than-Significant Impact.** The proposed residential development would not involve the routine transport, use, or disposal of hazardous materials. The apartment complex would use small quantities of miscellaneous household cleaning supplies and other chemicals. These materials would be stored and used in accordance with the manufacturer's specifications. The construction of the building would require the use and transport of materials commonly used in construction activities.

#### Construction Activities

Construction activities would require the temporary use of hazardous substances such as fuel and other petroleum-based products for operation of construction equipment, as well as oil, solvents, or paints. As a result, the proposed project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release of



a hazardous material. However, the transportation use and handling of hazardous materials would be temporary and would coincide with the short-term project construction activities. Further, these materials would be handled and stored in compliance with all applicable federal, state, and local requirements. Any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the project site. The handling transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); California Department of Transportation (Caltrans); and the Monterey County Health Department - Hazardous Materials Management Services.

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

- c) **Less-Than-Significant Impact.** The project site is located approximately ½ mile from Cesar Chavez Elementary School. As described in section a) above, the proposed residential project would not routinely emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. However, construction activities would have temporary impacts within the vicinity of the project site. Please refer to Discussion a, b) above for impacts related to construction activities. This would result in a less-than-significant impact.
- d) **Less-Than-Significant Impact.** The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., Cortese List) based on the database search conducted as part of the Environmental Hazards Report. This represents a less-than-significant impact.
- e) **No Impact.** The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport and would not result in a safety hazard to airport operations. No impact would occur.
- f) **No Impact.** The proposed residential development would not interfere with any adopted emergency or evacuation plans. The project would not create any barriers to emergency or other vehicle movement in the area and would be designed to comply with all Fire Code and Building requirements. No impact would occur.
- g) **No Impact.** The project would not expose people or structures, either directly or indirectly, to risk of loss, injury or death from wildland fires since it is located in an urbanized area that is not prone to such events. No impact would occur. See also *Section T. Wildfire* of this Initial Study.

**Conclusion:** The project would have a less-than-significant impact related to hazards and hazardous materials with implementation of identified standard permit conditions.

## **J. HYDROLOGY AND WATER QUALITY**

### **Environmental Setting**

The city is located on an alluvial plain in the Salinas Valley. Precipitation drains downward into the valley from the slopes of the Santa Lucia Mountains to the west, and the Gabilan Mountains to the east. The primary drainage feature in the valley is the Salinas River; approximately 155 miles in length and the largest submerged river in the United States. The Salinas River flows northerly and drains into the Monterey Bay.

The City draws its water supply from groundwater from the Salinas Valley Groundwater Basin. Major issues that affect the basin include chronic overdraft which has contributed to seawater intrusion near the Monterey Bay and nitrate contamination due to agricultural runoff.

The project site is located on the Salinas Valley Groundwater Basin – Forebay Aquifer, which is critically overdrafted, as defined by the Sustainable Groundwater Management Act (SGMA). The Salinas Valley Groundwater Basin consists of one large hydrologic unit comprised of four subareas: Upper Valley Subarea, Forebay Subarea, 180-Foot/400-Foot Subarea, and East Side Subarea. The subareas have different hydrogeologic and recharge characteristics, but barriers to horizontal flow do not separate them, and water can move between them. Therefore, extraction of water in the Greenfield area for agricultural and urban use can affect overdraft and seawater intrusion conditions within the overall basin, including in the subareas nearest the Monterey Bay where seawater intrusion and overdraft are of significant concern. While this is the case, groundwater overdraft within the Forebay Subarea has not historically been a problem (Walnut Avenue Specific Plan 2014).

The project site is located within Zone X, in accordance with Federal Emergency Management Agency (FEMA); this zone designates an area not prone to flooding. The project site does not contain any waterways or features. The nearest waterway to the project site is the Salinas River, located approximately two miles to the east of the site.

Drainage flows generally from west to east, toward the Salinas River. Within the City, much of U.S. Highway 101 is below natural grade and forms a drainage division between the east and west sides of town. Within the urbanized area of the City, runoff is discharged to a number of retention basins that collect and percolate storm water back into the aquifer.

At the project site, rainfall currently either percolates into the soil, or in the case of larger rain events, results in surface water runoff. Storm water collected along Walnut Avenue and 3rd Street is conveyed in 18- to 24-inch pipes beneath these streets and discharged to the percolation/retention basin within the project site. The percolation/retention basin is located adjacent to 3rd Street, between Walnut Avenue and Apple Avenue. Stormwater originating west of US101 is conveyed in existing storm drains across the US101 right-of-way and emerges and continues as surface flows flowing eastward on Apple Avenue. The City Public Works Department has commented that these flows are substantial and impact traffic and accessibility in large storm events as evidenced by the deep swale across 4th Street at Apple Avenue.

The project's stormwater control plan is designed to direct runoff to bio-retention areas prior to flowing into the City's storm drainage system to address localized runoff. Additional features of the stormwater control plan include pervious pavers, and landscaping. See **Figure 8**, Stormwater Control Plan. Project final stormwater improvement plans must be reviewed and approved by the City Engineer and Public Works Department prior to project construction.

## **Regulatory Framework**

### ***Federal and State***

#### *National Flood Insurance Program*

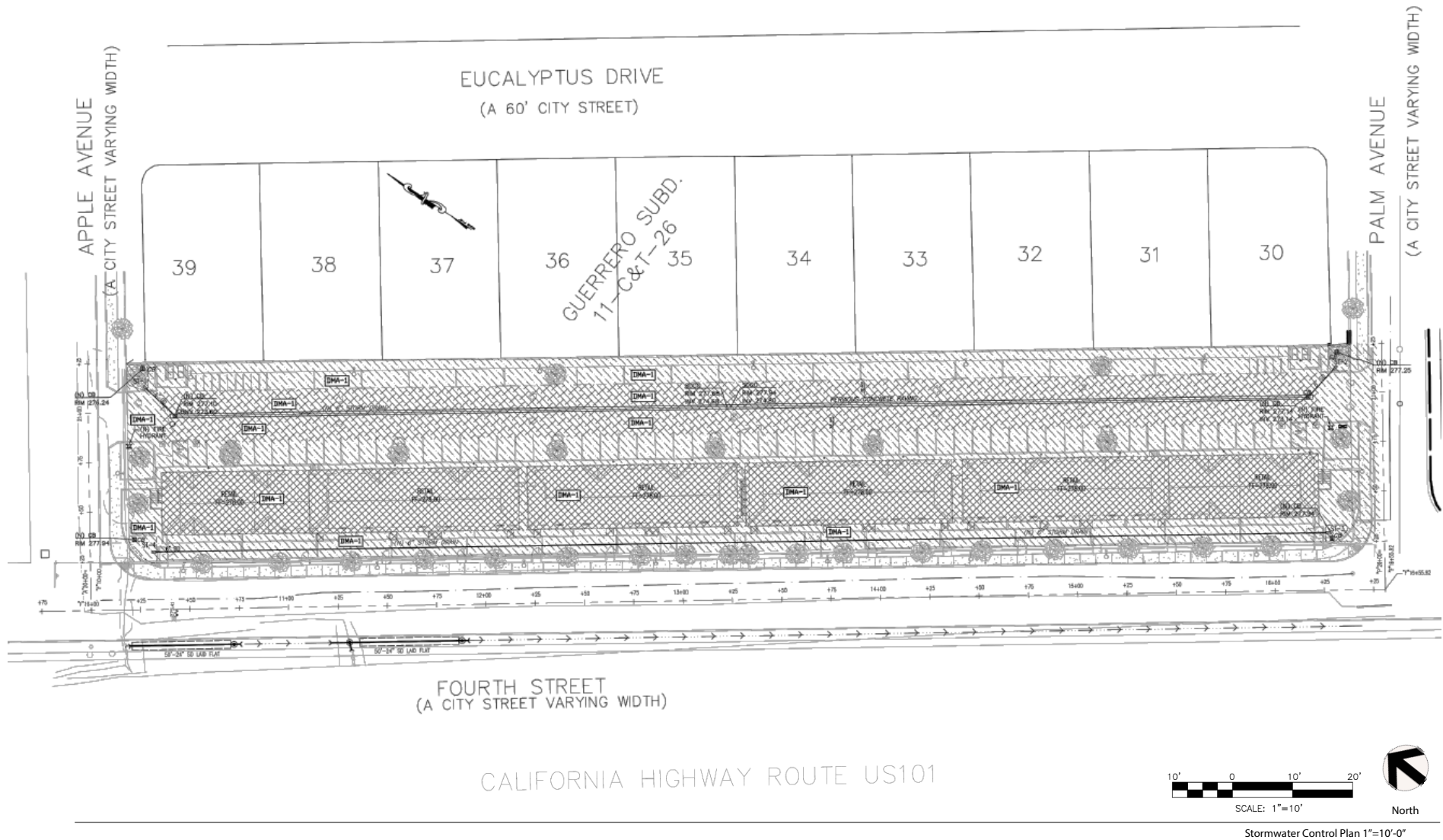
FEMA established the National Flood Insurance Program (NFIP) in order to reduce flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood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

#### *Porter-Cologne Water Quality Act*

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

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

Any construction or demolition activity that results in land disturbance equal to or greater than one acre must comply with the Construction General Permit (CGP), administered by the SWRCB. The CGP requires the installation and maintenance of BMPs to protect water quality until the site is stabilized. The proposed project would disturb more than one acre of soil and is required to obtain coverage under the Regional Water Quality Control Board (RWQCB) NPDES General Storm Water Permit.



Source: Ackland International, Inc., March 2022

Title:

# Stormwater Control Plan

Date 3/21/2022

Scale N/A

Project 2020-35

Mixed Retail and  
Residential Project

Figure  
8a

## TREATMENT CONTROL SUMMARY TABLE

ST-1 BIORETENTION BASIN						
DMA NAME	DRAINAGE AREA (SF)	POST-PROJECT SURFACE TYPE	DMA RUN-OFF FACTOR	DMA X RUN-OFF FACTOR	MINIMUM AREA (SF)*	PROPOSED AREA (SF)
A-4	269	PERMEABLE PAVERS	0.50	135	5	
A-5A	446	PLAY MATTING	1.00	446	18	
TOTAL				581	23	40

\*SIZING BASED ON 4% METHOD (0.04 X IMPERVIOUS AREA)

ST-2 BIORETENTION BASIN						
DMA NAME	DRAINAGE AREA (SF)	POST-PROJECT SURFACE TYPE	DMA RUN-OFF FACTOR	DMA X RUN-OFF FACTOR	MINIMUM AREA (SF)*	PROPOSED AREA (SF)
A-3C	1,875	CONVENTIONAL ROOF	1.00	1,875	75	
A-5B	1,924	PLAY MATTING	1.00	1,924	77	
A-6	225	PERMEABLE PAVERS	0.50	113	5	
A-7	1,032	PERMEABLE PAVERS	0.50	516	21	
TOTAL				4,428	178	178

\*SIZING BASED ON 4% METHOD (0.04 X IMPERVIOUS AREA)

ST-3 BIORETENTION BASIN						
DMA NAME	DRAINAGE AREA (SF)	POST-PROJECT SURFACE TYPE	DMA RUN-OFF FACTOR	DMA X RUN-OFF FACTOR	MINIMUM AREA (SF)*	PROPOSED AREA (SF)
A-3A	1,400	CONVENTIONAL ROOF	1.00	1,400	56	
TOTAL				1,400	56	57

\*SIZING BASED ON 4% METHOD (0.04 X IMPERVIOUS AREA)

ST-4 BIORETENTION BASIN						
DMA NAME	DRAINAGE AREA (SF)	POST-PROJECT SURFACE TYPE	DMA RUN-OFF FACTOR	DMA X RUN-OFF FACTOR	MINIMUM AREA (SF)*	PROPOSED AREA (SF)
A-1	1,805	CONVENTIONAL ROOF	1.00	1,805	72	
A-2	6,930	CONVENTIONAL ROOF	1.00	6,930	277	
A-3B	1,900	CONVENTIONAL ROOF	1.00	1,900	76	
TOTAL				10,635	425	451

\*SIZING BASED ON 4% METHOD (0.04 X IMPERVIOUS AREA)

Source: Ackland International, Inc., January 2021

Title:

# Stormwater Control Plan Summary Table

Date 5/28/2021  
Scale N/A  
Project 2020-35

Mixed Retail and  
Residential Project

Figure  
**8b**

### *Statewide Construction General Permit*

The SWRCB has implemented a NPDES General Construction Permit for the State of California (CGP). For projects disturbing one acre or more, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The CGP includes requirements for training, inspection, record keeping, and for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

### ***Regional and Local***

#### *Salinas Valley Groundwater Basin Plan*

The Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA) is a Joint Powers Authority (JPA) with membership comprising the County of Monterey, Water Resource Agency of the County of Monterey, City of Salinas, City of Soledad, City of Gonzales, City of King, Castroville Community Services District, and Monterey One Water for the Salinas Valley Groundwater Basin Plan (Basin Plan). Within the SVGB, the 180-Foot and 400-Foot Aquifers have been subject to seawater intrusion for more than 70 years, as demonstrated by increased salt content in wells near the Monterey Bay coastline. MCWRA and others have implemented a series of engineering and management projects including well construction moratoriums, developing the Castroville Seawater Intrusion Project (CSIP) system, and implementing the Salinas Valley Water Project (SVWP), among other actions to address seawater intrusion. The SVBGSA was created in 2017 under the Sustainable Groundwater Management Act (SGMA), with the mission of creating and implementing a sustainable groundwater management plan by 2020 to achieve sustainable groundwater use by 2040. The SVBGSA oversees the Salinas Valley Groundwater Sustainability Plan and provides a management oversight and proposes programs and actions to address seawater intrusion.

#### *General Plan Policies*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating hydrology and water quality impacts from development projects. Policies applicable to the project are presented below.

<b>City of Greenfield 2005 General Plan Relevant Hydrology and Water Quality Policies</b>	
Policy 4.10.1	Manage future development so that facilities are available for proper water supply.
Policy 4.10.2	Support water conservation throughout the City
Policy 4.10.3	New development shall pay the costs related to the need for increased water system capacity.
Policy 4.10.4	Water service systems shall meet regulatory standards for water delivery, water storage, and emergency water supplies.
Policy 4.10.7	Identify, monitor, and regulate land uses and activities that could result in contamination of groundwater supplies to minimize the risk of such contamination.

City of Greenfield 2005 General Plan Relevant Hydrology and Water Quality Policies	
Policy 4.10.9	The City will support the Salinas Valley Water Project at a policy level toward maintaining long-term groundwater supply and quality.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
10. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		1, 2, 20
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		1, 2, 23
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) Result in substantial erosion or siltation on- or off-site;			X		1, 2
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X		1, 2
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X		1, 2
iv) Impede or redirect flood flows?				X	1, 2, 15
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X		1, 2, 15
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X	1, 2

## Explanation

- a) **Less-Than-Significant Impact.** Temporary soil disturbance would occur during construction of the proposed project as a result of earth-moving activities, such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. If not managed properly, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. The types of pollutants contained in runoff from construction sites would be typical of urban areas, and may include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach

to sediment and be transported to downstream drainages and ultimately into collecting waterways, contributing to degradation of water quality.

The proposed project would disturb more than one acre of soil, and as stated above, is required to obtain coverage under the Regional Water Quality Control Board (RWQCB) NPDES General Storm Water Permit. The Permit would require a SWPPP which contains BMPs for construction and post construction runoff. BMPs that are typically specified within the SWPPP may include, but would not be limited to the following:

- The use of sandbags, straw bales, and temporary de-silting basins during project grading and construction during the rainy season to prevent discharge of sediment-laden runoff into storm water facilities.
- Revegetation as soon as practicable after completion of grading to reduce sediment transport during storms.
- Installation of straw bales, wattles, or silt fencing at the base of bare slopes before the onset of the rainy season (October 15th through April 15th).
- Installation of straw bales, wattles, or silt fencing at the project perimeter and in front of storm drains before the onset of the rainy season (October 15th through April 15th).

The project has been designed for compliance with City of Greenfield water quality control plans and permits and would not negatively affect water quality or resources. As such, with implementation of all applicable laws and regulations, the proposed project would not violate water quality standards or contribute additional sources of polluted runoff. Construction impacts to water quality would be less-than-significant.

- b) **Less-Than-Significant Impact.** The City is responsible for supplying water to the proposed project. The City supplies water from the Fore Bay Subbasin the Salinas River Basin. As discussed further in the Utilities and Service Systems section, there is adequate water supply from the City of Greenfield with all wells operating. However, there is not redundant capacity during peak usage. Thus, if a well is taken out of operation for servicing or repairs, there is a possibility that usage restrictions may be mandated by the City. The City has plans to address this by adding one well and providing additional storage. Despite the possibility of temporary usage restrictions until such time that the City brings online the additional well and additional storage, the project will not deplete groundwater supplies the City (Greenfield Commons ISMND, December 2020). It is not anticipated that the project would interfere substantially with groundwater recharge (such that the project may impede sustainable groundwater management of the basin) because the project is proposed on a developed site that is not effectively recharging groundwater. This results in less-than-significant impact.
- ci-ciii) **Less-Than-Significant Impact.** At the project site, rainfall currently either percolates into the soil, or in the case of larger rain events, results in surface water runoff. Storm water collected along Walnut Avenue and 3rd Street is conveyed in 18- to 24-inch pipes beneath these streets and discharged to the percolation/detention basin north of the project site constructed to



accommodate storm water. The percolation/detention basin is located adjacent to 3rd Street, between Walnut Avenue and Apple Avenue.

A stormwater control plan is proposed that directs runoff to bio-retention areas prior to flowing into the City's storm drainage system. The proposed project proposes design improvement to not negatively affect local drainage patterns. The Proposed Project would not alter a system or river or cause erosion or siltation. The site would be graded as necessary to construct the residential building and would not significantly affect the drainage patterns of the area due to the proposed project's urbanized location, as shown on **Figure 8**, Stormwater Control Plan. Further, safety and storm water conveyance improvements on 4th Street were evaluated by the project's engineer to address the concern raised by the City Public Works to mitigate proposed increased drainage and localized vehicle and pedestrian access at Apple Avenue and 4th Street. Per the Project engineer, the design of the stormwater system will address this issue as reported in the Preliminary Drainage Report and Plan. The plan provides offsite drainage from the southwest be diverted from flowing across the intersection of Apple Avenue and 4th Street into two underground storage pipes located on the southwesterly side of 4th Street. Project final stormwater improvement plans must be reviewed and approved by the City Engineer and Public Works Department prior to project construction. Therefore, impacts would be less-than-significant.

- civ) **No Impact.** According to FEMA the proposed project is not within a flood hazard area and would not significantly alter the drainage pattern of the site. As a result, the proposed project would not impede or redirect flows. Therefore, no impact would occur.
- d) **Less-Than-Significant Impact.** The project site is not located in near any bodies of water that would cause significant seiche or tsunami. In addition, the project is located in FEMA Flood Zone X, which is undetermined and outside any flood hazard zones. Therefore, the project would not be subject to the release of pollutants due to inundation, resulting in less-than-significant impact.
- e) **No Impact.** Greenfield is located within the larger Salinas Valley Groundwater Basin, which is divided into a series of subbasins. The Monterey County Groundwater Sustainability Agency (Monterey County GSA) has adopted a Groundwater Sustainability Plan (GSP) for the Subbasin nearer the coast. The Forebay Aquifer (subbasin) below Greenfield contains different hydrogeologic characteristics, is not vulnerable to seawater intrusion, and has a high rate of sustainable production. Given Greenfield's location, the project will not conflict or obstruct implementation of the GSP. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control or sustainable groundwater management plan. There would be no impact.

**Conclusion:** The project would have a less-than-significant impact on hydrology and water quality with implementation of identified standard permit conditions. Project final stormwater improvement plans must be reviewed and approved by the City Engineer and Public Works Department prior to project construction. Therefore, impacts would be less-than-significant.

## K. LAND USE

### Environmental Setting

The project site is located in an undeveloped, undeveloped lot within the City. The project site is surrounded by existing and planned commercial and residential uses, as follows:

- North: Highway Commercial/Regional Commercial (approved Walnut Avenue Specific Plan property currently in use by agriculture)
- South: Highway Commercial
- East: Low-density Residential
- West: Low-density Residential, and U.S. Route 101

The project site is currently designated Highway Commercial (C-H) with a Mixed-Use Overlay (MUO) in the General Plan. The MUO designation provides for the development of residential units in conjunction with a different underlying land use designation. The MUO zoning district provides for housing opportunities without reducing available land for commercial and professional office development. In addition to the permitted uses in the underlying zoning district, the mixed-use overlay establishes residential use as a permitted use.

The C-H land use designation allows for a broad range of commercial and service activities that require convenient vehicular access and adequate parking near U.S. Highway 101. This designation is intended primarily for service and retail uses that are not appropriate for the downtown area due to operational needs and characteristics.

The proposed project would require a rezoning to Multiple Family Residential and a General Plan Amendment to allow for the proposed residential use. The purpose of the Multiple Family Residential (R-M) zoning district is to accommodate higher density single-family and lower density multifamily residential development, with an unadjusted density range between 7 and 15 dwelling units per acre. Detached and attached single-family homes, duplexes, townhomes, condominiums, row houses, and garden apartments are permitted in Multiple Family Residential zoning districts. Residential structures are typically one, two, or occasionally three stories in height with greater lot coverage than Single Family Residential zoning districts.

Amending the project to a Multiple Family Density Residential designation with a zoning code designation as Multi-Family Residential (R-M) would allow a maximum base density of 15 units per acre. The project is requesting density bonus as an affordable housing development. A 35% density bonus is provided in the City Zoning Code, and recent State Housing law allow up to a 50% density bonus<sup>12</sup>. The density bonus provides for a residential density of up to 22.5 units per acre. The proposed 32-unit project on a 1.42-acre site conforms to this density bonus allowance. The project would also require an amendment to the General Plan and Zoning Code to allow the proposed commercial uses, specifically, the on-site convenience store and laundry facilities to serve the project and the public.

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<sup>12</sup> Density range may be exceeded by the density bonus provisions listed in the City of Greenfield Municipal Code Chapter 17.50 and California Density Bonus Law (CA Government Code Sections 65915-65918).

## General Plan

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating land use impacts from development projects. Policies applicable to the project are presented below.

City of Greenfield 2005 General Plan Relevant Land Use Policies	
Policy 2.1.1	New development shall be consistent with the scale, appearance, and rural community character of Greenfield's neighborhoods.
Policy 2.1.2	Encourage a combination of employment and residential uses that provide both jobs and housing for Greenfield's residents.
Policy 2.1.5	Promote commercial, industrial, and residential development that supports the community character of Greenfield. New development shall consider scale, building design and exterior materials, signage, landscaping, and proximity to services, shopping, parks, and schools.
Policy 2.1.9	Encourage infill and intensification of land uses through the reuse of redevelopment of vacant or underutilized industrial, commercial and residential sites where infrastructure supports such development.
Policy 2.1.10	New development shall undergo appropriate environmental review for all development in conformance with current federal, state, and local regulations.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
11. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?			X		1, 2, 3
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		1, 2, 3

## Explanation

- a) **Less-Than-Significant Impact.** The project is proposed on a developed site that is bordered by commercial and residential development. The proposed project, which includes the construction of a multi-family residential development would not physically divide an established community. This represents a less-than-significant impact.
- b) **Less-Than-Significant Impact.** The project site is designated Highway Commercial in the City's General Plan Land Use. The proposed project would require a rezoning to Multiple Family Residential and a General Plan Amendment and rezoning to allow for the proposed residential and commercial uses. The proposed project would not 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. The project is generally consistent with the land use categories and intent of the plans and zoning identified above, resulting in less-than-significant impact.

While the project site is not located on agricultural lands, it is adjacent to an agricultural field to the north. Policy 7.1.2 in the City General Plan requires development occurring in close proximity to agricultural uses minimize conflicts and negative impacts resulting from development. The location, distance, and positioning of the project would reduce the likelihood of the drift of applied compounds during pesticide or herbicide applications from the adjacent farmland toward the project site. The impact would be less-than-significant.

**Conclusion:** The project would have a less-than-significant impact on land use and planning.

## L. MINERAL RESOURCES

### Environmental Setting

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

### Impacts and Mitigation

#### *Thresholds per CEQA Checklist*

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
12. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	1, 2
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	1, 2

### Explanation

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

**Conclusion:** The project would have no impact on mineral resources.

## **M. NOISE**

A noise and vibration assessment has been prepared for the project by AMBIENT Air Quality & Noise Consulting, Inc. (December 2020), which is contained in **Appendix E**. The following discussion summarizes the results of this assessment.

### **Environmental Setting**

#### ***Noise Fundamentals***

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

#### *Amplitude*

Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 65-dB source of sound such as a truck, when joined by another 65 dB source results in a sound amplitude of 6 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB. Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10dB increase in amplitude with a perceived doubling of loudness and establish a 3-dB change in amplitude as the minimum audible difference perceptible to the average person.

#### *Frequency*

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

#### *Addition of Decibels*

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

## *Vibration Fundamentals*

Groundborne vibration is an oscillatory motion of the ground with respect to the equilibrium position. Most perceptible indoor vibration is caused by sources within buildings, such as the operation of mechanical equipment, movement of people or the slamming of doors. However, when vibration occurs as a result of groundborne transmission from exterior sources within buildings it can be a serious concern for residents and tenants, causing buildings to shake and rumbling sounds can be heard. Typical outdoor sources of perceptible groundborne vibration are heavy construction equipment (such as earthmoving, blasting, and pile driving), steel-wheeled trains, and heavy trucks on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible.

## *Existing Noise Conditions*

To document existing ambient noise level in the project area, short-term ambient noise measurements were conducted on October 28, 2020. Measured ambient noise levels are summarized in **Table 6**, Summary of Short-Term Noise Measurement.

As indicated in **Table 6**, measured ambient noise levels in the project area average approximately 66 to 67 dBA Leq. Ambient noise levels within the project area are predominantly influenced by vehicle traffic on U.S. Highway 101. Ambient noise levels during the evening and nighttime hours are generally 5 to 10 dB lower than daytime noise levels.

<b>Table 6</b>			
<b>Summary of Short-Term Noise Measurement</b>			
<b>Location</b>	<b>Monitoring Period</b>	<b>Noise Levels (dBA)</b>	
		<b>Leq</b>	<b>L<sub>Max</sub></b>
Northwest site boundary near 4th Street/Apple Avenue intersection	10:38-10:48	66.4	75.4
Western site boundary along 4th Street	11:03-11:13	66.7	78.2
Southwest site boundary near 4th Street/Palm Avenue intersection	11:21-11:31	66.6	77.6
Ambient noise measurements were conducted on October 28, 2020 using a Larson Davis Laboratories, Type I, Model LxT integrating sound-level meter.			

## **Regulatory Framework**

### ***State***

The State of California regulates vehicular and freeway noise affecting classrooms, sets standards for sound transmission and occupational noise control, and identifies noise insulation standards and airport noise/land-use compatibility criteria.

### ***California General Plan Guidelines***

The State of California General Plan Guidelines, published by the Governor's Office of Planning and Research (GOPR 2017), also provides guidance for the acceptability of projects within specific

CNEL/Ldn contours. The guidelines also present adjustment factors that may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. For multi-family land uses, the State of California General Plan Guidelines identify a "normally acceptable" exterior noise level of up to 65 dBA CNEL/Ldn. Multi-family land uses are considered "conditionally acceptable" within noise environments of 60 to 70 dBA CNEL/Ldn and "normally unacceptable" within exterior noise environments of 70 to 75 CNEL/Ldn and "clearly unacceptable" within exterior noise environments in excess of 75 dBA CNEL/Ldn. Assuming a minimum exterior-to-interior noise reduction of 25 dB, an exterior noise environment of 70 dBA CNEL/Ldn would allow for a normally acceptable interior noise level of 45 dBA CNEL/Ldn.

### *California Code of Regulations*

Noise insulation standards were officially adopted by the California Commission of Housing and Community Development in 1974. In November 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). Title 24 requires that interior noise levels attributable to exterior sources must not exceed 45 dB in any habitable room. Additionally, the code specifies that multi-family residential buildings or structures that will be located within exterior CNEL (or Ldn) contours of 60 dBA, or greater, of sources such as a freeway, expressway, parkway, major street, thoroughfare, airport, rail line, rapid transit line or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dBA. Predictions must also be made for future noise levels for a period of at least ten years from the time of building permit application.

### ***Local***

#### *City of Greenfield*

Within the City of Greenfield, noise is dealt with on a site-specific basis and is typically limited by conditions of approval applied to new projects, which may include limitations on construction or operational hours. In addition, noise-generating construction activities are typically limited to between the hours of 7:00 AM and 6:00 PM, Monday through Friday.

The Noise Element of the City of Greenfield General Plan contains policies designed to accomplish the following goals: 1) protect the community from the harmful and annoying effects of exposure to excessive noise, and 2) protect the economic base of the City by preventing the encroachment of noise-sensitive land uses into areas affected by existing noise-producing uses. The City's General Plan includes maximum allowable exterior and interior noise standards for projects affected by transportation and non-transportation noise sources. Noise compatibility of newly proposed development is determined in comparison to these standards. The City's applicable noise standards for projects affected by transportation noise sources are presented in **Table 7**. Noise standards for projects affected by non-transportation noise sources are summarized in **Tables 8 and 9**. The City's land-use compatibility noise criteria (in CNEL/Ldn) are summarized in **Table 10** (City of Greenfield 2005).



<b>Table 7</b> <b>Noise Standards for New Uses Affected by Transportation Noise</b>		
<b>New Land Use</b>	<b>Outdoor Activity Area (dBA CNEL/L<sub>dn</sub>)</b>	<b>Interior – Ldn/Peak Hour (dBA L<sub>dn</sub>)<sup>1</sup></b>
All Residential <sup>2, 3, 4</sup>	60-65	45
Transient Lodging <sup>5</sup>	65	45
Hospitals & Nursing Homes <sup>6</sup>	60	45
Theatres & Auditoriums	---	35
Churches, Meeting Halls, Schools, Libraries	60	40
Office Buildings <sup>7</sup>	65	45
Commercial Buildings <sup>7</sup>	65	50
Playgrounds, Parks, etc.	70	---
Industry <sup>7</sup>	65	50
<p>1. For traffic noise within the City of Greenfield, Ldn and peak-hour Leq values are estimated to be approximately similar. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.</p> <p>2. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.</p> <p>3. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development.</p> <p>4. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.</p> <p>5. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas.</p> <p>6. Hospitals are often noise generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.</p> <p>7. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.</p> <p>Source: City of Greenfield 2005 General Plan Noise Element</p>		

<b>Table 8</b> <b>Noise Level Performance Standards for New Projects Affected by or Including Non-Transportation Noise Sources</b>		
<b>Noise Level Descriptor</b>	<b>Daytime (7 AM to 10 PM)</b>	<b>Nighttime (10 PM to 7 AM)</b>
Hourly L <sub>eq</sub> dB	55	45
<p>1. Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises (e.g., humming sounds, outdoor speaker systems). These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).</p> <p>2. The City can impose noise level standards which are more restrictive than those specified above based upon determination of existing low ambient noise levels.</p> <p>3. Fixed noise sources which are typically of concern include, but are not limited to the following: HVAC Systems, Cooling Towers/Evaporative Condensers, Pump Stations, Lift Stations Emergency Generators, Boilers, Steam Valves, Steam Turbines, Generators, Fans, Air Compressors, Heavy Equipment, Conveyor Systems, Transformers, Pile Drivers, Grinders, Drill Rigs, Gas or Diesel Motors, Welders, Cutting Equipment, Outdoor Speakers, Blowers</p> <p>The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities including pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.</p> <p>Source: City of Greenfield 2005 General Plan Noise Element</p>		

<b>Table 9</b> <b>Noise Standards for New Uses Affected by Non-Transportation Noise</b>			
New Land Use	Outdoor Activity Area L <sub>dn</sub>		Interior – Ldn/Peak Hour (dBA L <sub>dn</sub> ) <sup>1</sup>
	Daytime	Nighttime	
All Residential <sup>2, 3, 4</sup>	50	45	35
Transient Lodging <sup>5</sup>	55		40
Hospitals & Nursing Homes <sup>6</sup>	50	45	35
Theatres & Auditoriums	---		35
Churches, Meeting Halls, Schools, Libraries	55		40
Office Buildings <sup>7</sup>	55		45
Commercial Buildings <sup>7</sup>	55		45
Playgrounds, Parks, etc.	65		---
Industry <sup>7</sup>	65	65	50
<p>1. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.</p> <p>2. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development.</p> <p>3. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas and are not commonly used during nighttime hours.</p> <p>4. Hospitals are often noise generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.</p> <p>5. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.</p> <p>6. The outdoor activity areas of office, commercial and park uses are not typically utilized during nighttime hours. General: The Table 5 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of Table 5, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.</p> <p>Source: City of Greenfield 2005 General Plan Noise Element</p>			

<b>Table 10</b> <b>City of Greenfield Land Use Noise Compatibility Criteria</b>				
New Land Use	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable <sup>1</sup>	Conditionally Acceptable <sup>2</sup>	Normally Unacceptable	Clearly Unacceptable
Residential-Single Family, Duplex, Mobile Home	<60	55-70	70-75	>75
Residential-Multiple Family	<65	60-70	70-75	>75
Transient Lodging, Motel, Hotel	<65	60-70	70-80	>80
School, Library, Church, Hospital, Nursing Home	<70	60-70	70-80	>80
Auditorium, Concert Hall, Amphitheater	---	<70	---	>65
Sports Arenas, Outdoor Spectator Sports	---	<75	---	>70
Playground, Neighborhood Park	<70	---	67.5-75	>72.5
Golf Course, Stable, Water Recreation, Cemetery	<75	---	70-80	>80
Office Building, Commercial and Professional	<70	---	67.5-77.5	>75
Industrial, Manufacturing, Utilities, Agriculture	<75	---	70-80	>75
<p><u>Normally Acceptable:</u> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p><u>Conditionally Acceptable:</u> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.</p> <p><u>Normally Unacceptable:</u> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p><u>Clearly Unacceptable:</u> New construction or development should not be undertaken.</p> <p>Source: City of Greenfield 2005 General Plan Noise Element</p>				

For proposed multi-family residential uses affected by transportation noise, the City has established an exterior noise level standard of 60 dBA Ldn. This standard is applied to common outdoor activity areas, such as recreational-use areas. Where common areas are not provided, the standard shall be applied at individual patios and balconies of the development. Where it is not possible to reduce noise in outdoor activity areas to 60 dBA Ldn, or less, an exterior noise level of up to 65 dBA Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels do not exceed 45 dBA Ldn/Leq.

For multi-family residential uses affected by non-transportation noise, the City has established maximum allowable exterior noise level standards of 50 dBA Leq during the daytime hours (7:00 AM to 10:00 PM) and 45 dBA Leq during the nighttime hours (10:00 PM to 7:00 AM). These noise-exposure standards are to be applied at common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development. For residential land uses, interior non-transportation noise-exposure is limited to a maximum of 35 dBA Leq.

### *City of Greenfield Municipal Code*

Per the City of Greenfield Municipal Code Title 17 (Zoning Ordinance) Noise Performance Standards, the sound pressure level generated by any use or combination of uses on a property shall not exceed the decibel levels indicated in the table below at any property line. Chapter 17.60.030 of the Municipal Code establishes allowable hours of construction between 7:00 AM and 6:00 PM daily, except for emergency work of public service utilities.

## **Impacts and Mitigation**

### ***Thresholds per CEQA Checklist***

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
13. NOISE. Would the project result in					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X			1, 2, 16
b) Generation of excessive groundborne vibration or groundborne noise levels?			X		1, 2, 16
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X		1, 2, 16

## Explanation

- a) **Less-Than-Significant With Mitigation Incorporated.** The noise-related effects associated with the project are described below based on the results of the noise and vibration study (see **Appendix E**).

### *Construction Noise*

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., land clearing, grading, building construction). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges were found to be similar for all construction phases, the initial site preparation phases, including grading and excavation activities, tend to involve the most equipment and result in the highest average-hourly noise levels.

Noise levels commonly associated with construction equipment are summarized in **Table 11**. As noted in **Table 11**, instantaneous noise levels (in dBA  $L_{max}$ ) generated by individual pieces of construction equipment typically range from approximately 80 dBA to 85 dBA  $L_{max}$  at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average-hourly noise levels for individual equipment generally range from approximately 73 to 82 dBA  $L_{eq}$ . Based on typical off-road equipment usage rates and assuming multiple pieces of equipment operating simultaneously within a localized area, average-hourly noise levels could reach levels of approximately 80 dBA  $L_{eq}$  at roughly 100 feet.

<b>Table 11</b>		
<b>Typical Construction Equipment Noise Levels</b>		
<b>Equipment</b>	<b>Typical Noise Level (dBA) at 50 feet from Source</b>	
	<b><math>L_{max}</math></b>	<b><math>L_{eq}</math></b>
Compactor, Concrete Vibratory Mixer	80	73
Backhoe/Front-End Loader, Air Compressor	80	76
Generator	82	79
Crane, Mobile	85	77
Jack Hammer, Roller	85	78
Dozer, Excavator, Grader, Concrete Mixer Truck	85	81
Paver, Pneumatic Tools	85	82
Source: <b>Appendix E</b>		

Depending on the location and types of activities conducted (e.g., soil excavation, grading), predicted noise levels at the nearest existing residences, which are generally located to the east of the project site, could potentially exceed 75 dBA  $L_{eq}/L_{max}$ . Construction-generated noise levels could potentially exceed the County's noise standards. Furthermore, with regard to residential land uses, activities occurring during the more noise-sensitive evening and nighttime hours could result in increased levels of annoyance and potential sleep disruption. For these reasons, noise-generating construction activities would be considered to have a potentially significant short-term noise impact.

## **Mitigation Measures**

**MM NOISE-1** The following measures shall be implemented to reduce short-term construction-related noise impacts:

- a) Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to daylight hours between 7:00 AM and 6:00 PM on Monday through Friday. Construction activities shall be prohibited on Saturday, Sundays, and federal and state holidays.
- b) Construction truck trips shall be scheduled, to the extent feasible, to occur during non-peak hours and truck haul routes shall be selected to minimize impacts to nearby residential dwellings.
- c) Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- d) Stationary construction equipment (e.g., portable power generators) should be located at the furthest distance possible from nearby residences. If deemed necessary, portable noise barriers shall be erected sufficient to shield nearby residences from direct line-of-sight of stationary construction equipment.
- e) When not in use, all equipment shall be turned off and shall not be allowed to idle. Provide clear signage that posts this requirement for workers at the entrances to the site.

Use of mufflers would reduce individual equipment noise levels by approximately 10 dBA. Implementation of the above mitigation measures would limit construction activities to the less noise-sensitive periods of the day. With implementation of the above mitigation measures and because activities would be short-term, this impact would be considered less-than-significant.

## ***Off-Site Noise Sources***

Nearby off-site noise sources include an existing car wash, which is located south of the project site across Palm Avenue. Operational noise levels associated with car washes can vary depending on the type of equipment installed and the number of vehicles being serviced. Based on measurements conducted at the existing and similar car wash facilities, operational noise levels at approximately 3 feet from the bay range from an average of approximately 80 dBA Leq during wash cycle to approximately 90 dBA Leq during the drying cycle. Hours of use are typically limited to the daytime hours. The highest noise levels generally occur during use of the hand dryer system. Assuming continuous vehicle use over an approximate one-hour period, average operational noise levels would be approximately 85 dBA Leq at approximately 3 feet from the bay entrance/exit. Predicted operational noise levels at the project site would be largely shielded from direct line-of-sight by the intervening masonry block structure, which would provide an estimated 15-dB shielding.

Based on the operational noise levels noted above and assuming an average noise-attenuation rate of 6 dB per doubling of distance from the source, predicted noise levels at the nearest proposed on-site structure would be approximately 48 dBA Leq. Assuming a minimum average exterior-to-interior noise reduction of 25 dBA, which is typical for new building construction, predicted interior noise levels would be approximately 23 dBA Leq. Predicted operational noise levels at onsite land uses would not exceed the City's daytime exterior or interior noise standards of 50 and 35 dBA Leq, respectively. It is also important to note that existing noise levels at the project site are largely influenced by vehicle traffic on U.S. Highway 101. Based on measurements conducted at the project site, average-hourly noise levels at the project site are predicted to range from approximately 55 dBA Leq during the nighttime hours to approximately 66 dBA Leq during the daytime hours. Operational noise levels associated with the nearby existing car wash would be largely masked by existing traffic noise levels. A new 620-foot sound wall of reinforced concrete masonry units (CMU) is proposed at the adjacent property line and wood fencing at private open spaces, which would further reduce noise levels from off-site sources. Noise generated by the existing car wash would be considered to have a less-than-significant impact.

### ***On-Site Noise Sources***

Potential long-term increases in noise associated with the proposed project would be primarily associated with the operation of building equipment, such as heating, ventilation, and air conditioning (HVAC) units, outdoor recreational activities, and vehicle use within onsite parking lots. The new sound wall proposed would further reduce noise levels on-site.

### ***Building Mechanical Equipment***

Proposed onsite structures would be anticipated to include the use of building mechanical equipment, such as air conditioning units and exhaust fans. Building mechanical equipment (e.g., air conditioning units, exhaust fans) would typically be located within the structures, enclosed, or placed on rooftop areas away from direct public exposure. Exterior air conditioning units would be anticipated to generate the loudest noise levels at exterior locations. Residential exterior air conditioning units can generate noise levels up to approximately 65 dBA Leq at 5 feet. Based on this noise level and assuming a noise-attenuation rate of 6 dB/doubling of distance from the source, predicted noise levels at the nearest residential land uses would be 42 dBA Leq, or less. Predicted operational noise levels at nearby residential land uses would not exceed the City's exterior daytime or nighttime noise standards of 50 and 45 dBA Leq, respectively, and would be largely masked by existing ambient noise levels. Noise generated by building mechanical equipment would not result in a substantial increase in ambient noise levels and would be considered to have a less-than-significant impact.

### ***Vehicle Parking Areas***

The proposed project includes the construction of various surface parking lots, including an 82-space parking lot located near the eastern boundary of the project site. Based on the

traffic analysis prepared for the proposed project, the project would generate a maximum of 52 peak-hour vehicle trips. Based on this estimate, predicted noise levels at the nearest residential dwellings would be approximately 44 dBA Leq or less, during the daytime peak-hour. Predicted noise levels during the nighttime hours would be less. Predicted operational noise levels at nearby residential land uses would not exceed the City's exterior daytime or nighttime noise standards of 50 and 45 dBA Leq, respectively, and would be largely masked by existing ambient noise levels. Noise generated by vehicle parking areas would be considered to have a less-than-significant impact.

### ***Off-Site Vehicle Traffic***

Predicted existing and future cumulative traffic noise levels, with and without implementation of proposed project, are summarized in **Table 12** and **Table 13**, respectively. As shown, the proposed project would result in a predicted increase in traffic noise levels of 0.2 to 0.9 dBA along area roadways under both existing and future cumulative conditions. The highest predicted increases of 0.9 dBA would occur along 4th Street, between the project site and Oak Street. Predicted increases in traffic noise levels along other area roadways would be less.

As noted earlier in this report, changes in ambient noise levels of approximately 3 dBA, or less, are typically not discernible to the human ear and would not be considered to result in a significant impact. A change in noise level of at least 5 dB is typically required before any noticeable change in community response would be expected. Implementation of the proposed project would not result in a significant increase (i.e., 5 dBA, or greater) in existing or projected future traffic noise levels along area roadways. As a result, this impact would be considered less-than-significant.

<b>Table 12</b> <b>Predicted Increases in Existing Traffic Noise Levels – Project Level Impacts</b>				
Roadway Segment	Predicted Noise Level at 50 feet from Centerline of Near Travel Lane (dBA Ldn/CNEL) <sup>1</sup>			
	Without Project	With Project	Difference <sup>2</sup>	Significant Impact? <sup>3</sup>
4th Street, North of Oak Avenue	53.7	54.6	0.9	No
Oak Avenue, East of 4th Street	56.8	56.8	0.0	No
Oak Avenue, West of 4th Street	59.3	59.5	0.2	No
1. Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108), based on data obtained from the traffic analysis prepared for this project. 2. Difference in noise levels reflects the incremental increase attributable to the proposed project. 3. Defined as a substantial increase (i.e., 5 dBA, or greater) in ambient noise levels.				

<b>Table 13</b> <b>Predicted Increases in Future Traffic Noise Levels -Project Level Impacts</b>				
Roadway Segment	Predicted Noise Level at 50 feet from Centerline of Near Travel Lane (dBA Ldn/CNEL) <sup>1</sup>			
	Without Project	With Project	Difference <sup>2</sup>	Significant Impact? <sup>3</sup>
4th Street, North of Oak Avenue	53.7	54.6	0.9	No
Oak Avenue, East of 4th Street	56.9	56.9	0.0	No
Oak Avenue, West of 4th Street	59.3	59.5	0.2	No
1. Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108), based on data obtained from the traffic analysis prepared for this project. 2. Difference in noise levels reflects the incremental increase attributable to the proposed project. 3. Defined as a substantial increase (i.e., 5 dBA, or greater) in ambient noise levels.				

### ***Land Use Compatibility***

Noise levels at the project site are primarily affected by vehicle traffic on U.S. Highway 101. For proposed multi-family residential uses affected by transportation noise, the City has established an exterior noise level standard of 60 dBA Ldn. This standard is applied to common outdoor activity areas, such as recreational-use areas. Where common areas are not provided, the noise standard shall be applied at individual patios and balconies of the development. Where it is not possible to reduce noise in outdoor activity areas to 60 dBA Ldn, or less, an exterior noise level of up to 65 dBA Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels do not exceed 45 dBA Ldn/Leq.

### ***Cumulative Conditions***

Under future cumulative conditions, predicted traffic noise levels for the adjacent segment of U.S. 101 would be approximately 73 dBA Ldn/CNEL at 100 feet from the roadway centerline. Based on preliminary site plans, the nearest proposed outdoor patios/balconies would be located approximately 155 feet from the centerline of U.S. Highway 101. Based on this distance, predicted future year 2035 exterior noise levels at the patios/balconies of the proposed residential units would be approximately 73 dBA Ldn/CNEL. Based on this exterior noise level and assuming an average exterior-to-interior noise reduction of 25 dBA, which is typical for new building construction, predicted interior noise levels at the nearest proposed structure would be approximately 48 dBA Ldn/CNEL, or less. Predicted exterior and interior noise levels would exceed the City's applicable noise standards of 65 and 45 dBA Ldn/CNEL, respectively, for multi-family residential uses. Because predicted exterior and interior noise levels at proposed multi-family residential uses would exceed the City's noise standards, this cumulative conditions impact would be considered potentially significant.

### ***Mitigation Measure***

**MM NOISE-2:** The following measures shall be implemented to reduce long-term noise impacts:



- a) Proposed residential units shall be designed to comply with California Code of Regulations, Title 24 noise-insulation standards. Accordingly, predicted interior noise levels within habitable rooms shall not exceed 45 dBA CNEL.
- b) The proposed project shall be designed to include an outdoor common-use area for occupants of proposed on-site residential units. The common area shall be located along the eastern façade of the structure or within the proposed parking area and shielded from direct line-of-sight of U.S. Highway 101.

The proposed residential units would be designed to comply with California Code of Regulations, Title 24 noise-insulation standards. Compliance with the State's noise-insulation standards would limit interior noise levels to a maximum of 45 dBA Ldn, consistent with the City's maximum allowable interior noise standard for residential land uses. In accordance with City noise standards for transportation noise sources, applicable noise standards can be applied at an outdoor common-use area, rather than at individual balconies and patios for residential units. Mitigation Measure Noise-2 would require incorporation of a common-use area within the eastern portion of the project site and shielded from direct line-of-sight of U.S. Highway 101. Predicted noise levels at the exterior common-use area would be approximately 64 dBA Ldn, or less, and would not exceed the City's conditionally-acceptable noise standard of 65 dBA Ldn. With mitigation, this impact would be considered less-than-significant.

- b) **Less-Than-Significant Impact.** Long-term operational activities associated with the proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction activities associated with the proposed improvements would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, would not be required for this project.

Groundborne vibration levels associated with representative construction equipment are summarized in **Table 14**. As depicted, ground vibration generated by construction equipment would be approximately 0.089 in/sec ppv, or less, at 25 feet (Caltrans 2020). Predicted vibration levels at the nearest existing structures would not be anticipated to exceed commonly applied criteria for structural damage or human annoyance (i.e., 0.5 and 0.2 in/sec ppv, respectively). In addition, no fragile or historic structures have been identified in the project area. As a result, this impact would be considered less-than-significant.

<b>Table 14</b>	
<b>Representative Vibration Source Levels for Construction Equipment</b>	
<b>Equipment</b>	<b>Peak Particle Velocity at 25 Feet (In/Sec)</b>
Large Bulldozer	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: <b>Appendix E</b>	

- c) **Less-Than-Significant Impact.** The project site is not located within the projected noise contours of major airports within the County (see **Appendix E**). Implementation of the proposed project would not result in the exposure of sensitive receptors to aircraft noise levels, nor would the proposed project affect airport operations. This impact is considered less-than-significant.

**Conclusion:** The project would have a less-than-significant impact related to noise and vibration with incorporation of identified mitigation measures and standard permit conditions.

## N. POPULATION AND HOUSING

### Environmental Setting

Based on information from the Department of Finance, the City's population was estimated to be 18,284 in January 2020 and had an estimated total of 3,891 housing units, with an average of 4.95 persons per household.<sup>13</sup>

A project can induce substantial population growth by 1) proposing new housing beyond projected or planned development levels, 2) generating demand for housing as a result of new businesses, 3) extending roads or other infrastructure to previously undeveloped areas, or 4) removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

### Impacts and Mitigation

#### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
14. POPULATION AND HOUSING. Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X		1, 2, 3
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	1, 2

### Explanation

- a) **Less-Than-Significant Impact.** The development of the 32 residential units could increase the number of residents in the project area by approximately 159 residents based on the Department of Finance data of 4.95 average persons per household for the City. This represents a minor increase in the City's overall population and is consistent with growth planned in the 2005 General Plan. The proposed project would require a rezoning to Multiple Family Residential and a General Plan Amendment to allow for the proposed residential use. The proposed project is generally consistent with the land use categories and intent of the plans and zoning identified above and, therefore, would not add growth beyond that anticipated from buildout of the General Plan. This represents a less-than-significant impact.
- b) **No Impact.** The project consists of the development of a multi-family residential complex. The buildings will be constructed on an undeveloped lot into a multi-family residence. No housing would be removed as a result of the project. The project would not displace existing housing or require the construction of replacement housing. No impact would occur.

**Conclusion:** The project would have a less-than-significant impact on population and housing.

<sup>13</sup> State of California, Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State— January 1, 2011-2020." April 2020. Accessed October 2020. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>

## O. PUBLIC SERVICES

### Environmental Setting

**Fire Protection:** Fire protection services are provided to the project site by the Greenfield Fire Department (GFD), located at 380 Oak Avenue about 0.2 miles south from the project.

**Police Protection:** Police protection services are provided to the project site by the Greenfield Police Department (GPD) headquartered at 599 El Camino Real, approximately 1.3 miles from the project site by way of surface streets.

**Parks:** The nearest park facilities are Vintage Park located about 0.4 miles east of the project site at 221 Pinot Avenue, and the park within the Walnut Avenue Specific Plan located about 0.3 miles northeast of the project site at 3<sup>rd</sup> Street.

**Schools:** The proposed project is located within the Greenfield Union School District. The closest school to the proposed project is Cesar Chavez Elementary School which is located approximately 0.5 mile east of the proposed project site.

### Regulatory Framework

#### *State*

##### *California Government Code Section 65996*

California Government Code Section 65996 stipulates that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to issuance of a building permit. The legislation states that payments of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA [§65996(b)]. The school district is responsible for implementing the specific methods of school impact mitigation under the Government Code. The CEQA documents must identify that school impact fees and the school districts' methods of implementing measures specified by Government Code 65996 would adequately mitigate project-related increases in student enrollment.

#### *Local*

##### *General Plan Policies*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating public service impacts from development projects. Policies applicable to the project are presented below.

City of Greenfield 2005 General Plan Relevant Public Service Policies	
Policy 2.1.3	Consider the fiscal impacts of development in order to ensure that the City has adequate financial resources to fund services, projects, and programs for the community.

<b>City of Greenfield 2005 General Plan Relevant Public Service Policies</b>	
Policy 2.1.4	Consider the financial impacts of providing required public facilities, infrastructure, and services during the review of development projects.
Policy 8.6.2	In order to ensure prompt public protection services, address numbers shall be required to be easily seen from the street or road.
Policy 4.1.2	New Development or major modifications of existing development shall construct all necessary on- or off-site infrastructure and public services needed to serve the project in accordance with City standards.
Policy 4.2.2	Ensure that any future development project provides public infrastructure and public services that fully serve the needs of the project and address any impacts created by such project and does not adversely affect public facilities or services.
Policy 4.2.5	New development shall be responsible for all costs of upgrading existing public facilities, constructing new facilities or expanding services that are needed to serve the development.
Policy 4.2.6	Determine financial impacts of new development on public facilities and services during the project review process, basing such determinations on the analysis contemplated under the Land Use Element. As part of the project approval process, adopt specific findings that relate to the demand for public facilities and services.
Policy 4.3.2	New development shall pay its fair share of costs for new fire protection facilities and services.
Policy 4.5.2	Adopt police protection standards and requirements and analyze any new development for consistency during project review.
Policy 4.6.2	Require new residential development, General Plan Amendments, or rezoning to residential use to mitigate impacts on public school facilities, unless the City Council makes a finding of overriding considerations.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
15.	PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a)	Fire protection?			X		1, 2, 3
b)	Police protection?			X		1, 2, 3
c)	Schools?			X		1, 2
d)	Parks?			X		1, 2
e)	Other public facilities?			X		1, 2

## Explanation

- a) **Less-Than-Significant Impact.** The project would result in an incremental increase in the demand for fire protection services. The project area, however, is currently served by the GFD and the amount of proposed development represents a small fraction of the total growth identified in the General Plan. The project, by itself, would not preclude the GFD from meeting their service goals and would not require the construction of new or expanded fire facilities. In addition, the proposed project would be constructed in accordance with current building and Fire codes and would be required to be maintained in accordance with applicable City policies to promote public and property safety. Therefore, the proposed residential development would not significantly impact fire protection services or require the construction of new or remodeled facilities. This represents a less-than-significant impact.
- b) **Less-Than-Significant Impact.** The project would intensify the use of the site and generate additional occupants in the area. This would result in an incremental increase in the demand for police protection services. The project site, however, is currently served by the GPD and the amount of proposed development represents a small fraction of the total growth identified in the General Plan. The project, by itself, would not preclude the GPD from meeting their service goals and would not require the construction of new or expanded police facilities. In addition, the proposed project would be constructed in accordance with current building codes and would be required to be maintained in accordance with applicable City policies to promote public and property safety. Therefore, the proposed residential development would result in a less-than-significant impact police protection services or require the construction of new or remodeled facilities.
- c) **Less-Than-Significant Impact.** The proposed residential project would generate additional new students, resulting in an incremental increase in the demand for school services. Students generated by the project would attend schools in the Greenfield Union School District. Pursuant to Senate Bill 50, which became effective in 1998, payment of the School Facilities Mitigation Fee has been deemed by the State to be full and complete mitigation for the impacts of a development project on the provision of adequate school facilities. The project applicant would be required to pay the applicable School Facilities Mitigation Fee, which is based on the number of new housing units developed. With payment of these fees, the project would have a less-than-significant impact on schools.
- d) **Less-Than-Significant Impact.** The project would place an incremental demand on parks and recreational facilities in the city. The addition of the additional residences to the area results in a less-than-significant impact on park facilities.
- e) **Less-Than-Significant Impact.** The proposed project would be adequately served by existing and planned library facilities. The project could have an incremental increase in the demand for other public services, including library services. This represents a less-than-significant impact.

**Conclusion:** The project would have a less-than-significant impact on public services.

## P. RECREATION

### Regulatory Framework

#### *Local*

#### *General Plan*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating recreation impacts from development projects. Policies applicable to the proposed project are presented below.

City of Greenfield 2005 General Plan Relevant Recreation Policies	
Policy 4.3.2	Seek a balance between social, cultural, and recreation needs of the community when developing new general-purpose public facilities.

### Impacts and Mitigation

#### *Thresholds per CEQA Checklist*

ENVIRONMENTAL IMPACTS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
16. RECREATION. Would the project:						
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		1, 2
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X		1, 2

### Explanation

a), b) **Less-Than-Significant Impact.** The proposed project would not generate a substantial increase in population that would require the construction of additional neighborhood and regional parks or other recreational facilities or increase the use of existing parks or other recreational facilities. Therefore, the project would have less-than-significant impact.

**Conclusion:** The project would have a less-than-significant impact on recreational facilities.

## **Q. TRANSPORTATION**

The following discussion is based on a transportation analysis prepared for the project by Traffic Engineer Keith Higgins, formerly with Hatch Mott MacDonald (June 26, 2015). The 2015 analysis evaluated a larger project than currently proposed, with 24 multi-family residential units and 16,000 sf of commercial development. An updated analysis was completed in March 12, 2022 to analyze a proposed residential project of 32 units, and not the commercial development. Both the original and updated reports are included in **Appendix F**. In June 2022, the application was amended to add a smaller component of local commercial use (total of 3,200 sf). The traffic report summarizes the potential transportation impacts associated with the proposed project. Vehicular, pedestrian, bicycle, and transit circulation issues were evaluated at the project site and the immediately surrounding street network.

### *Study Intersections*

The AM and PM peak periods were analyzed at the following intersections:

1. U.S. 101 Southbound ramps/ Oak Avenue
2. U.S. 101 Northbound ramps/ Oak Avenue
3. 4th Street/Oak Avenue

### **Environmental Setting**

#### *Existing Roadway Network*

The project site is located on 4th Street east of U.S. 101. Regional access to the project site is provided by U.S. 101.

#### *Existing Pedestrian and Bicycle Network*

There are no sidewalks along the project street frontages. There are no bicycle facilities in the study area. Bicycle racks would be located near the north and south entrances of the project site.

#### *Public Transit Services*

Monterey-Salinas Transit (MST) provides bus services for the City. MST bus route 23 is the only bus route that travels through the City, which runs from the City of Salinas, south to King City. The nearest bus stop is located on El Camino Real, between Palm Avenue and Oak Avenue.



## Regulatory Framework

### *Regional and Local*

#### *City of Greenfield*

The City has instituted a traffic impact fee to implement roadway improvements at various intersections and segments through the City.

#### *General Plan*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating transportation impacts from development projects. Policies applicable to the proposed project are presented below.

City of Greenfield 2005 General Plan Relevant Transportation Policies	
Policy 3.1.1	New development shall be consistent with the scale, appearance, and rural community character of Greenfield's neighborhoods.
Policy 3.1.3	During Project planning and design, developments shall recognize streets as multi-modal transportation corridors and as an interactive community space.
Policy 3.1.4	During the planning and development review process, encourage the incorporation of bicycle, pedestrian, and public transit modes where appropriate.
Policy 3.2.1	New development shall include construction or in-lieu of new roadways or roadway improvements prior to or concurrent with new development and as deemed appropriate by the City.
Policy 3.3.2	Incorporate convenient bicycle and pedestrian access and facilities in new public and private development projects where appropriate.

## Impacts and Mitigation

### *Thresholds per CEQA Checklist*

ENVIRONMENTAL IMPACTS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
17.	TRANSPORTATION/TRAFFIC. Would the project:					
a)	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X		1, 2, 18
b)	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X		1, 2, 18
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		1, 2
d)	Result in inadequate emergency access?				X	1, 2, 18

## Explanation

- a) **Less-Than-Significant Impact.** The residential component of the project is estimated to generate about 201 daily trips with 15 during the AM peak hour and 18 during the PM peak hour. The commercial component of the project is expected to generate approximately 143 net daily trips, with 6 during the AM peak hour and 9 during the PM peak hour.<sup>14</sup> Per the City General Plan, Apple Avenue, Palm Avenue, and 4th Street are local streets and are adequate to carry up to 2,000 vehicles per day. The project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities as described below. The results of the VMT analysis and compliance with the City's Transportation Analysis Policy are addressed in b) below.

The City has instituted a traffic impact fee to implement roadway improvements at various intersections and segments throughout the City.

The project would implement the following proposed improvements at the intersection of 4th Street and Oak Avenue:

- Add an eastbound Oak Avenue left turn lane;
- Add northbound and southbound 4th Street left turn lanes;
- Add a second westbound Oak Avenue through lane; and
- Convert the intersection to all-way stop control.

Implementation of these improvements would result in operations of LOS B (AM) and LOS (C) at the 4th Street and Oak Avenue intersection, which are operations at or better than the City's level of service standard. The project's payment of the City's traffic impact fee would constitute its proportional contribution towards these improvements, resulting in a less-than-significant impact.

*Pedestrian Facilities.* The existing network of sidewalks and crosswalks in the immediate vicinity of the project site has good connectivity and provides pedestrians with safe routes to various points of interest in the study area. The project would provide sidewalks along its frontage, which are currently lacking. The closest school to the site is Cesar Chavez Elementary School, which is located ½ miles east of the project site and it is likely that students would walk to school.

*Bicycle Access and Circulation.* The elementary school is just over ½ mile from the project site, and bicyclists could ride there using bike lanes and low-volume residential streets.

*Transit Services.* The site is served by MST. There is one MST local bus lines, route 23 that serve the project area. The nearest bus stop is located on El Camino Real, between Palm Avenue and Oak Avenue. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. This represents a less-than-significant impact.

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<sup>14</sup> Exhibit 4, Project Trip Generation, Based on ITE 9th Edition. (Higgins, Keith. June 26, 2015, and March 12, 2022. Palmas de Greenfield Multi-Family Residential Development Traffic Study, Greenfield, California.)

- b) **Less-Than-Significant Impact.** SB 743, which was codified in PRC Section 21099, required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” As a result, the Governor’s Office of Planning and Research (OPR) proposed changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project’s transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project.

In 2018, OPR released a technical advisory containing the recommendations regarding the assessment of VMT (OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018). The technical advisory provides recommendations for assessing VMT and significance thresholds for residential, office, retail, and transportation projects. As noted in the advisory, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT. The change to VMT was formally adopted as part of updates to the CEQA Guidelines on December 28, 2018. The deadline for adopting policies to implement SB 743 and the provisions of CEQA Guidelines Section 15064.3(b) was July 1, 2020. The OPR Technical Advisory offers recommendations to screen affordable housing, indicating that it is presumed to have a less than significant transportation VMT impact for a 100 percent affordable residential development (or the residential component of a mixed-use development). Lead agencies may develop their own presumption of a less than significant impact for residential projects (or residential portions of mixed-use projects) containing a particular amount of affordable housing, based on local circumstances and evidence<sup>15</sup>.

Currently, the City does not have adopted VMT thresholds. Monterey County and Greenfield are in the process of formally adopting methodologies and procedures for determining if development proposals will require further VMT analysis or if the proposal is below significance thresholds and exempt from additional analysis. Consistent with OPR Guidelines, it is being established that a project with an anticipated VMT that is over 15% below the current development average would have a potentially significant impact on traffic.

A draft VMT policy and corresponding evaluation methodology have been developed using the “VMT Calculator” based on the Association of Monterey Bay Area Governments Regional Travel Demand Model (AMBAG RTDM). The VMT Calculator estimates the VMT for land uses within individual Traffic Analysis Zones (TAZ’s) using the AMBAG RTDM, which are geographic subareas throughout the cities and unincorporated areas of Monterey County. The VMT Calculator also compares the result to the significance threshold described above.

The Monterey County VMT Calculator bases the estimate of Project VMT on the location of the Project within the County, which is identified by the Traffic Analysis Zone (TAZ) in which the project is located. The Project is in TAZ 1706. As indicated on Exhibit 7, Appendix F, the

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<sup>15</sup> <https://opr.ca.gov/ceqa/sb-743/faq.html#housing-projects>

VMT calculator estimates that residential development within this zone has an Average VMT per capita of 12.0. The Threshold of Significance for this TAZ is 12.3. The Project is expected to generate a VMT per capita below this threshold. Therefore, the Project will have a less-than-significant VMT impact. No mitigations such as trip reduction strategies are required.

In the absence of an adopted threshold of significance, CEQA Guidelines Sec. 15064.3(b)(3) also identifies that a lead agency may qualitatively evaluate potential traffic-related effects by considering such factors as availability of transit, proximity to other destinations, and similar factors. The technical advisory also discusses potential screening thresholds for land use projects. Many agencies use “screening thresholds” to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study (CEQA Guidelines 15063(c)(3)(C), 15128, and Appendix G). The technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, and transit availability to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study<sup>16</sup>. 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. The project is next to Highway 101, within ½ mile of MST bus stop. Additionally, the small size of the project relative to the threshold considered by OPR that would be likely to generate a VMT impact supports no further VMT analysis is required. This represents a less-than-significant impact.

- c) **Less-Than-Significant Impact.** The project would not substantially increase hazards due to a design feature or incompatible use. The proposed project would provide a driveway to provide access to the site with entrances at Apple Avenue and Palm Avenue. The project would maintain landscaping so that the access point is clear of any obstructions to allow adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on the surrounding streets. This represents a less-than-significant impact.
- d) **No Impact.** The project is expected to generate an increase of about 1% in total entering traffic at the study intersections, and thus would not impede emergency vehicles. The proposed project would also not result in inadequate emergency access. The project site plans include access driveways, which could be used by emergency vehicles in the case of an emergency at the project site. Parking associated with the project site would not pose an obstacle for emergency vehicles on the surrounding streets, resulting in no impact.

**Conclusion:** The project would have a less-than-significant impact on transportation.

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<sup>16</sup>In response to SB 743, CEQA guidelines were significantly amended regarding the methods by which lead agencies evaluate a project’s transportation impacts. Under SB 743, development within the State could forego transportation analysis and mitigation entirely for projects including affordable housing, housing within ½-mile of transit, housing projects generating fewer than 110 trips per day, and new housing in existing low-VMT neighborhoods, including rural and suburban areas.

## **R. TRIBAL CULTURAL RESOURCES**

### **Environmental Setting**

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

Enactment of AB 52 formally recognizes that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities. California Native American tribes are experts with regard to their tribal history and practices for which they are traditionally and culturally affiliated. Due to this unique history, and to uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, environmental analysis of projects should include tribal knowledge about the land and tribal cultural resources at issue, as well as the potential significant impact on those resources. Therefore, a meaningful consultation between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources shall occur. This would allow identification of potential tribal cultural resources onsite and incorporation of culturally appropriate mitigation measures considered by the decision-making body of the lead agency. This also enables California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources and ultimately establishes that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

Please refer to **Section E. Cultural Resources**.

### **Regulatory Framework**

#### *CEQA and California Register of Historical Resources*

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

The California Register of Historical Resources was created to identify resources deemed worthy of preservation and was modeled closely after the National Register of Historic Places. The criteria are nearly identical to those of the National Register, which includes resources of local, State, and regional and/or national levels of significance. Under California Code of Regulation Section 4852(b) and Public Resources Code Section 5024.1, an historical resource generally must be greater than 50 years old and must be significant at the local, State, or national level under one or more of the following four criteria:

1. 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.
2. It is associated with the lives of persons important to local, California, or national history.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or important creative individual or possesses high artistic values.
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks register or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be historical resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (Public Resources Code, Section 5024.1g; California Code of Regulations, Title 14, Section 4850).

California Code of Regulations Section 4852(c) addresses the issue of “integrity,” which is necessary for eligibility for the California Register. Integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” Section 4852(c) provides that historical resources eligible for listing in the California Register must meet one of the criteria for significance defined by 4852(b)(1 through 4) and retain enough of their historic character of appearance to be recognizable as historical resources and to convey the reasons for their significance.

#### *Native American Heritage Commission*

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

<b>City of Greenfield 2005 General Plan Relevant Tribal Cultural Resource Policies</b>	
Policy 7.6.1	Preserve areas that have been identifiable and important archaeological or paleontological significance.

<b>City of Greenfield 2005 General Plan Relevant Tribal Cultural Resource Policies</b>	
Program 7.6.A	<p>Adopt the following conditions on all discretionary projects regarding the discovery of archaeological or paleontological resources:</p> <ul style="list-style-type: none"> <li>i. The Planning Department shall be notified immediately if any prehistoric, archaeological, or paleontology artifact is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.</li> <li>ii. All construction must stop, and the authorities notified in any human remains are uncovered. The County Coroner must be notified according to Section 7050.5 of the California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed.</li> </ul>

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
18. TRIBAL CULTURAL RESOURCES. Would the project:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or				X	1, 2, 10
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X			1, 2, 10

### Explanation

- a) **No Impact.** As described above in **Section E Cultural Resources**, the results of the ALR (September 2020) indicate there are no historical resources within the area of the proposed project, resulting in no impact.
- b) **Less-than-Significant Impact with Mitigation.** The results of the ALR indicate that the proposed project area does not contain surface evidence of potentially significant archaeological resources, and it has been significantly disturbed. No tribal cultural resources or Native American resources have been identified at the proposed project site to date, however, there is potential for findings of these resources, due to its location within an area

of high archaeological sensitivity. Since the proposed project is subject to subsurface investigation within an area of high archaeological sensitivity, there is a possibility of inadvertently uncovering archaeological or tribal cultural resources, which would be considered a potentially significant impact. This impact can be mitigated to a less-than-significant level with the implementation of Mitigation Measures CR-1 and CR-2.

### **Mitigation Measures**

**MM CR-1:** If archaeological materials or features are discovered at any time during construction, work shall be halted within 50 meters (150 ft.) of the find until it can be evaluated by a qualified professional archaeologist (defined as one who is certified by the Society of Professional Archaeologists). If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

**MM CR-2:** If human remains are discovered at any time during construction, work shall be halted within 50 meters (150 ft.) of the find.

- The contractor shall call the Monterey County Coroner and await the Coroner's clearance. If the coroner determines the remains are Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.
- NAHC shall notify the most likely descendent.
- The Native American descendent, with permission of the landowner or representative, may inspect the site of the discovery and recommend the means for treating or disposing with appropriate dignity the human remains and any associated grave goods.
- The Native American descendent shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the removal and analysis of human remains and associated items; preservation of the Native American human remains and associated items in place; relinquishment of Native American human remains and associated items to the descendants for treatment; or other culturally appropriate treatment. If the NAHC is unable to identify a descendent or the descendent identified fails to make a recommendation within 24 hours, the landowner shall reinter the human remains and items associated with the Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.
- If the landowner and Native American descendent reach agreement on the appropriate procedure, the landowner shall follow this procedure.
- If the landowner and Native American descent cannot reach agreement, the parties shall consult with the Native American Heritage Commission. The landowner shall consider and, if agreeable, follow the identified procedure.
- If the landowner and Native American descendant cannot reach agreement after consultation, the Native American human remains shall be reinterred on the property with appropriate dignity.



Additionally, the City of Greenfield initiated consultation with the NAHC in July 2022 for information from the NAHC sacred Lands File and a list of stakeholders. The NAHC found no information in their files regarding sacred lands. A list of tribal representatives was provided by the NAHC; contact with tribal representatives describing the proposed project and asking for information or comments has been conducted.

**Conclusion:** With incorporation of mitigation identified above, the project would have a less-than-significant impact on transportation.

## **S. UTILITIES & SERVICE SYSTEMS**

### **Environmental Setting**

A utility plan for the project is presented as **Appendix G**. Utilities and services are furnished to the project site by the following providers:

- Wastewater Treatment: City of Greenfield Wastewater Treatment Plant
- Water Service: City of Greenfield
- Storm Drainage: City of Greenfield
- Solid Waste: Tri-Cities Disposal and Recycling, Inc.
- Natural Gas & Electricity: PG&E

### **Regulatory Framework**

#### ***State***

##### *Assembly Bill 939*

California AB 939 established the California Integrated Waste Management Board (CalRecycle), which required all California counties to prepare Integrated Waste Management Plans. In addition, AB 939 required all municipalities to divert 50 percent of their waste stream by the year 2000.

##### *California Green Building Standards Code*

In January 2017, California adopted the most recent version of the California Green Building Standards Code, which establishes mandatory green building standards for new and remodeled structures in California. These standards include a mandatory set of guidelines and more stringent voluntary measures for new construction projects, in order to achieve specific green building performance levels as follows:

- Reduce indoor water use by 20 percent;
- Reduce wastewater by 20 percent;
- Recycle and/or salvage 50 percent of nonhazardous construction and demolition debris; and
- Provide readily accessible areas for recycling by occupant.

#### ***Local***

##### *General Plan*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating utilities and service system impacts from development projects. Policies applicable to the proposed project are presented below.

<b>City of Greenfield 2005 General Plan Relevant Utilities and Service System Policies</b>	
Policy 4.9.1	Promote the reduction of the amount of waste disposed of landfills by: 1) reducing the amount of solid waste generated within the city (waste reduction); 2) reusing as much of the solid waste as possible (recycling); 3) utilizing the energy and nutrient value of the solid waste (waste to energy and composting); and 4) properly disposing of the remaining solid waste (landfill disposal).
Policy 4.10.1	Manage future development so that facilities are available for proper water supply.
Policy 4.10.2	Support water conservation throughout the City.
Policy 4.10.3	New development shall pay the costs related to the need for increased water system capacity.
Policy 4.10.8	Reduce the need for water system improvements by encouraging new development to incorporate water conservation measures to decrease peak water use.
Policy 4.11.1	Coordinate future development with the capacity of the Greenfield Wastewater Treatment Plant to ensure facilities are available for proper wastewater disposal.
Policy 4.11.3	Reduce the need for sewer system improvements by requiring new development to incorporate water conservation measures that reduce flows into the sanitary sewer system.
Policy 4.12.2	Pursue and achieve compliance with all regional, State, and Federal regulations related to flood control, drainage and water quality.

## Impacts and Mitigation

### Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
18. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X		1, 2
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X		1, 2, 20
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		1, 2
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X		1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X		1, 2

## Explanation

- a-c) **Less-Than-Significant Impact.** Brief discussions of the wastewater, stormwater drainage, water, electrical, natural gas, and telecommunications that would serve the proposed project are provided below.

### Wastewater

The City is responsible for the maintenance and operation of the sewer collection system and wastewater treatment facilities serving the residences and businesses in the City. The City's wastewater services include the transmission of wastewater from residential, commercial, and light industry areas to a treatment facility and the disposal of the wastewater and residual waste solids. The City's existing wastewater treatment plant (WWTP) was built in 1978 and is regulated by the California Regional Water Quality Control Board (RWQCB), Central Coast Region, and Waste Discharge Requirements (WDR). The WWTP currently operates at approximately 930,000 gallons per day (gpd), which is near capacity. Presently, staff is moving forward with plans to expand the plant to a capacity of 2 mgd in order to handle existing and anticipated future flows. The City's current allowable discharge is 1.5 million gallons per day (MGD) and has approval to expand the plant to a capacity of 2.0 MGD. The City is planning to construct a new wastewater treatment system capable of up to 2.0 MGD to serve the City's needs through the year 2040 and to meet new Regional Water Control Board General Order requirements. The current collection system has approximately 4,000 sewer connections, comprised of primarily residential connections, 150 commercial connections, and 10 industrial connections. Multi-family customers make up approximately 11% of the service connection in the City.

The proposed project would conservatively increase wastewater demand by a total of approximately 9,480 gallons per day, assuming 58 gallons per capita per day for the residential component and 2 gallons per capita per day for commercial uses. The WWTP currently has adequate remaining capacity to serve the project. Due to the City's expanded discharge capacity and the wastewater production from proposed project customers, the proposed project would not be anticipated to cause significant environmental effects. At the present time, the addition of wastewater flows from the project would not cause an exceedance of the operational or permitted capacity at the City's WWTP. Impacts would be less than significant.<sup>17</sup>

<sup>17</sup> While there is adequate treatment capacity at the City's wastewater treatment plant to accommodate flows from the project, flows from the city approved projects in addition to cumulative growth in the city could exceed the wastewater treatment plant's capacity of 2 million gallons per day. All projects in the city would be required to pay the Capital Improvement and Development Impact Fee, which would assist in the wastewater treatment plant's expansion.

## **Stormwater**

Runoff from the proposed project would be routed through the City's existing stormwater mains. Stormwater generally drains to the east of the City, where it is collected in retention ponds near the sewage plant. Stormwater does not drain to the Salinas River. Financial constraints have prevented the implementation of more sophisticated drainage system in the City, as well as the production of a City of Greenfield Drainage Master Plan. However, the lack of an integrated drainage plan has not been a significant problem, as the City is not prone to extensive or regular flooding. New development projects shall provide drainage infrastructure to accommodate development. These facilities usually comprise on-site retention basins. This has been an effective manner of drainage because local soil acts as an effective matriculation system.

Improvements to the 4th Street drainage are also proposed and include curb inlets in the street area and underground storage pipes located on the southwesterly side of 4th Street to receive drainage from the freeway side and prevent runoff from the freeway from flowing across the intersection of Apple Avenue and 4th Street. The proposed project would not exceed the capacity of the existing stormwater mains, as the City is not prone to extensive or regular flooding.

## **Water**

The city relies on groundwater to meet the city water supply. Historically, these wells have met customer demands through times of drought. The Monterey County Water Resource Agency (MCWRA) manages the groundwater basin that the City uses. The City receives all of its raw water supply from the Salinas Valley Groundwater Basin (SVGB) – Forebay Aquifer. This Subbasin occupies the central portion of the Salinas Valley and extends from the City of Gonzales to the north to approximately three miles south of Greenfield. The City currently operates three wells that extract groundwater from the subbasin for delivery to the City's two storage tanks. In 2019, these wells supplied 579 million gallons of water for the City's residents. In March 2021 the City published a 2021 Water Master Plan update. Engineering firm Wallace Group reviewed the City of Greenfield's water distribution system and found that the water storage facilities indicates that the City has a storage deficit under both existing and future conditions. While there is adequate water supply from the City of Greenfield with all wells operating, there is not redundant capacity during peak usage. Thus, if a well is taken out of operation for servicing or repairs, there is a possibility that usage restrictions may be mandated by the City. The City has plans to address this by adding one well and providing additional storage.

The proposed project would conservatively generate approximately 10,586 gallons per day (67 gallons per day per resident X 158 residents) for the residential component and 1,500 gallons per day (750 gpd per connection X 2 connections) for commercial uses for water use. The proposed project would not have a significant increase in the City's population, with addition of 32 multi-family residences, a laundry facility, and a convenience store. Further, the City of Greenfield Municipal Ordinance Title 13 Utilities Services, Chapter 13.09, Mandatory Water Conservation Regulations, address the City's authority to mandate water conservation during times of water supply shortages. Despite the possibility of temporary usage restrictions until such time that the City brings online the additional well and additional storage, the project will not deplete groundwater supplies or interfere with groundwater recharge. Therefore, the increased water use at the project site would not have a significant impact to the environment.

## Electricity, Natural Gas and Telecommunication

Electricity, natural gas and telecommunications for the proposed project would be provided by PG&E by way of existing electrical infrastructure in the project vicinity. The proposed project would require additional electricity than currently used on-site, as the project site is currently undeveloped. While additional electricity, natural gas, and telecommunications services would be utilized at the project site, the impacts to the environment would be less-than-significant.

- d-e) **Less-Than-Significant Impact.** During construction of the proposed project, solid waste is not anticipated to be generated as demolition would not occur. Should any construction waste be generated, the increase in waste generation would be temporary. All construction waste would be disposed of appropriately in compliance with all applicable regulations related to solid waste, including Section 5.409 of the 2016 CalGreen, which requires that at least 65 percent of non-hazardous construction waste (not including soil and land-clearing debris) is recycled or salvaged for reuse. Waste materials during construction would be hauled to Johnson Canyon Landfill in the City of Gonzales. The Johnson Canyon Landfill has a maximum permitted capacity of 13,834,328 cubic yards and is estimated to have a disposal capacity through the year 2040. It is anticipated that the landfill would have sufficient capacity to accommodate solid waste generated during operational activities of the proposed project.

Considering the remaining capacity at the Johnson Canyon Landfill, the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the proposed project's solid waste disposal needs, and would comply with federal, State, and local statutes and regulations related to solid waste. The City of Greenfield also has a recycling program to reduce the volume of solid waste sent to the landfill. Therefore, the project would not negatively affect the capacity of the landfill. This impact is considered less-than-significant.

**Conclusion:** Based on the above, the proposed project would include the necessary installation or improvements to infrastructure in order to supply water, wastewater treatment stormwater treatment and electrical power to the project site. At the present time, the addition of wastewater flows from the project would not cause an exceedance of the operational or permitted capacity at the City's WWTP. The proposed project increase in wastewater and water demand would be accommodated with existing system, as described above. Thus, the project would have a less-than-significant impact on utilities and service systems.

## **T. WILDFIRE**

### **Environmental Setting**

The project site is surrounded by residential development and is not located within a Very-High Fire Hazard Severity Zone (VHFHSZ) for wildland fires, as designated by the California Department of Forestry and Fire Protection (Cal Fire, Fire Hazard Severity Maps, 2007, 2008).

### **Regulatory Framework**

#### ***State***

##### *Public Resources Code Section 4201 – 4204*

Sections 4201 through 4204 of the California Public Resources Code direct Cal Fire to map Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas (SRA), based on relevant factors such as fuels, terrain, and weather. Mitigation strategies and building code requirements to reduce wildland fire risks to buildings within SRAs are based on these zone designations.

##### *Government Code Section 51175 – 51189*

Sections 51175 through 51189 of the California Government Code directs Cal Fire to recommend FHSZs within Local Responsibility Areas (LRA). Local agencies are required to designate VHFHSZs in their jurisdiction within 120 days of receiving recommendations from Cal Fire and may include additional areas not identified by Cal Fire as VHFHSZs.

##### *California Fire Code*

The 2016 California Fire Code Chapter 49 establishes the requirements for development within wildland-urban interface areas, including regulations for wildfire protection building construction, hazardous vegetation and fuel management, and defensible space maintained around buildings and structures.

#### ***Local***

##### *General Plan*

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating wildfire impacts from development projects. Relevant policies applicable to the project are presented below.

<b>City of Greenfield 2005 General Plan Relevant Wildfire Policies</b>	
Policy 4.4.1	Promote and maintain the high service level of fire protection services within Greenfield.
Policy 4.4.2	New development shall pay its fair share of costs for new fire protection facilities and services.

City of Greenfield 2005 General Plan Relevant Wildfire Policies	
Policy 4.4.3	Identify needed upgrades to fire facilities and equipment during project environmental review and planning activities.
Policy 4.4.4	Adequate fire and emergency service access shall be incorporated into circulation system design to maximize the effectiveness of existing and proposed fire protection facilities.

## Impacts and Mitigation

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
19. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X		2, 3
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X		2, 3, 19
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X		2, 3, 19
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X		2, 3, 19

## Explanation

- a) **Less-Than-Significant Impact.** The project would not substantially impair an adopted emergency response plan or emergency evacuation plan. As described above in **Section J. Hazards and Hazardous Materials** of this Initial Study, the project would not create any barriers to emergency or other vehicle movement in the area and final design would comply with all Fire and Building Code requirements. This represents a less-than-significant impact.
- b) **Less-Than-Significant Impact.** The project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors due to the project's urbanized location away from natural areas susceptible to wildfire. The project site is not located within an area of moderate, high, or very high fire hazard severity for the local responsibility area nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State responsibility area. This represents a less-than-significant impact.
- c) **Less-Than-Significant Impact.** Due to the project's urbanized location and lack of interface with any natural areas susceptible to wildfire, the project would not require the installation



or maintenance of associated fire suppression or related infrastructure. This represents a less-than-significant impact.

- d) **Less-Than-Significant Impact.** See above discussion. The project would not expose people or structures to significant wildfire risks given its highly urban location away from natural areas susceptible to wildfire. This represents a less-than-significant impact.

**Conclusion:** The project would result in a less-than-significant impact related to wildfire.

## U. MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
20. MANDATORY FINDINGS OF SIGNIFICANCE.					
a) Does 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X			1-23
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X		1-23
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			1-23

### Explanation

- a) **Less-Than-Significant with Mitigation Incorporated.** The proposed project would involve the development 32 residential units and 3,200 sf of commercial development in a new mixed-use building. Based on the analysis provided in this Initial Study, the proposed project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The area proposed for development is currently undeveloped.

Mitigation measures are identified for potential impacts of the project on special status species (nesting birds and local species of concern) and potential biological resources (pre-construction surveys) would reduce impacts to less-than-significant. The proposed project would not adversely impact a cultural or historic resource that is an important example of a major period in California history with mitigation proposed in this IS/MND. Mitigation would reduce potential impacts to cultural resources resulting from ground disturbing construction activity to less-than-significant. In addition, standard permit conditions are provided for potential disturbance to buried archaeological resources during construction. These mitigation measures and standard permit conditions would reduce these impacts to a less-than-significant level. With implementation of these measures, as described in this IS/MND, the project would not have the potential to degrade the quality of the environment and,

overall, impacts would be less-than-significant impact. No additional mitigation is necessary beyond mitigation identified in each of the respective topical CEQA sections contained in this IS/MND.

- b) **Less-Than-Significant Impact.** Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail. Based on the analysis provided in this Initial Study, the proposed project would not significantly contribute to cumulative impacts, because the proposed residential development represents an infill project on a small site surrounded by existing residential and commercial development. The project would emit criteria air pollutants and GHG emissions and contribute to the overall regional and global emissions of such pollutants. By their very nature, GHG emissions are largely a cumulative impact. As discussed in *Section C. Air Quality* and *Section H. Greenhouse Gas Emissions*, the project would have a less-than-significant impact related to criteria air pollutants and GHG emissions. Additionally, the cumulative effect of development in the City has been analyzed and disclosed in the General Plan EIR. For this reason, the project would have a less-than-significant cumulative impact on air quality overall.

The project impacts would be minimized by implementation of identified mitigation measures and standard permit conditions and would not significantly contribute to cumulative impacts in these areas.

- c) **Less-Than-Significant with Mitigation Incorporated.** Based on the analysis provided in this Initial Study, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, with implementation of identified mitigation measures and standard permit conditions.

**Conclusion:** The project would have a less-than-significant impact on the CEQA mandatory findings of significance with the incorporation of mitigation measures and standard permit conditions identified in this document.

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## Chapter 4. References

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