

Draft

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

**MONTEREY-SALINAS TRANSIT
MONTEREY BAY OPERATIONS AND MAINTENANCE FACILITY
RENOVATION AND EXPANSION PROJECT**

PREPARED BY:



Denise Duffy & Associates, Inc.

Contact: Erin Harwayne
947 Cass St. Suite 5
Monterey, California 93940

PREPARED FOR:

AECOM

Contact: Robert McKie
2101 Webster Street, 19th Floor
Oakland, California 94612

Monterey-Salinas Transit

Contact: Lisa Rheinheimer
One Ryan Ranch Road
Monterey, California 93940

April 30, 2015

Table of Contents

Chapter 1. Background Information	1
Chapter 2. Project Description	2
Chapter 3. Environmental Evaluation	15
A. Aesthetics	17
B. Agricultural and Forest Resources	22
C. Air Quality	23
D. Biological Resources	34
E. Cultural Resources	44
F. Geology and Soils	46
G. Greenhouse Gas Emissions	50
H. Hazards and Hazardous Materials	54
I. Hydrology and Water Quality	60
J. Land Use	67
K. Mineral Resources	69
L. Noise and Vibration	69
M. Population and Housing	72
N. Public Services	72
O. Recreation	73
P. Transportation	74
Q. Utilities and Service Systems	85
R. Mandatory Findings of Significance	87
Chapter 4. List of Preparers and References	89

List of Figures

Figure 1. Location Map	3
Figure 2. Site Map	4
Figure 3. Site Plans	8
Figure 4. Landscaping Plan	10
Figure 5. Tree Removal Plan	11
Figure 6. Grading and Drainage Plan	13
Figure 7. Existing and Proposed Facilities	18
Figure 8. 3D Renderings	19
Figure 9. Site Photos	20
Figure 10. Site Photos	21
Figure 11. Habitat Map	36
Figure 12. Sandmat Plant Location	38

List of Tables

Table 1. Common Pollutants and Adverse Effects	24
Table 2. Summary of Ambient Air Quality Standards and Attainment Designations	27
Table 3. Short-term Construction-Generated Emissions of Criteria Pollutants	32
Table 4. Long-term Operational-Generated Emissions of Criteria Pollutants	33
Table 5. Fault Zones in the Project Vicinity	47
Table 6. Short-term Construction-Generated GHG Emissions	53
Table 7. Long-term Operational-Generated GHG Emissions	53

Table 8. Sub-Meter Readings	62
Table 9. Existing and Proposed Site Water Demand Estimate	62
Table 10. Summary of Regional Permit Requirements	64

Appendices

- A. Air Quality & Greenhouse Gas Impact Analysis
- B. Monterey Salinas Transit Monterey Bay Operations and Maintenance Facility Renovation and Expansion Project Biological Memorandum
- C. Monterey Salinas Transit Tree Assessment Arborist Report
- D. Geotechnical Investigation Monterey-Salinas Transit District Operations and Maintenance Facility
- E. Phase I Environmental Site Assessment
- F. Asbestos & Lead Containing Materials Assessment
- G. Monterey Salinas Transit – Water Use Analysis for the Monterey Operations and Maintenance Facility Renovation and Expansion Project
- H. Monterey Bay Operations and Maintenance Facility Project Traffic Impact Analysis

Chapter 1. Background Information

PROJECT DATA

1. **Project Title:** Monterey-Salinas Transit Monterey Bay Operations and Maintenance Facility Renovation and Expansion Project
2. **Lead Agency Name and Address:** Monterey-Salinas Transit, One Ryan Ranch Road, Monterey, California 93940.
3. **Project Proponent:** Monterey-Salinas Transit; Contact: Lisa Rheinheimer, Director of Planning and Development, (831) 393-8124
4. **Project Location:** APN 259-011-067; Existing MST Monterey Bay Operations and Maintenance Facility (OMF), One Ryan Ranch Road, Monterey, California 93940
5. **Project Description:** The Proposed Project intends to improve the efficiency of the existing MST Monterey Bay OMF property through site improvements and building and bus parking expansion. The Proposed Project would reconfigure the existing facility to focus on operations and would relocate most of their management and administrative functions off-site.

Chapter 2. Project Description

2.1 INTRODUCTION

The MST Monterey Bay OMF Renovation and Expansion Project (Proposed Project) consists of an efficiency upgrade and includes renovating and expanding its existing administrative and bus facility building near Ryan Ranch in the City of Monterey. The project would relocate administrative staff and expand the existing facility for bus repair and maintenance, drivers, and operations staff.

This Initial Study (IS) has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA). The purpose of an IS is to determine whether the Proposed Project could significantly affect the environment, requiring the preparation and distribution of an Environmental Impact Report (EIR). Based on the following analysis, the potential environmental impacts of the Proposed Project would be less-than-significant with implementation of the proposed mitigation, and that the project is eligible for a Mitigated Negative Declaration (MND).

2.2 PROJECT LOCATION

The project is located at the existing MST Monterey Bay Operations and Maintenance Facility (OMF) (project site), also known as the Thomas D. Albert (TDA) Facility, at One Ryan Ranch Road in Monterey, California (**Figure 1**). The site is bounded to the west by Canyon Del Rey Road, to the south by Ryan Ranch Road, to the north by the Monterey Peninsula Unified School District's The Instructional Materials Center, and to the east by undeveloped land owned by the City of Monterey. The site is a graded pad with variable slopes positioned above the roadway level with site access along Ryan Ranch Road at the southeast corner. The approximate elevation of the building pad is 172 feet above mean sea level. The project site is mostly developed and completely paved, occupied with existing buildings and other facilities, and scattered with trees along the borders (**Figure 2**).

2.3 BACKGROUND

MST is a public agency that provides public transportation services for a 280 square-mile area within the counties of Monterey, Santa Cruz, Santa Clara, and San Luis Obispo. A majority of MST routes serve the Monterey Peninsula area. Of the 55 lines operated by MST, 37 of them serve the Monterey Peninsula in some way. The existing Monterey OMF is operating over its design capacity. Many of the buses which serve the Monterey Peninsula are dispatched out of two facilities in Salinas because there is inadequate space available at the Monterey facility to house, maintain, and repair all vehicles.

The existing MST OMF is approximately 36 years old and comprised of the operations, maintenance, and administrative functions in two original buildings that were joined into a single building during a later addition. There are also several accessory structures, including the bus wash and fuel/service canopies, underground fuel tanks, and various other sheds, containers, equipment, and yard storage areas. The remainder of the site includes paved vehicle and bus parking, driveways, parking lot landscaping, and sloped landscape areas. The facility also includes an employee parking lot located immediately to the east of the site, within a leased area on an adjoining city-owned parcel. A substantial building addition was constructed in 1986 and several minor alterations or additions were performed between 1993 and 2003.



MST Monterey Bay Operations and Maintenance Facility Location Map

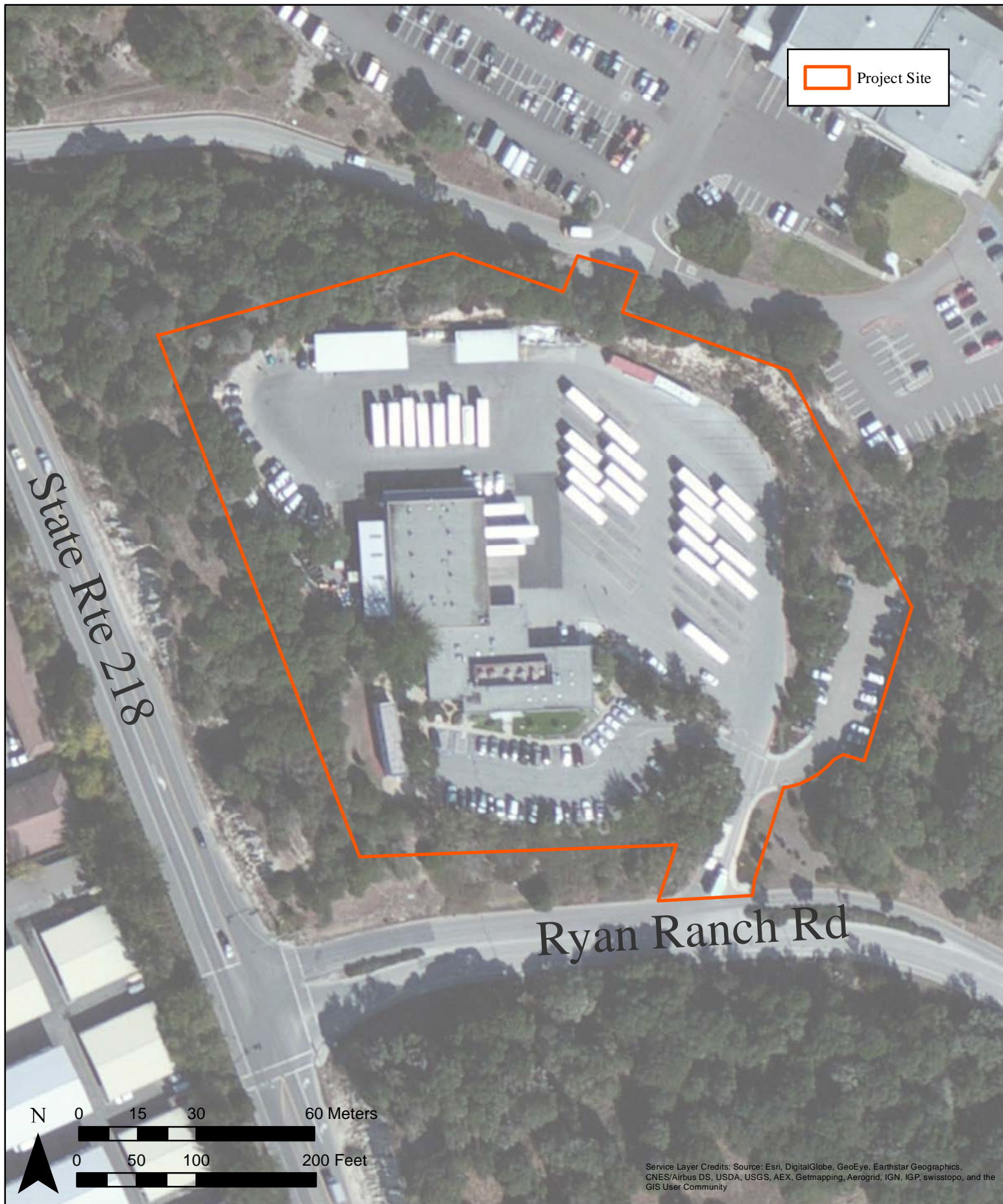
Document Path: C:\GIS\GIS_Projects\2014-30 MST Expansion\Location IS.mxd

Date: 4/29/2015
Scale: 1 inch = 1,667 feet
Project: 2014-30



Monterey | San Jose
Denise Duffy and Associates, Inc.
Environmental Consultants Resource Planners
947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure
1



MST Monterey Bay Operations and Maintenance Facility Project Site

Document Path: C:\GIS\GIS_Projects\2014-30 MST Expansion\Site IS.mxd

Date: 4/29/2015
Scale: 1 inch = 104 feet
Project: 2014-30



Monterey | San Jose
Denise Duffy and Associates, Inc.
Environmental Consultants Resource Planners
947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure
2

Over the last five years, the following locations have been evaluated as potential sites for a new facility:

- Clarence J. Wright Facility in Salinas – This location was considered, but rejected because it did not meet the purpose and need of the project. The Salinas location is a much smaller parcel and would not be able to accommodate the expansion needs of MST. The Salinas location is also further in distance to the Monterey Peninsula where much of the service is provided, and therefore would not address the desire to operate vehicles from a location closer to the peninsula. Additionally, this location would be cost prohibitive.
- Gigling Road on former Fort Ord – This location was considered, but rejected because there is no water available to service the project.
- Marina Airport – This location was considered, but rejected because Federal Aviation Administration (FAA) regulations would restrict site development and operations to the extent that the site would not meet the purpose and need of the project. Additionally, MST would not be allowed to own property at the Airport.
- Whispering Oaks on former Fort Ord – This location was rejected by the Monterey County Board of Supervisors in 2012.

A feasibility study conducted in 2013 determined that the expansion of the Monterey Bay OMF would best meet MST's needs. A renovation and expansion of the existing facilities at Ryan Ranch would allow a number of buses to relocate from Salinas to the Monterey Bay OMF.

2.4 OVERVIEW OF THE PROPOSED PROJECT

The Proposed Project consists of an efficiency upgrade by designing a new OMF capable of maintaining and dispatching 85 to 90 buses including associated driver operations and maintenance spaces. Through a feasibility study conducted in 2013, it was determined that an expanded facility in the current location will best meet this target. MST has been able to fulfill their requirements to maximize the capacity of the Ryan Ranch property through site improvements, building expansion, and bus parking expansion and densification. MST intends to reconfigure the existing facility to focus on operations and will relocate most of their management and administrative functions offsite, to an already developed location soon to be determined.

The expanded facilities would provide for the maintenance, drivers, and daily operations of the MST public transportation system. The following facilities would be included as part of the project: an Operations and Maintenance Facility; a Fuel/Service Canopy; and a Bus Wash Facility. Additionally, the design of the facilities will include the replacement and/or improvements and extensions to existing utilities to meet project needs and code requirements.

2.4.1 Goals and Objectives

As described above, the existing facility is operating over its design capacity and is unable to maintain and store the buses which have routes on the Monterey Peninsula. As a result, many buses with Monterey Peninsula routes must be staged out of the Salinas yard. The purpose of the Proposed Project is to provide for the maintenance, drivers, and daily operations of MST public transportation to accommodate service demands on the Monterey Peninsula area and beyond.

The primary project objective is to expand and renovate the existing OMF facility to accommodate an increased bus fleet and to expand and modernize the maintenance services capabilities. The project

approach, design, and implementation must align with MST guiding principles. Several important elements of the MST philosophy and mission are excerpted here from organization documents.

MST Mission Statement:

“Advocating and delivering quality public transportation as a leader within our community and with our industry.”

From MST Strategic Goals:

“Research, implement, and promote policies and practices that encourage environmental sustainability and resource conservation.

Objective: Implement economically sound and environmentally-friendly resource conservation policies that reduce MST dependence on scarce natural resources and the potential for negative environmental impact.

Indicators of Success:

- *Compliance with EPA and California Air Resources Board mandates;*
- *Reduced consumption and related costs of utilities including water, natural gas, and electricity;*
- *Reduced consumption of fossil and non-renewable fuels.*

Menu of Tactics

- *Identify opportunities for energy, water, gas, and other resource conservation programs*
- *Implement alternative fuel and low or zero emission bus technologies*
- *Monitor emerging technologies and determine cost-effective sustainable technologies and implement as appropriate.”*

From these source documents and discussions with leadership and the design team, MST developed several project objectives which support the organization’s overarching goals and objectives. These include:

- Reduce operational costs, fuel consumption, and vehicle emissions relative to fleet size by supporting increased fleet maintenance and storage in the Monterey area, thus reducing the effects of deadhead trips from Salinas.
- Modernize facility and equipment to improve service efficiency and quality.
- Reduce potable water usage relative to fleet size.
- Safe vehicle maneuvering will mandate the use of new operational tactics including counterclockwise only vehicle circulation around the building and a prohibition on U-turns at the north side of the building, except for smaller vehicles. In addition, at least five bays must afford drive-through capability in single or tandem bays coordinated with the counterclockwise circulation pattern.

- Increase facility energy efficiency.
- A comfortable and safe environment within the building and around the usable site areas that promotes improved occupant health, safety, and productivity.

2.5 PROJECT COMPONENTS

2.5.1 Renovated Operations and Maintenance Facility (OMF) Building

The existing 7,667 square-foot OMF building would be renovated into a 31,604 square-foot, two-story building, which would include services for drivers, mechanics, and equipment related to bus maintenance (**Figure 3**). The renovated facility would be capable of maintaining 85 to 90 buses of varying sizes and types, including vendor vehicles which have been serviced off site, due to lack of facilities on-site. The expanded building would include nine total bus repair and maintenance bays including: three renovated service bays and one restored service bay; three new service bays; a tire service bay with tire storage; and a steam clean bay.

Additionally, the building would include: an enlarged machine and rebuild shop for engines, transmissions, and small components; overhead consumable services as required throughout the service bays; special dedicated HVAC and exhaust systems; parts storage areas; supervisor and manager offices; break rooms; restrooms; utilities and parts cleaning facilities. The drivers' facilities would include: a Drivers' Lounge with adjacent day lockers, a quiet room, kitchen with vending machine area, and toilet rooms with showers. A cohesive architectural design would be achieved by integrating the 13,935 square foot expansion into the structure and exterior architecture of the existing maintenance building.

2.5.2 Expanded Fuel/Service Canopy/Fuel Island

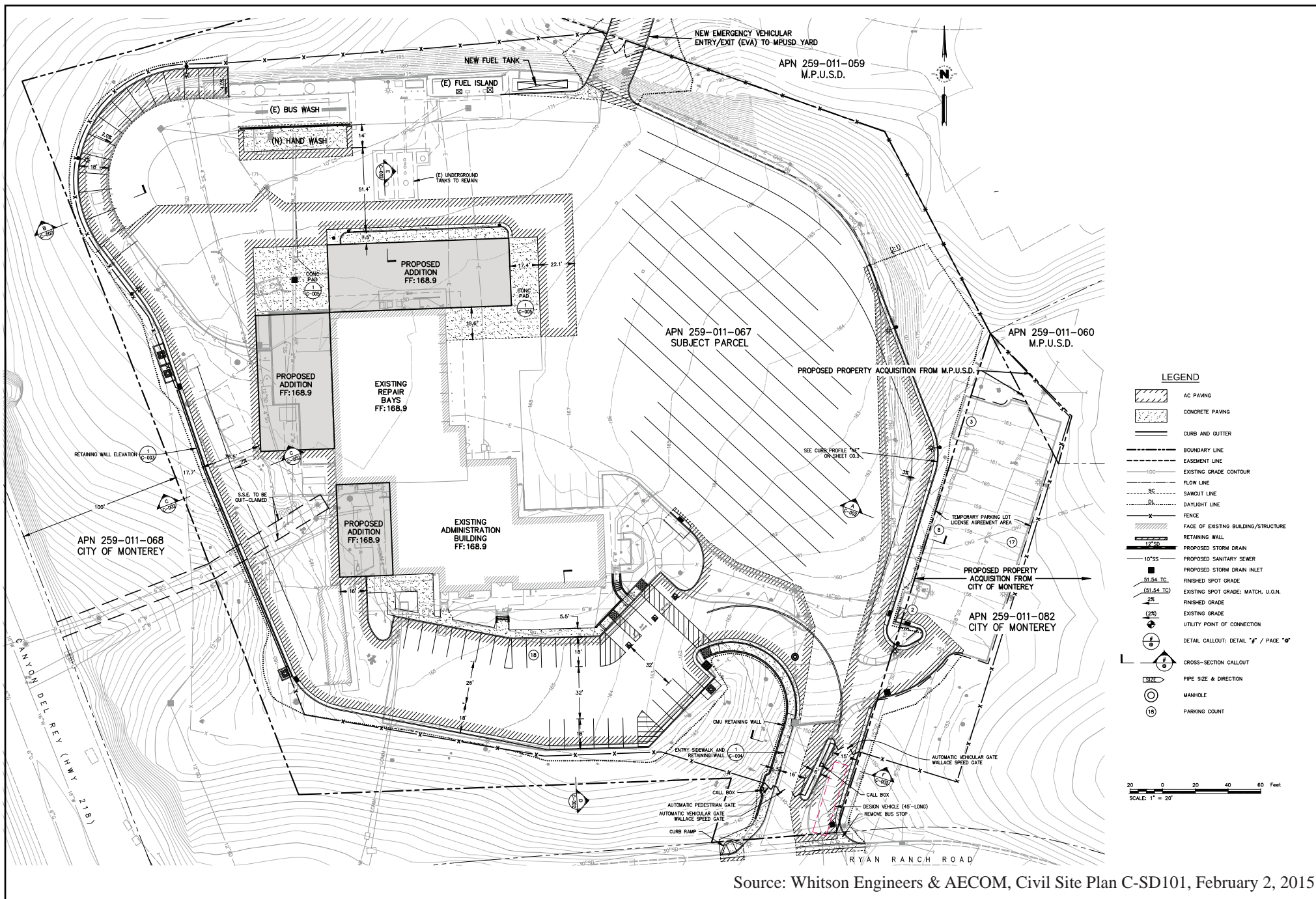
The existing 1,250 square-foot Fuel/Service Canopy comprising of one service lane would be expanded by 650 square feet for a total of 1,900 square feet (**Figure 3**). The existing canopy would be extended to cover an added second service lane resulting in a total of two, side-by-side covered service lanes with fuel dispensers. A separate fuel island would include fueling equipment to dispense diesel and gasoline fuels, connection to existing underground diesel/gasoline storage tanks, and a new, 6,000-gallon above-ground gasoline tank for servicing gas-powered fleet vehicle types that are new to the site. The new configuration of the fuel island would also allow for a new vacuum system for both stations and space for relocating the money vaulting station so the cleaning process would occur in an efficient, assembly-line fashion.

2.5.3 Renovated and Expanded Bus Wash Facility

The existing 2,237 square-foot bus wash facility comprising of one wash lane would be expanded by 931 square feet for a total of 3,308 square feet. The renovated and expanded bus wash facility would include a new bus washer system, water reclamation equipment, a reverse osmosis final rinse water system, bus air dryers, and an equipment area on the north side of the building (**Figure 3**). A wash pad for hand-washing trolleys would be covered by expanding the canopy to the south and the canopy would also be expanded longitudinally as required to accommodate the new wash equipment.

2.5.4 Landscape, Tree Removal, and Irrigation

Landscaping would be confined to the building entry, parking lot perimeter, and site perimeter. Existing plantings that are not removed during construction, if in good condition and climate appropriate, would be



MST Monterey Bay Operations and Maintenance Facility Site Plan

File Pathway: P:\DDA Current Projects\2014-30 MST Expansion Project (MST TDA Facility ISMND)\IS MND\Admin Draft IS MND_MST FDA Expansion\Figures

Date: 3/11/2015

Scale: N/A

Project: 2014-30



Denise Duffy and Associates, Inc.

Environmental Consultants Resource Planners

947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure
3

maintained. Landscaping plans and details are provided in **Figure 4**. The existing irrigation system would be demolished and replaced with a system that meets current water efficiency standards.

There are approximately 59 existing trees that would require removal to facilitate the building expansion, circulation changes, and required grading; 56 of these trees would require a tree removal permit from the City (**Figure 5**). Several of these trees are large, mature coast live oak and pine trees. With the exception of two oaks located southwest of the main driveway, the removal of these trees would not be visible from any off-site views.

2.5.5 Utilities

Domestic Water

The domestic water service provides water for the interior (domestic) uses, industrial processes (bus wash and steam clean), and landscape irrigation. The project site domestic water system piping is anticipated to be replaced beginning approximately 15 feet inside the westerly property line (i.e., below the proposed retaining wall), and extending to the building. Additional domestic water system work may be needed if the proposed demands indicate that the existing service does not provide the required capacity. The Proposed Project includes replacing the existing mechanical systems with systems at least as efficient as the current systems, and adjusting the steam cleaning and bus washing frequency to maintain the overall site water use at or below its existing use of 2.61 acre feet per year (AFY).

Wastewater System

The project site receives sanitary sewer collection service from the Seaside County Sanitation District (SCSD), a special district responsible for the maintenance and operation of the sanitary sewer collection system serving the Cities of Del Rey Oaks, Sand City, and Seaside.¹ It is currently served by a 6-inch sanitary sewer main, which extends approximately 80 feet onto the property, ending at the existing manhole which is located behind the existing building. It is anticipated that the existing 6-inch lateral is sufficiently sized for the proposed demands; however, this will need to be verified after domestic and industrial process demands are developed for the project.

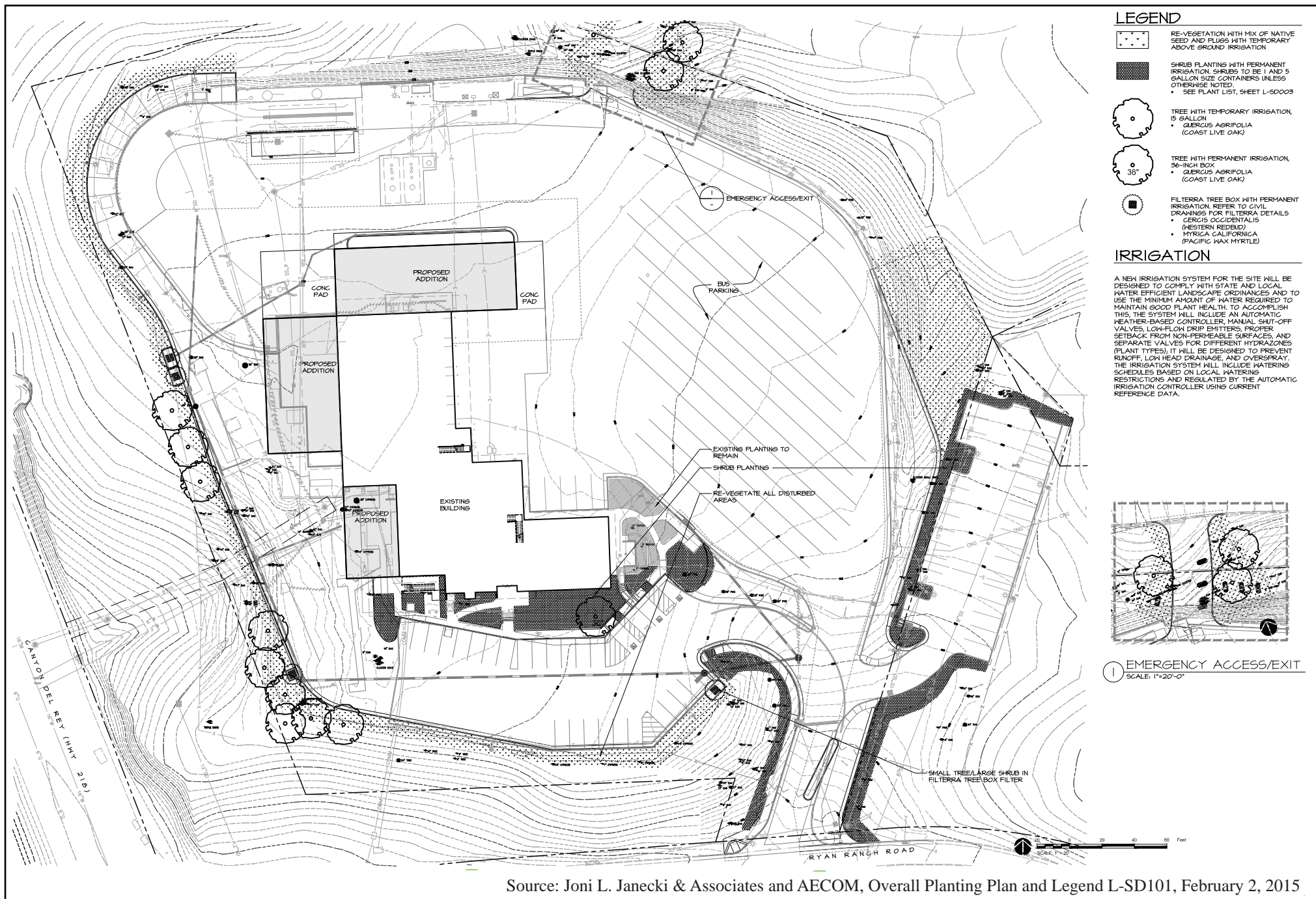
The on-site sanitary sewer systems within the limits of new pavement are anticipated to be replaced, including the 6-inch sewer main and manhole. The oil-water separator (located near the northwest corner of the existing building), and, depending on the flows generated by the new bus wash system, the existing surge tank (located on the west side of the existing building) are also proposed to either be removed or replaced.

Natural Gas

Pacific Gas and Electric Company (PG&E) provides natural gas service to the project site. The project site is served off an existing 4-inch gas main that runs under Highway 218. The project site service is a 1-inch lateral, and the gas meter is located just above the cut slope near the westerly property line.

The existing service will be evaluated by the project mechanical engineer once demand has been determined. Due to the extent and nature of site work on the west side of the existing building, the existing site gas line is planned to be replaced from approximately 15 feet inside the property line (i.e., below the proposed retaining wall) to the building.

¹ Although the site is located within the Monterey city limits, it is served by SCSD.



MST Monterey Bay Operations and Maintenance Facility Landscape Plan and Legend

File Pathway: P:\DDA Current Projects\2014-30 MST Expansion Project (MST TDA Facility ISMND)\IS MND\Admin Draft IS MND_MST FDA Expansion\Figures

Date: 3/11/2015

Scale: N/A

Project: 2014-30



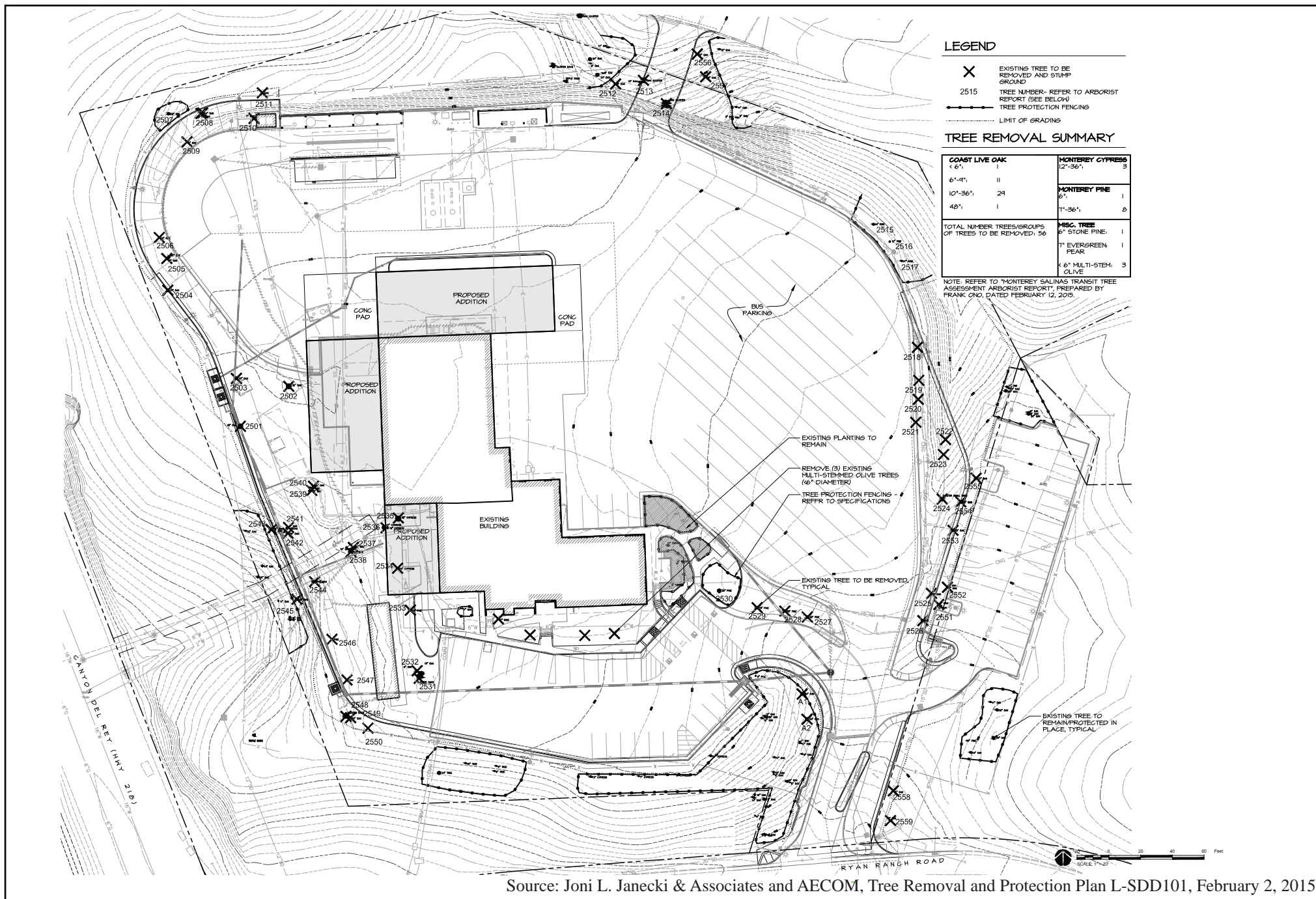
Denise Duffy and Associates, Inc.

Environmental Consultants Resource Planners

947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure

4



MST Monterey Bay Operations and Maintenance Facility Tree Removal Plan

File Pathway: P:\DDA Current Projects\2014-30 MST Expansion Project (MST TDA Facility ISMND)\IS MND\Admin Draft IS MND_MST FDA Expansion\Figures

Date: 3/11/2015

Scale: N/A

Project: 2014-30



Denise Duffy and Associates, Inc.

Environmental Consultants Resource Planners

947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure
5

Storm Drainage

The project site is located within the boundaries of the City of Monterey and within the Canyon del Rey planning watershed. There are two separate private storm drain systems on-site, which are both connected into an existing 30-inch storm drain located near the site's southerly property line. The 30-inch storm drain is owned and maintained by the City of Monterey; this storm drain crosses Highway 218 and outlets into Canyon del Rey Creek (**Figure 6**).

On-site storm drainage improvements would be provided in conformance with "General Permit For Storm Water Discharges Associated With Industrial Activities," NPDES No. CAS000001, WQO 2014-0057-DWQ (the "Industrial Permit"), and Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032, "Approving Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region" (the "Regional Permit"). Improvements would include Low Impact Development (LID) measures, such as limiting areas of disturbance and limiting impervious surfaces (Regional Permit Tier 1); treating runoff with an approved and appropriately sized LID treatment system (Industrial Permit Treatment Control BMPs and Regional Permit Tier 2); stormwater retention (Regional Permit Tier 3); and peak flow control (Regional Permit Tier 4). Due to site constraints, alternative compliance measures may be utilized as outlined in the Regional Permit and as approved by the City of Monterey.

2.5.6 Site Fencing

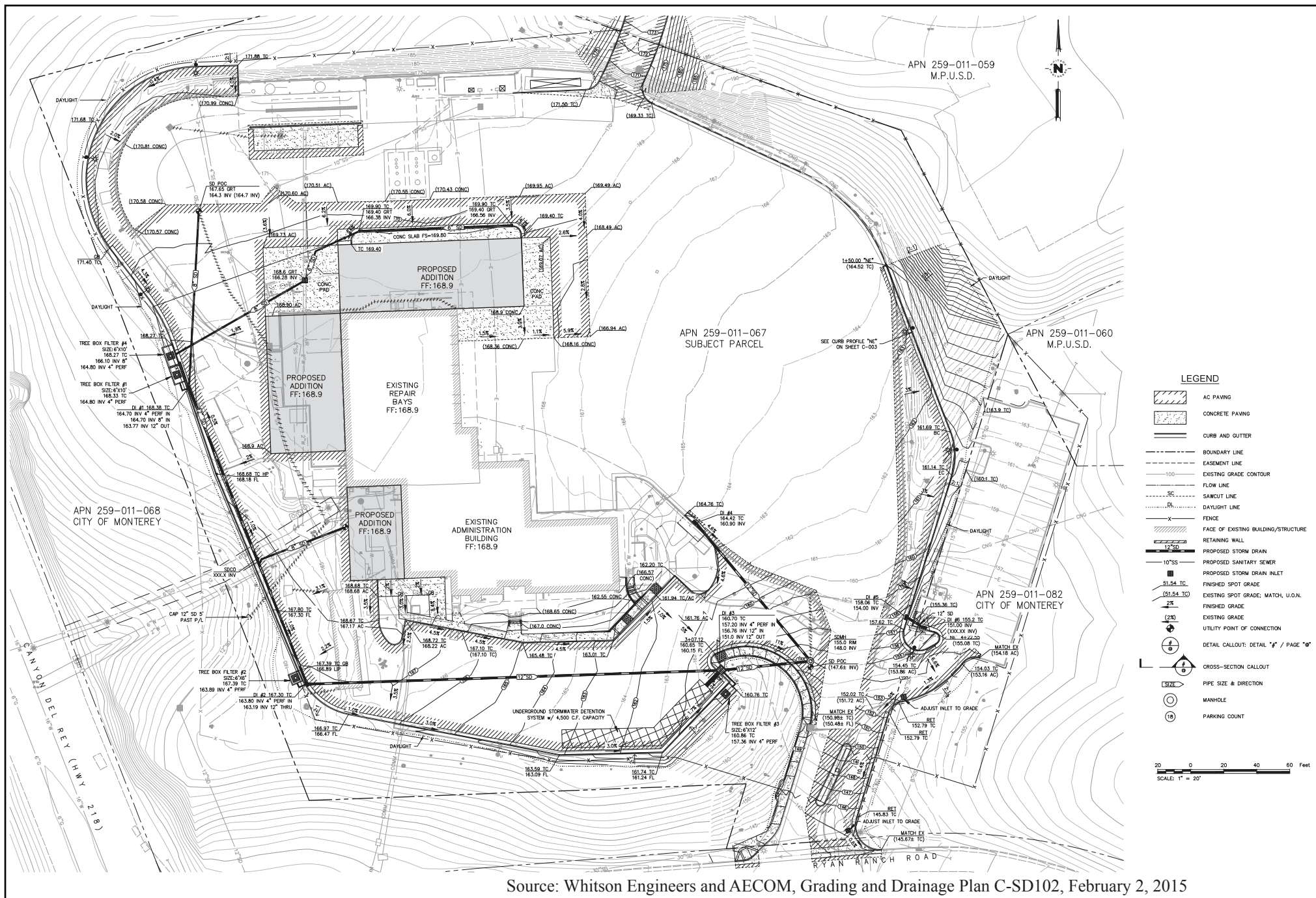
The existing project site fencing is 6-foot chain link with three strands of barbed wire on top. The existing project site fencing and the site gate are proposed to be replaced as part of the project.

2.5.7 Miscellaneous Improvements

The Proposed Project improvements would include a densified bus parking block and a new retaining wall along the western edge of the existing pad, which will allow continuous circulation around the building. Project site constraints make this an essential element of the design because this allows for coordinated movement of buses around the site and into and out of service bays and parking areas. The employee parking lot to the east, which is leased from the City of Monterey, would be maintained. Replacement of, and improvements and extensions to, existing utilities would also be included in the design to meet project needs and code requirements.

The administrative staff currently located on-site would be relocated to another existing office building in the immediate vicinity (e.g., Garden Road or Ryan Ranch). MST is currently searching for an existing building in the area that would support 30 administrative staff (29 employees currently on-site and one relocating from Salinas). No new non-permitted development is proposed for the off-site administrative building location.

An emergency access connection on the northern boundary to the Monterey Peninsula Unified School District parcel is also proposed. This gate would allow emergency access between the two properties in situations including flooding, landslide, fire, wildfire, earthquake, weather event, temporary construction activity, acts of terrorism, road closure, and/or any other instance where the main driveway of either property is inaccessible.



MST Monterey Bay Operations and Maintenance Facility Grading and Drainage Plan

File Pathway: P:\DDA Current Projects\2014-30 MST Expansion Project (MST TDA Facility ISMND)\IS MND\Admin Draft IS MND_MST FDA Expansion\Figures

Date: 3/11/2015

Scale: N/A

Project: 2014-30



Denise Duffy and Associates, Inc.

Environmental Consultants Resource Planners

947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure
6

2.6 CONSTRUCTION SCHEDULE AND EQUIPMENT

Construction of the Proposed Project is expected to occur over a period of 12 months, beginning March 2016 and continuing until the anticipated completion in February 2017. Construction would be limited to weekdays between the hours of 8 AM to 5 PM (no night-time construction).

In support of these activities and for the assumptions for this document, the types of equipment that may be used at any one time during construction may include, but not be limited to:

- Excavator
- Backhoe
- Dump Truck
- Delivery Truck
- Water Truck
- Winch/Pulling Unit and Cable with Bursting Head
- Slurry Separation Unit
- Asphalt Paver

Staging areas for storage of construction equipment and other materials would be located at easily accessible, nearby locations in order to minimize hauling distances and traffic impacts. The staging areas would be located within developed areas. The contractor would be required to confirm available staging area locations with MST.

2.7 PROJECT APPROVALS AND PERMITS REQUIRED

The project site is located within the City of Monterey. The Proposed Project would require the following permits and approvals:

- City of Monterey – Grading Permit, Amendment to Existing Use Permit (Planning Commission approval), Tree Removal Permit, Building Permit, Fire Department Review, Architectural Review;
- Monterey Bay Unified Air Pollution Control District – Notification of Demolition and Renovation, Authority to Construct and Permit to Operate: Gasoline Storage/Dispensing Facility;
- Monterey County Airport Land Use Commission - Consistency Determination;
- Regional Water Quality Control Board – General Construction Permit;
- Federal Aviation Administration – Notice of Proposed Construction or Alteration; and
- MST Board Approval.

Chapter 3. Environmental Evaluation

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

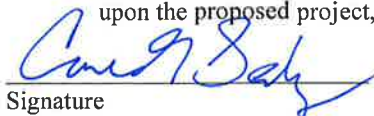
The environmental factors identified below are discussed within Chapter 3. Environmental Setting and Impacts. The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages. Sources used for analysis of environmental effects are cited in the checklist and listed in **Chapter 4, References**.

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

3.2 DETERMINATION

On the basis of this initial evaluation:

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


Signature

Carl Sedoryk, General Manager/CEO
Printed Name

April 30, 2015

date

Monterey-Salinas Transit
for

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

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

3.4 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 Proposed Project. Sources used for the environmental analysis are cited in the checklist and listed in Chapter 4 of this IS/MND. This IS/MND: 1) describes the environmental setting for the conditions within and adjacent to the project site; and 2) identifies the impacts and mitigation measures for the project.

A. AESTHETICS

Environmental Setting

The project site is located in Ryan Ranch within a planned community zone. The project site is located above the adjacent roadway and is not visible from Highway 218/Canyon Del Rey Boulevard. Highway 68 is a Designated State Scenic Highway; however, the project site is not visible from the highway. The site is not located within a scenic vista according to the City General Plan. Figures showing the existing site and proposed renovations and site photos are presented in **Figures 7, 8, 9, and 10**.

The project site is surrounded by a mixture of coast live oaks, Monterey pine trees, and native shrubs and grasses. There are approximately 59 existing trees that would require removal to facilitate the building expansion, circulation changes, and required grading (**Figures 5 and 6**). Several of these trees are large, mature coast live oak and pine trees. With the exception of two oaks located southwest of the main driveway, the removal of these trees would not be visible from any off-site views. The removal of these two oaks would only be visible from Ryan Ranch Road and not Highway 218 or Highway 68. Tree removal would require a permit from the City as well as mitigation, which would mitigate for loss of trees.

Construction of new retaining walls along the project site perimeter would result in tree removal and disturbance to the understory planting. The slopes along the perimeter would be restored with native grasses and/or shrubs to provide stabilization and restoration post-construction (**Figure 4**). Due to the remaining trees and distance above Highway 218, the retaining wall and tree removal would not be highly visible from Highway 218.

Construction of the Proposed Project would not require any nighttime construction, and, therefore, construction activities would not result in any new nighttime lighting or glare. New exterior lighting would be required for the Proposed Project; however, exterior lighting currently exists on-site and the site is not visible from the roads or any residential uses. The exterior lighting would be in compliance with airport requirements.



Existing



Proposed

Source: AECOM, SD Coversheet G-SD000, February 2, 2015

MST Monterey Bay Operations and Maintenance Facility Existing and Proposed

File Pathway: P:\DDA Current Projects\2014-30 MST Expansion Project (MST TDA Facility ISMND)\IS MND\Admin Draft IS MND_MST FDA Expansion\Figures

Date: 3/11/2015

Scale: N/A

Project: 2014-30



Denise Duffy and Associates, Inc.

Environmental Consultants Resource Planners

947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure

7



SD NORTH EAST
1 PERSPECTIVE
G-SD003 SCALE



SD VIEW LOOKING
2 SOUTHWEST
G-SD003 SCALE

Source: AECOM, SD 3D Perspectives G-SD003, February 2, 2015

MST Monterey Bay Operations and Maintenance Facility 3D Perspectives

File Pathway: P:\DDA Current Projects\2014-30 MST Expansion Project (MST TDA Facility ISMND)\IS MND\Admin Draft IS MND_MST FDA Expansion\Figures

Date: 3/11/2015

Scale: N/A

Project: 2014-30

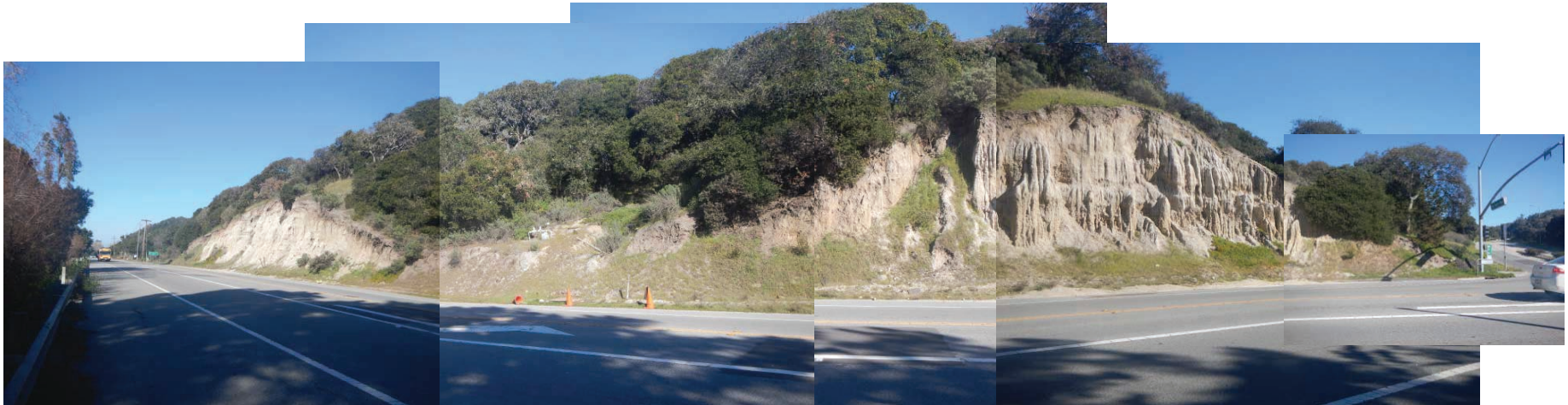


Denise Duffy and Associates, Inc.

Environmental Consultants Resource Planners

947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure
8



CANYON DEL REY BLVD AT THE CORNER OF RYAN RANCH ROAD



INTERSECTION OF CANYON DEL REY BLVD AND RYAN RANCH ROAD



MAINTENANCE FACILITY ENTRANCE AT RYAN RANCH ROAD

Source: AECOM, Site Analysis Photos, February 2, 2015

MST Monterey Bay Operations and Maintenance Facility Site Photos

File Pathway: P:\DDA Current Projects\2014-30 MST Expansion Project (MST TDA Facility ISMND)\IS MND\Admin Draft IS MND_MST FDA Expansion\Figures

Date: 3/11/2015
Scale: N/A
Project: 2014-30



Denise Duffy and Associates, Inc.
Environmental Consultants Resource Planners
947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

**Figure
9**



MAINTENANCE FACILITY ENTRANCE RYAN RANCH ROAD



**LOOKING WEST DOWN RYAN RANCH ROAD TO CANYON DEL REY BLVD.
MAINTENANCE FACILITY ON THE RIGHT**

Source: AECOM, Site Analysis Photos, February 2, 2015

MST Monterey Bay Operations and Maintenance Facility Site Photos

File Pathway: P:\DDA Current Projects\2014-30 MST Expansion Project (MST TDA Facility ISMND)\IS MND\Admin Draft IS MND_MST FDA Expansion\Figures

Date: 3/11/2015

Scale: N/A

Project: 2014-30



Denise Duffy and Associates, Inc.

Environmental Consultants Resource Planners

947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

**Figure
10**

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?				X	5, 6, 10, 19, 20
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X	1, 5, 6, 10
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X		5, 6, 10
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		5, 6, 10

Explanation:

- a-b) **No Impact.** The project is not located within sight of scenic vistas, scenic resources, or scenic highways, therefore, no impacts to scenic resources would occur.
- c) **Less-than-Significant Impact.** Construction activities would temporarily alter the visual character of the project site; however, due to the existing screening and site elevation, the activities would not be visible to the general public. Therefore, this is considered a less-than-significant impact.
- d) **Less-than-Significant Impact.** New permanent exterior lighting is proposed as part of the renovation and expansion improvements. However, exterior lighting currently exists on the site and the additional lighting would not result in a substantial increase in light or glare or adversely affect any nighttime views. In addition, proposed lighting would face downward as to not impact views and air navigation. Due to the existing trees surrounding the site and remote location, the new lighting would not be visible to the general public or any residential uses. Construction activities would occur during daytime hours and night-lighting for construction activities would not be required. Therefore, the additional nighttime lighting is considered a less-than-significant impact.

B. AGRICULTURAL AND FOREST RESOURCES

Environmental Setting

There are no significant agricultural or forest resources within or adjacent to the project site. The project site is a mostly developed parcel with scattered trees along the parcel boundaries and surrounding the existing paved areas and structures.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
<p>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 Department 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:</p>					
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	3, 5, 6
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	3, 19, 20
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	19, 20
d) Result in the loss of forest land or conversion of forest land to non-forest uses?				X	3, 5, 6, 10, 11
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	3, 5, 6, 10, 11

Explanation:

- a-e) **No Impact.** The Proposed Project is not located near existing or historical agricultural areas, or on land zoned for agricultural use or land under Williamson Act contract. No areas of prime farmland, unique farmland, or farmland of statewide importance would be affected. Additionally, the Proposed Project does not conflict with existing zoning for, or cause the need for rezoning of, forest land. The Proposed Project would not result in conversion of agricultural or forest land. Therefore, no impacts to agricultural resources or forest land would result from the Proposed Project.

C. AIR QUALITY

Environmental Setting

An Air Quality & Greenhouse Gas Impact Analysis was prepared for this project by Ambient Air Quality & Noise Consulting and is presented in **Appendix A**. The report provides a description of the existing environment in the project area and identifies potential impacts associated with the Proposed Project in relation to regional and local air quality, as well as, increased emissions of greenhouse gases (GHGs) (please refer to **Section G, Greenhouse Gas Emissions** for more information). Project impacts are evaluated relative to the applicable CEQA Guidelines and Appendix G, Environmental Checklist questions.

The Proposed Project is located in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). Dispersion of air pollution in an area is determined by such natural factors as topography, meteorology, and climate, coupled with atmospheric stability.

Criteria Air Pollutants

For the protection of public health and welfare, the Federal Clean Air Act (FCAA) required that the U.S. Environmental Protection Agency (U.S. EPA) establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the U.S. EPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public's health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as one hour, eight hours, 24 hours, or one year. The different averaging times and concentrations are meant to protect against different exposure effects. The FCAA allows states to adopt additional or more health-protective standards. The air quality regulatory framework and ambient air quality standards are discussed in greater detail later in this section.

Human Health & Welfare Effects

Common air pollutants and associated adverse health and welfare effects are summarized in **Table 1**. Within the NCCAB, the air pollutants of primary concern, with regard to human health, include ozone, particulate matter (PM) and carbon monoxide (CO). As depicted in **Table 1**, exposure to increased pollutant concentrations of ozone, PM and CO can result in various heart and lung ailments, cardiovascular and nervous system impairment, and death.

Odors

Typically odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache.

Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. The MBUAPCD does not have an individual rule or regulation that specifically addresses odors. Any actions related to odors would be based on citizen complaints to local governments and the MBUAPCD. The MBUAPCD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine if the Project results in excessive nuisance odors, as defined under the California Code of Regulations, Health & Safety Code Section 41700, air quality public nuisance.

Table 1. Common Pollutants & Adverse Effects

Pollutant	Human Health & Welfare Effects
Particulate Matter (PM ₁₀ & PM _{2.5})	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Ozone (O ₃)	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles and dyes.
Sulfur Dioxide (SO ₂)	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel; damage crops and natural vegetation. Impairs visibility.

Pollutant	Human Health & Welfare Effects
	Precursor to acid rain.
Carbon Monoxide (CO)	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming, and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems.

Source: CAPCOA 2010

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air, but due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered “criteria pollutants” under either the FCAA or the California Clean Air Act (CCAA), and are thus not subject to National or California ambient air quality standards (NAAQS and CAAQS, respectively).

TACs are not considered criteria pollutants in that the federal and California Clean Air Acts do not address them specifically through the setting of NAAQS or CAAQS. Instead, the U.S. EPA and the California Air Resources Board (ARB) regulate Hazardous Air Pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with District rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national level, the U.S. EPA has established National Emission Standards for HAPs (NESHAPs), in accordance with the requirements of the FCAA and subsequent amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

At the state level, the ARB has authority for the regulation of emissions from motor vehicles, fuels, and consumer products. Most recently, Diesel-exhaust particulate matter (DPM) was added to the ARB list of TACs. DPM is the primary TACs of concern for mobile sources. Of all controlled TACs, emissions of DPM are estimated to be responsible for about 70 percent of the total ambient TAC risk. The ARB has made the reduction of the public’s exposure to DPM one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles (ARB 2005).

At the local level, air districts have the authority over stationary or industrial sources. All projects that require air quality permits from the MBUAPCD are evaluated for TAC emissions. The MBUAPCD limits emissions and public exposure to TACs through a number of programs. The MBUAPCD prioritizes TAC-emitting stationary sources, based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. The MBUAPCD requires a comprehensive health risk assessment for facilities that are classified in the significant-risk category, pursuant to AB 2588. No major existing sources of TACs have been identified in the project area.

Asbestos

The term "asbestos" describes naturally occurring fibrous minerals found in certain types of rock formations. It is a mineral compound of silicon, oxygen, hydrogen, and various metal cations. When mined and processed, asbestos is typically separated into very thin fibers. When these fibers are present in the air, they are normally invisible to the naked eye. Once airborne, asbestos fibers can cause serious health problems. If inhaled, asbestos fibers can impair normal lung functions, and increase the risk of developing lung cancer, mesothelioma, or asbestosis.

Naturally-occurring asbestos, which was identified as a TAC in 1986 by ARB, is located in many parts of California and is commonly associated with ultramafic rock. The project site is not located in an area of known or suspected naturally-occurring asbestos.

Sensitive Receptors

One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term sensitive receptors refer to specific population groups, as well as the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Residential dwellings, schools, parks, playgrounds, childcare centers, convalescent homes, and hospitals are examples of sensitive land uses.

No sensitive land uses are located in the general vicinity of the Proposed Project site. The nearest sensitive land uses include residential dwellings located in excess of 0.2 mile north of the project site.

Regulatory Framework

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

Federal

U.S. Environmental Protection Agency

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

Federal Clean Air Act

The FCAA required the U.S. EPA to establish National Ambient Air Quality Standards (NAAQS), and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in **Table 2**.

The FCAA also required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The FCAA Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The U.S. EPA has responsibility to review all state SIPs to determine conformance with the mandates of the FCAA, and the amendments thereof, and determine if implementation will achieve air quality goals. If the U.S. EPA

determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area that imposes additional control measures.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) first authorized the U.S. EPA to regulate asbestos in schools and Public and Commercial buildings under Title II of the law, which is also known as the Asbestos Hazard Emergency Response Act (AHERA). AHERA requires Local Education Agencies (LEAs) to inspect their schools for ACBM and prepare management plans to reduce the asbestos hazard. The Act also established a program for the training and accreditation of individuals performing certain types of asbestos work.

National Emission Standards for Hazardous Air Pollutants

Pursuant to the FCAA of 1970, the U.S. EPA established the National Emission Standards for Hazardous Air Pollutants (NESHAP). These are technology-based source-specific regulations that limit allowable emissions of HAPs.

State

California Air Resources Board

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

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO₂, and NO₂ by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

Table 2. Summary of Ambient Air Quality Standards & Attainment Designations

Pollutant	Averaging Time	California Standards*		National Standards*	
		Concentration*	Attainment Status	Primary	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm	Non-Attainment	—	Attainment/Unclassified
	8-hour	0.070 ppm		0.075 ppm	
Particulate Matter (PM ₁₀)	AAM	20 µg/m ³	Non-Attainment	—	Attainment
	24-hour	50 µg/m ³		150 µg/m ³	
Fine Particulate Matter (PM _{2.5})	AAM	12 µg/m ³	Attainment	12 µg/m ³	Attainment/Unclassified
	24-hour	No Standard		35 µg/m ³	

Carbon Monoxide (CO)	1-hour	20 ppm	Attainment	35 ppm	Attainment/ Maintenance
	8-hour	9 ppm		9 ppm	
	8-hour (Lake Tahoe)	6 ppm		—	
Nitrogen Dioxide (NO ₂)	AAM	0.030 ppm	Attainment	0.053 ppm	Attainment/ Unclassified
	1-hour	0.18 ppm		0.100 ppb	
Sulfur Dioxide (SO ₂)	AAM	—	Attainment	0.03 ppm	Attainment
	24-hour	0.04 ppm		0.14 ppm	
	3-hour	—		--	
	1-hour	0.25 ppm		75 ppb	
Lead	30-day Average	1.5 µg/m3	Attainment	—	Attainment/ Unclassified
	Calendar Quarter	—		1.5 µg/m3	
	Rolling 3- Month Average	—		0.15 µg/m3	
Sulfates	24-hour	25 µg/m3	Attainment	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m3)	Unclassified		
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m3)	Attainment		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/km- visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%.	Unclassified		

* For more information on standards visit :<http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>

** No federal 1-hour standard. Reclassified extreme nonattainment for the federal 8-hour standard May 5, 2010.

***Secondary Standard

Source: ARB 2015; MBUAPCD 2015

California Assembly Bill 170

Assembly Bill 170, Reyes (AB 170), was adopted by state lawmakers in 2003 creating Government Code Section 65302.1 which requires cities and counties in the San Joaquin Valley to amend their general plans to include data and analysis, comprehensive goals, policies and feasible implementation strategies designed to improve air quality.

Assembly Bills 1807 & 2588 - Toxic Air Contaminants

Within California, TACs are regulated primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a

formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

Monterey Bay Unified Air Pollution Control District

The MBUAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions are maintained in the NCCAB, within which the Proposed Project is located. Responsibilities of the MBUAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the FCAA and the CCAA.

The MBUAPCD Rules and Regulations that are applicable to the Proposed Project include, but are not limited to, the following:

- Rule 424. National Emission Standards for Hazardous Air Pollutants (NESHAPS). Demolition of existing onsite facilities may be subject to the MBUAPCD's Asbestos NESHAP requirements. These requirements include survey and notification requirements prior to beginning a demolition and renovation project, as well as work practice standards and disposal requirements.
- Rule 402. Nuisances. The purpose of this Rule is to provide an explicit prohibition against sources creating public nuisances while operating within the jurisdiction of the MBUAPCD.
- Rule 425. Use of Cutback Asphalt. The purpose of this Rule is to limit the emissions of vapors of organic compounds from the use of cutback and emulsified asphalts.
- Rule 426. The purpose of this Rule is to limit the emissions of Volatile Organic Compounds (VOC) from the use of architectural coatings.

Regulatory Attainment Designations

Under the CCAA, the ARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data does not support either an attainment or nonattainment designation. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The U.S. EPA designates areas for ozone, CO, and NO₂ as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO₂, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the ARB terminology of attainment, nonattainment, and unclassified

is more frequently used. The U.S. EPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, U.S. EPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM10 based on the likelihood that they would violate national PM10 standards. All other areas are designated “unclassified.”

The state and national attainment status designations pertaining to the NCCAB are summarized in **Table 2**. The NCCAB is currently designated as a nonattainment area with respect to the state ozone standards. The NCCAB is designated either attainment or unclassified for the remaining CAAQS and NAAQS (MBUAPCD 2014).

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless 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 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		5, 6, 7, 8, 9, 19, 20
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			X		5, 6, 7, 8, 9
c) 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X		5, 6, 7, 8, 9
d) Expose sensitive receptors to substantial pollutant concentrations?			X		5, 6, 7, 8, 9
e) Create objectionable odors affecting a substantial number of people?			X		5, 6, 7, 8, 9

For the purpose of this analysis, the following applicable thresholds of significance from the MBUAPCD’s CEQA Air Quality Guidelines (MBUAPCD 2004) are used to determine if the Proposed Project would result in a significant air quality impact:

- **Short-term Increases in Regional Criteria Pollutants.** Construction impacts would be significant if the Proposed Project would emit greater than 82 pounds per day (lbs/day) of PM10, or will cause a violation of PM10 National or State AAQS at nearby receptors.
- **Long-Term Increases in Regional Criteria Pollutants.** Regional (operational) impacts would be significant if the project generates direct and indirect emissions of ROG or NOX that exceed 137 lbs/day. Emissions of PM10 would be significant if the project would exceed 82 lbs/day or if the project would contribute to local PM10 concentrations that exceed Ambient Air Quality Standards. Emissions of SOX would be significant if the project generates direct emissions of greater than 150 lbs/day;
- **Increases in Local Mobile-Source CO Concentrations.** Local mobile-source impacts would be significant if the project generates direct emissions of greater than 550 lbs/day of CO or if the project would contribute to local CO concentrations that exceed the State Ambient Air Quality

Standard of 9.0 ppm for 8 hours or 20 ppm for 1 hour. Detailed assessments should be conducted for projects for which the level of service (LOS) at intersection/road segment degrades from D or better to E or F, or the volume-to-capacity (V/C) ratio at intersection/road segment at LOS E or F increases by 0.05 or more, or delay at an intersection at LOS E or F increases by 10 seconds or more, or the reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more.

- Increases in Toxic Air Contaminants. TAC impacts would be significant if the project would expose the public to substantial levels of TACs so that the probability of contracting cancer for the Maximally Exposed Individual would exceed 10 in 1 million and/or so that ground-level concentrations of non-carcinogenic toxic air contaminants would result in a Hazard Index greater than 1 for the Maximally Exposed Individual.
- Increases in Odorous Emissions. Odor impacts would be significant if the project has the potential to frequently expose members of the public to objectionable odors.

Explanation:

- a) **Less-than-Significant Impact.** The MBUAPCD prepares air quality plans which address attainment of the CAAQS for ozone and maintenance of NAAQS. These plans accommodate growth by projecting growth in emissions based on different indicators. Consistency of indirect emissions associated with Proposed Project is generally determined by comparing the estimated population in which the project is to be located with the applicable population forecast in the air quality management plan (AQMP). Population increases not accounted for in the AQMP would be considered to have a potentially significant impact. In addition, projects that generate greater than 137 lbs/day of ozone precursors (i.e., ROG or NO_x) would also be considered to potentially conflict with implementation of applicable air quality plans.

The Proposed Project includes the relocation of approximately 30 buses currently being operated out of one of two MST Salinas operations facilities to MST's OMF in Monterey. These buses currently service the greater Monterey Peninsula. The relocation of these buses from Salinas to Monterey would reduce their overall time and distance traveling to and from their storage locations, which would reduce daily vehicle miles traveled by approximately 28 miles per bus per day. The project would also result in the relocation of some employees. However, any increases or decreases in vehicle miles traveled (VMT) for employee commute travel are anticipated to be negligible, compared to the reduction in bus miles traveled.

Implementation of the Proposed Project would not result in an increase in employment or population within the air basin. In addition, the relocation of buses currently stored at MST's Salinas operations site to MST's OMF Facility would result in an overall reduction in operational emissions. For these reasons, this impact would be considered less-than-significant (Please refer to Impact Explanation b) below for additional discussion of short-term and long-term emission impacts).

- b) **Less-than-Significant Impact.**

Short-term Construction-Generated Emissions

Short-term increases in emissions would occur during the construction process. Construction-generated emissions are of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The construction of the Proposed Project would result in the temporary generation of emissions associated with site

grading and excavation, motor vehicle exhaust associated with construction equipment and worker trips, the interior demolition and renovation of the existing structure, as well as the movement of construction equipment on unpaved surfaces.

Estimated construction-generated emissions are summarized in **Table 3**. It is important to note that construction-generated emissions of the ozone precursor pollutants ROG and NOX are already accounted for in the emissions inventory prepared for the AQMP. As a result, the MBUAPCD does not identify a recommended significance threshold for ROG or NOX. However, for information purposes, emissions of ROG and NOX, as well as emissions of CO and PM2.5 have been included.

As indicated, construction of the Proposed Project would generate maximum uncontrolled daily emissions of approximately 33.78 lbs/day of ROG, 54.91 lbs/day of NOx, 48.46 lbs/day of CO, 10.33 lbs/day of PM10, and 5.72 lbs/day of PM2.5. Estimated construction-generated emissions of PM10 would not exceed the MBUAPCD's significance thresholds of 82 lbs/day. This impact would be considered less-than-significant.

Table 3. Short-term Construction-Generated Emissions of Criteria Air Pollutants

Construction Process	Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition	3.33	34.72	26.38	3.15	2.00
Site Preparation	2.75	30.92	18.89	3.20	1.59
Grading	4.75	54.91	48.46	10.33	5.72
Building Construction	3.77	24.90	17.79	1.71	1.59
Paving	2.33	18.12	13.70	1.32	1.09
Architectural Coatings	33.78	2.38	1.98	0.21	0.20
Maximum Daily Emissions:	33.78	54.91	48.46	10.33	5.72
<i>MBUAPCD Significance Thresholds:</i>	<i>None</i>	<i>None</i>	<i>None</i>	82	<i>None</i>
<i>Exceed MBUAPCD Thresholds?</i>	NA	NA	NA	No	NA
<i>Emissions were quantified using CalEEMod, version 2013.2.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.</i>					

Long-term Operational Emissions

Long-term operational emissions associated with the Proposed Project are summarized in **Table 4**. As indicated, operation of the Proposed Project would result in a slight increase in emissions from area sources (e.g., maintenance activities, use of cleaning products, architectural coatings, etc.) and site energy use. However, these slight increases would be more than offset by reductions in emissions due to the relocation of the buses from the Salinas operations facility to the OMF Facility. Approximately 30 buses would be relocated, which would result in an estimated reduction of approximately 28 miles/day for each of the buses relocated. In total, the Proposed Project would result in net reduction in emissions of -2.07 lbs/day of ROG, -17.74 lbs/day of NOX, -24.28 lbs/day of CO, -0.03 lbs/day of SOX, -1.70 lbs/day of PM10, and -0.71

lbs/day of PM_{2.5}. Operational emissions would not exceed the MBUAPCD's significance thresholds. This impact would be considered less-than-significant.

Table 4. Long-term Operational Emissions of Criteria Air Pollutants

Source	Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	0.40	0.00	0.00	0.00	0.00	0.00
Energy Use	0.01	0.10	0.08	0.00	0.01	0.01
Bus Relocation ⁽¹⁾	-2.48	-17.84	-24.37	-0.03	-1.70	-0.72
Total Net Reduction in Emissions:	-2.07	-17.74	-24.28	-0.03	-1.70	-0.71
MBUAPCD Significance Thresholds:	137	137	550	150	82 ⁽²⁾	None
Exceed MBUAPCD Thresholds?	No	No	No	No	No	NA
<p><i>Emissions were quantified using CalEEMod, version 2013.2.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.</i></p> <p>1. <i>Bus relocation emissions are based on a total of 30 buses that would be relocated from the Salinas operating facility to the OMF and reduced VMT of 28 miles/day for each bus.</i></p> <p>2. <i>Applies only to onsite emissions and project-related exceedances along unpaved roads..</i></p>						

- c) **Less-than-Significant Impact.** As noted in Impact Explanation b), implementation of the Proposed Project would not result in the generation of short-term construction emissions that would exceed applicable thresholds. Implementation of the Proposed Project would result in overall net reductions in long-term operational emissions. This impact would be considered less-than-significant (Please refer to Impact Explanation b) for additional discussion of short-term and long-term emission impacts).
- d) **Less-than-Significant Impact.**

Carbon Monoxide

Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. Under specific meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels. For this reason, modeling of CO concentrations is typically recommended for sensitive land uses located near signalized roadway intersections that are projected to operate at unacceptable levels of service (i.e., LOS E or F). Unsignalized intersections projected to operate at unacceptable levels of service do not typically have sufficient traffic volumes, such that projected unacceptable levels of service at these intersections would typically result in localized concentrations of CO that would exceed applicable standards.

Based on the traffic analysis prepared for the Proposed Project, the intersections of Olmsted Road/Highway 68, Corral De Tierra Road/Highway 68, and Torero Drive/Highway 68 are projected to operate at unacceptable LOS E, or worse, during peak-hour operations. However, implementation of the Proposed Project would not contribute to a substantial increase in vehicle delay (i.e., 10 seconds, or more) at these intersections. As a result, the project's contribution to localized CO concentrations at these intersections would be considered less-than-significant.

Toxic Air Contaminants

Implementation of the Proposed Project would not result in the long-term operation of any major onsite stationary sources of TACs. However, construction of the proposed project may result in temporary increases in emissions of diesel-exhaust particulate matter (DPM) associated with the use of off-road diesel equipment. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. As such, the calculation of cancer risk associated with exposure of to TACs are typically calculated based on a long-term (e.g., 70-year) period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. Construction activities would occur over an approximate one year period, which would constitute roughly one percent of the typical 70-year exposure period. As a result, exposure to construction-generated DPM would not be anticipated to exceed applicable thresholds (i.e., incremental increase in cancer risk of 10 in one million). Furthermore, no sensitive land uses have been identified in the vicinity of the proposed project site. The nearest sensitive land uses include residential dwellings located in excess of 0.2 mile north of the project site. For these reasons, this impact would be considered less-than-significant.

Naturally Occurring Asbestos

Naturally-occurring asbestos, which was identified by ARB as a TAC in 1986, is located in many parts of California and is commonly associated with ultramafic rock. The project site is not located near areas that are likely to contain ultramafic rock (DOC 2000). As a result, risk of exposure to naturally-occurring asbestos during the construction process would be considered less-than-significant (Please refer to **Section H. Hazards and Hazardous Materials**, for the evaluation of potential impacts associated with exposure to asbestos in building materials).

- e) **Less-than-Significant Impact.** Implementation of the Proposed Project would not result in long-term emissions of odors. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. However, no sensitive land uses have been identified in the general vicinity of the proposed project site. As previously noted, the nearest sensitive land uses include residential dwellings located in excess of 0.2 mile north of the project site. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. This impact would be considered less-than-significant.

D. BIOLOGICAL RESOURCES

Environmental Setting

Reconnaissance-level biological and focused rare plant surveys were conducted at the project site by Denise Duffy & Associates, Inc. (DD&A) biologists on May 21, 2014. The surveys documented biological resources, identified the presence or potential presence of special-status species and potential sensitive habitats, characterized on-site and adjacent habitats, and determined the potential for project-related impacts. A biological memorandum was prepared that assessed the environmental conditions of the site and its surroundings, and evaluated the general habitat features and environmental constraints on the site and in the local vicinity to provide a basis for recommendations to avoid, minimize, and mitigate potential project impacts. The biological memorandum is presented in **Appendix B**. This section summarizes the findings in the report.

Habitat Types

The survey results include mapping and quantification of the acreage of five habitat types within the survey area (**Figure 11**):

- Chamise chaparral (1 acre),
- Coast live oak woodland (4.6 acres),
- Non-native grassland (0.3 acre),
- Unvegetated (0.1 acre), and
- Developed (3.6 acres).

A brief description of each of these habitats can be found below along with the identification of the presence or potential presence of special-status species within each habitat.

Chamise Chaparral

This habitat type is dominated by chamise (*Adenostoma fasciculatum*) and black sage (*Salvia mellifera*). Non-dominants include sticky monkeyflower (*Mimulus aurantiacus*) and a few sparsely distributed coast live oak trees (*Quercus agrifolia*). Four isolated patches (two in the southwest corner, one in the northwest corner and one in the northeast corner of the survey area) of this habitat exist within the survey area (**Figure 11**).

No special-status plant species were identified within this habitat type. No special-status wildlife species were observed within this habitat type during field visits. However, Monterey dusky-footed woodrat (*Neotoma fuscipes luciana*), a California species of special concern, nests were observed during the site visit. California legless lizards (*Anniella pulchra*) have the potential to occur within this habitat type where loose, friable soils exist. Additionally, avian species, such as the spotted towhee (*Pipilo maculatus*), western scrub jays (*Aphelocoma californica*), California towhee (*Melospiza crissalis*) and California thrasher (*Toxostoma redivivum*) may nest and forage within the chamise chaparral habitat.

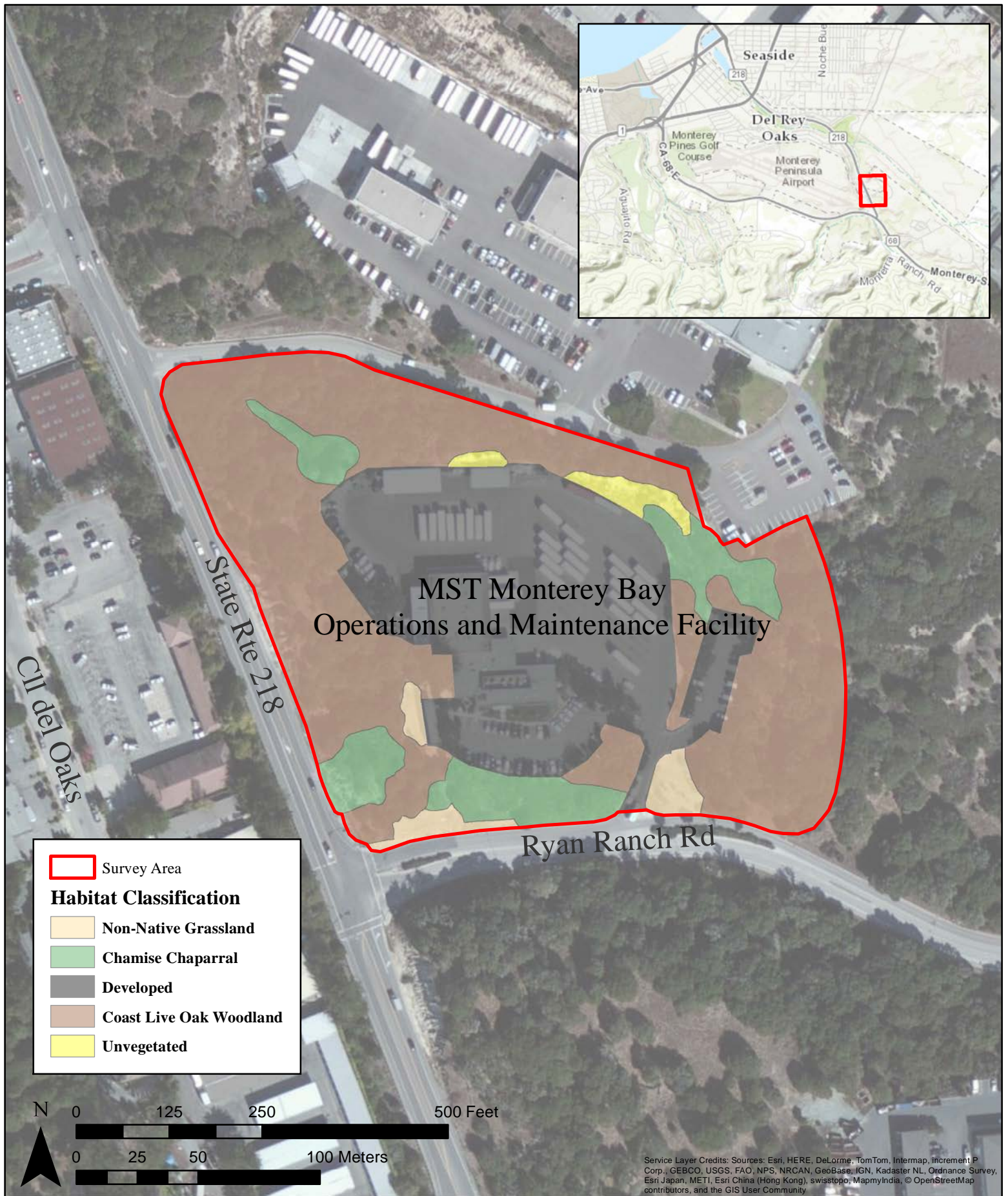
Coast Live Oak Woodland

The canopy of this habitat type is dominated by coast live oak trees (*Quercus agrifolia*). The understory is dominated by poison oak (*Toxicodendron diversilobum*), slender oat (*Avena barbata*) and soft chess (*Bromus hordeaceus*). Coast live oak woodland surrounds the MST OMF Facility and is the dominant habitat type within the survey area (**Figure 11**).

Monterey pine trees (*Pinus radiata*), a CNPS List 1B species, were identified within the coast live oak woodland habitat. However, these have been planted and do not occur naturally on the site. No special-status wildlife species were observed within the coast live oak woodland during field visits. However, avian species, including raptors, may nest and forage within this habitat type. The Monterey dusky-footed woodrat may also use this habitat type for foraging and nesting.

Non-Native Grassland

Non-native grassland habitat within the survey area is dominated by slender oat and soft chess. Additional species observed within this habitat include long beaked filaree (*Erodium botrys*), California plantain (*Plantago erecta*), purple needle grass (*Stipa pulchra*), and telegraph weed (*Heterotheca grandiflora*). The non-native grassland within the survey area is degraded due to the maintenance regime (e.g., mowing) being implemented by MST, as witnessed during the site visit. Non-native grasslands are located near the entrance to the facility and adjacent to Ryan Ranch Road in the southwest corner of the survey area, as well as a small section near the main operations building (**Figure 11**).



**Monterey Salinas Transit Monterey
Bay Operations and Maintenance
Facility Habitat Map**

Document Path: C:\GIS\GIS_Projects\2014-30 MST Expansion\Habitat Map 20150429.mxd

Date: 4/29/2015
Scale: 1 inch = 167 feet
Project: 2014-30



Monterey | San Jose
Denise Duffy and Associates, Inc.
Environmental Consultants Resource Planners
947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

**Figure
11**

Sandmat manzanita (*Arctostaphylos pumila*), a CNPS List 1B.4 plant, was identified within this habitat type, adjacent to the entrance of the facility, along Ryan Ranch Road (**Figure 12**). No special-status wildlife species were observed within the non-native grassland during field visits. However, special-status avian species may forage within this habitat type.

Unvegetated

There are two areas located in the northeast corner of the survey area that, due to the extreme grade and susceptibility to erosion, are dominated by bare ground. These areas do not provide habitat for special-status plant or wildlife species and none are expected to occur.

Developed

The developed habitat within the survey area includes the MST operations buildings, maintenance facilities, paved areas, and parking structures. These areas do not provide habitat for special-status plant or wildlife species and none are expected to occur.

Sensitive Habitats

The project site was surveyed for sensitive habitats. No sensitive habitats were identified within the project site. The project site is not within areas designated as critical habitat for federally listed species and no sensitive habitats listed in the California Natural Diversity Database (CNDDB) as high priority or rare natural communities were observed. Additionally, no wetlands or waters of the U.S. are present within the project site.

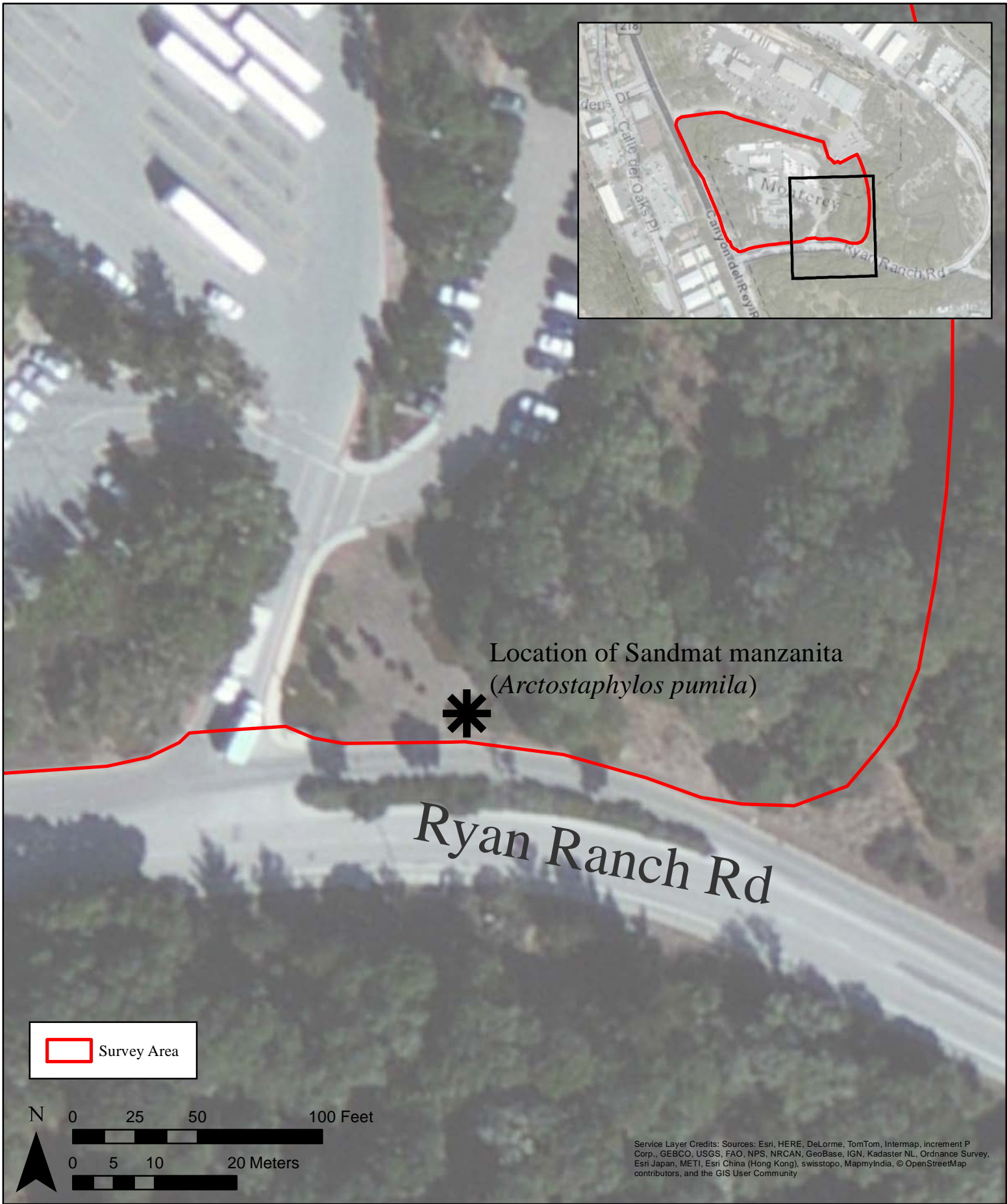
Special-Status Species

Special-Status Plants

One sandmat manzanita plant was identified and mapped in the non-native grassland habitat located adjacent to the Ryan Ranch Road entrance (**Figure 12**). No other special-status plant species are known or expected to occur within the project site.

Special-Status Wildlife

Monterey dusky-footed woodrat and California legless lizard have the potential to occur within the project site. Additionally, nesting raptors and other avian species, protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game (CDFG) Code, may occur within trees located within or immediately adjacent to the project site. No other special-status wildlife species are known or are expected to occur within the project site.



Monterey Salinas Transit Monterey
Bay Operations and Maintenance
Facility Special Status Plants Map

Date: 4/29/2015
Scale: 1 inch = 50 feet
Project: 2014-30



Monterey | San Jose
Denise Duffy and Associates, Inc.
Environmental Consultants Resource Planners
947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure
12

Document Path: C:\GIS\GIS_Projects\2014-30 MST Expansion\A Pumila Location 20150429.mxd

Tree Removal

A Tree Assessment Arborist Report was prepared by Frank Ono and is presented in **Appendix C**. The purpose of the report was to survey the project area and trees on the site, identify trees protected by City Code that may be affected by construction, and recommend protection and mitigation measures for the retainable trees during construction.

The site is landscaped with ornamental planting and drought resistant species. There are planted Monterey cypress and Monterey pines near the existing entrance driveway. Many of the oaks appear naturally occurring, but it also appears that a few oaks surrounding the existing buildings may have been planted as part of the landscape. The general condition of the trees on-site vary, ranging from poor to mostly fair. The Monterey pines assessed have observable red turpentine bark beetle (*Dendroctonus valens*) activity and have some branch tip browning/dieback possibly associated with pine pitch canker (*Fusarium circinatum*). No significant pests were observable in the cypresses. General pests of cypress include Cypress tip moth and Cypress bark beetle. The main disease of concern is cypress canker that can be spread with movement from beetle or moth activity. There is observable decline of the oak canopy (as judged by thinning crowns). The decline in oaks appears to be attributed to a combination of abiotic and biotic stressors that may be pronounced by accumulated effects of recent drought conditions. This general decline and thinning of oak crowns appears attributed to biotic stressors which include oak worms (*Phryganidia californica*), root crown fungi (*Phytophthora* sp.), and secondary western oak bark beetle (*Pseudopityophthorus pubipennis*) activity.

The project design requires removal of oak trees and several planted Monterey pines, Monterey cypress, and ornamental trees and shrubs and are as follows:

- Three (3) Monterey Cypress diameters range from 12" to 36";
- Nine (9) Monterey Pines (*Pinus radiata*) - Pine size diameters are as follows: one (1) - 6" diameter and eight (8) ranging from 7" diameter to 36" in diameter;
- Forty two (42) Coast Live Oaks (*Quercus agrifolia*) - The oaks identified for removal: One (1) cluster with multiple stems less than 6", eleven (11) from 6" to 9" in diameter (7 individual stems plus 4 clusters w/multiple stems), and twenty eight (28) that range from 10" to 36" in diameter (20 individual stems plus 8 clusters w/multiple stems); and
- Five (5) miscellaneous/ornamental trees will also need removal (1-6" stone pine, 1-7" Evergreen pear, and 3 less than 6" olive trees; the removal of the olive trees would not require a removal permit).

The Monterey City Code Chapter 37 identifies protected trees to mean: trees located on a vacant private parcel that are more than two inches (2") in diameter when measured at a point four feet six inches (4'6") above the tree's natural grade; and trees located on a private, developed parcel that are more than six inches (6") when measured at a point four feet six inches (4'6") above the tree's natural grade. Since the site is developed and not vacant, the latter portion of the definition applies to trees in the assessment.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless 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			5, 6, 10, 11, 17
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 Game or U.S. Fish and Wildlife Service?				X	5, 6, 10, 11, 17
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	5, 6, 10, 11, 17
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	5, 6, 10, 11, 17
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X			5, 6, 10, 11, 17, 22
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	5, 6, 10, 11, 17

Explanation:

- a) **Less-than-Significant Impact with Mitigation.** The Proposed Project may result in impacts to special-status plant and wildlife species. Construction impacts to special-status plants and wildlife may include direct mortality, disturbance or loss of habitat, or indirect impacts to habitat. This is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of **Mitigation Measures 1** through **5** described below.

Mitigation Measure 1

Prior to construction activities, the individual sandmat manzanita, near the entrance to the MST OMF Facility, shall be fenced or flagged for avoidance.

Mitigation Measure 2

Prior to construction activities, a qualified biologist shall conduct an Employee Education Program for the construction crew. The biologist shall meet with the construction crew at the site at the onset of construction to educate the construction crew on the following: 1) a review of the project boundaries including staging areas and access routes; 2) the special-status species that

may be present, their habitat, and proper identification; 3) the specific avoidance and minimization measures that will be incorporated into the construction effort; 4) the general provisions and protections afforded by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife; and 5) the proper procedures if a special-status animal is encountered within the project site.

Mitigation Measure 3

The biological monitor shall be on-site during initial vegetation removal activities to protect any special-status species encountered. The qualified biologist shall identify and explain the protection methods during the Employer Education Program as described in Mitigation Measure 2. These methods could include, but are not limited to, stopping work in the area where the animal is encountered until it has moved on its own outside of the site or moving individuals outside of the site to adjacent appropriate habitat.

Mitigation Measure 4

Construction activities that may directly (e.g., vegetation removal) or indirectly affect (e.g. noise/ground disturbance) protected nesting avian species will be timed to avoid the breeding and nesting seasons. Specifically, vegetation and/or tree removal can be scheduled after September 16 and before January 31.

If construction must occur during the breeding and nesting season (February 1 through September 15), a qualified biologist would conduct pre-construction surveys for nesting raptors and other protected avian species within 300 feet of the proposed construction activities. Pre-construction surveys should be conducted no more than 14 days prior to the start of the construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August).

If raptors or other protected avian species nests are identified during the pre-construction surveys, the qualified biologist would notify the project proponent and an appropriate no-disturbance buffer would be imposed within which no construction activities or disturbance would take place (generally 300 feet in all directions for raptors; other avian species may have species-specific requirements) until the young of the year have fledged and are no longer reliant upon the nest or parental care for survival, as determined by a qualified biologist.

Mitigation Measure 5

Not more than thirty (30) days prior to the start of construction (including vegetation removal) on the project site a qualified biologist shall conduct a survey of the project site to locate existing Monterey dusky-footed woodrat nests. All Monterey dusky-footed woodrat nests shall be mapped and flagged for avoidance. Graphics depicting all Monterey dusky-footed woodrat nests shall be provided to the project proponent. Any Monterey dusky-footed woodrat nests that cannot be avoided shall be relocated according to the following procedures.

Each active nest shall be disturbed by the qualified biologist to the degree that Monterey dusky-footed woodrat leaves the nest and seeks refuge elsewhere. After the nests have been disturbed, the nest sticks shall be removed from the impact areas and placed outside of areas planned for impacts. Nests shall be dismantled during the non-breeding season (between October 1 and December 31), if possible. If a litter of young is found or suspected, nest material shall be replaced and the nest left alone for 2-3 weeks, after this time the nest will be rechecked to verify that young are capable of independent survival before proceeding with nest dismantling.

- b-c) **No Impact.** No aquatic resources or other sensitive habitats were identified within or adjacent to the project site.
- d) **No Impact.** The proposed project is located on a largely developed parcel and will not impact native resident or migratory wildlife corridors or nursery sites or interfere substantially with the movement of any native resident or migratory fish or wildlife species.
- e) **Less-than-Significant Impact with Mitigation.** The proposed renovation and expansion of the existing facility requires substantial grading of specific areas where trees are located. When construction activities, such as the proposed grading or cut and fill, occurs near trees, there is a high potential for trees to experience decline both in the long- and short-term. The reduction of root area may have a short-term effect on those trees treated, including a reduction of growth, dieback, and potentially death. Therefore, trees that are either in the construction footprint or close to grading would require removal, and trees not identified for removal would require protection during construction activities. A tree removal permit would be required from the City of Monterey. The City of Monterey may require mitigation. Mitigation measures can vary from no replacement trees, a 1:1 or higher replacement ratio, payment in lieu of replacement, and may include a maintenance and care program to monitor the health of other trees on the property. Tree replacement can occur with appropriate planting in sites designated for improvement according to the landscape plan that would conform to re-planting requirements established by the city as determined by the Monterey City Forester. This is considered a potentially significant impact that can be reduced to a less-than-significant level with implementation of **Mitigation Measure 6** and compliance with mitigation requirements of the tree removal permit.

Mitigation Measure 6

Prior to the commencement of construction activities:

- Trees located adjacent to the construction area shall be protected from damage by construction equipment by the use of temporary fencing in combination with wrapping of trunks with protective materials where ever there may be construction present.
- Fencing shall consist of chain link, heavy duty snowdrift or plastic mesh, hay bales, or field fence. Portions of existing fencing may also be used.
- Fencing is not to be attached to the tree but free standing and self-supporting so as not to damage trees. Fencing shall be rigidly supported both vertically and horizontally and shall stand a minimum of height of six feet above grade.
- Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials is not be allowed adjacent to trees on the property especially within fenced areas.
- Fenced areas and the trunk protection materials shall remain in place during the entire construction period.

During grading and excavation activities:

- All trenching, grading or any other digging or soil removal that is expected to encounter tree roots must be monitored by a qualified arborist or forester to ensure against drilling or cutting into or through major roots.
- The project arborist should be on site during excavation activities to direct any minor field adjustments that may be needed.
- Trenching construction located adjacent to any tree should be done by hand where practical and any roots greater than 1.5 –inches diameter should be bridged or pruned appropriately.

- Any roots that must be cut should be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment.
- Any roots damaged during grading or excavation should be exposed to sound tissue and cut cleanly with a saw.

If at any time potentially significant roots are discovered:

- The arborist/forester will be authorized to halt excavation until appropriate mitigation measures are formulated and implemented.
- If significant roots are identified that must be removed that will destabilize or negatively affect the target trees -, the property owner will be notified immediately and a determination for removal will be assessed and made as required by law for treatment of the area that will not risk death decline or instability of the tree consistent with the implementation of appropriate construction design approaches to minimize affects, such as hand digging, bridging or tunneling under roots, etc..
- Remedial pruning should occur prior to construction. Following construction, any above ground tree pruning/trimming should be delayed until one year after completion of construction. Following construction, a qualified arborist should monitor trees adjacent to the improvements area and if any decline in health that is attributable to the construction is noted, additional trees should be planted on the site.

Additionally, Best Management Practices (BMPs) as described below would be adhered to, to protect retained trees. The proposed BMPs include, but are not limited to:

- Do not deposit any fill around trees, which may compact soils and alter water and air relationships. Avoid depositing fill, parking equipment, or staging construction materials near existing trees. Covering and compacting soil around trees can alter water and air relationships with the roots. Fill placed within the drip-line may encourage the development of oak rot fungus (*Armillaria mellea*). As necessary, trees may be protected by boards, fencing or other materials to delineate protection zones.
- Pruning shall be conducted so as not to unnecessarily injure the tree. General-principals of pruning include placing cuts immediately beyond the branch collar, making clean cuts by scoring the underside of the branch first, and for live oak, avoiding the period from February through May.
- Native live oaks are not adapted to summer watering and may develop crown or root rot as a result. Do not regularly irrigate within the drip line of oaks. Native, locally adapted, drought resistant species are the most compatible with this goal.
- Root cutting should occur outside of the springtime. Late June and July would likely be the best. Pruning of the live crown should not occur February through May.
- Oak material greater than 3 inches in diameter remaining on site more than one month that is not cut and split into firewood should be covered with thick clear plastic that is dug in securely around the pile. This will discourage infestation and dispersion of bark beetles.
- A mulch layer up to approximately 4 inches deep may be applied to the ground under selected oaks following construction. Only 1 to 2 inches of mulch should be applied within 1 to 2 feet of the trunk, and under no circumstances should any soil or mulch be placed against

the root crown (base) of trees. The best source of mulch would be from chipped material generated on site.

- If trees along and near the development are visibly declining in vigor, a Professional Forester or Certified Arborist should be contacted to inspect the site to recommend a course of action.
- f) **No Impact.** The project site is not located within the boundaries of any applicable Habitat Conservation Plan (HCP) or Natural Communities Conservation Plan (NCCP).

E. CULTURAL RESOURCES

Environmental Setting

Archaeological Resources

According to the City's General Plan and EIR, the City falls within the contact-period lands of at least two aboriginal tribal groups. These groups are known ethnographically as Costanoan and Esselen, which are the names given to their language or language family. Ethnographic and ethnohistoric information regarding Costanoan and Esselen speakers comes from the records of early Spanish explorers, mission documents, the works of ethnographers and linguists, and from Native American descendants.

The cultural history of Central California coast and inland region areas has, until recently, been poorly documented. However, since 1970, hundreds of surveys have been conducted and more than 60 archaeological sites have been excavated in Monterey and San Luis Obispo Counties, with more than 200 radiocarbon dates reported. Investigations of 19 sites along the northern shore of the Monterey Peninsula confirmed the existence of two archaeological "population" in the area of ethnographic Rumsen Coastanoans.

Over time, archaeological investigations within the City have resulted in the recording of approximately 29 prehistoric archaeological site. The City's General Plan identifies locations where the probability of uncovering prehistoric archaeological resources is considered to be moderate to high.

According to the General Plan, the project site is located within an area of moderate to high archaeological sensitivity. However, the majority of the site is currently developed and paved.

Historic Resources

The City of Monterey is one of the most historic cities in the United States, and preservation of historic resources has long been a concern of Monterey residents. Over the past three centuries, the City has served, at various times, as a Spanish mission, a center of government, a major commercial port, and a cultural center. The City has historic resources with international, national, and statewide significance.

The National Register is the nation's master inventory of known historic resources, and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Resources (e.g., structures, sites, buildings, historic districts, and objects) over 50 years of age can be listed on the National Register. In addition, properties under 50 years of age that are of exceptional importance or are contributors to an historic district can also be included on the National Register.

The project site does not contain any historic resources eligible for listing in the National Register.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless 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 as defined in CEQA 15064.5?				X	5, 6, 10, 19, 20, 21
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA 15064.5?		X			5, 6, 10, 19, 20, 21
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			5, 6, 10, 19, 20, 21
d) Disturb any human remains, including those interred outside of formal cemeteries?		X			5, 6, 10, 19, 20, 21

Explanation:

- a) **No Impact.** There are no historical resources present on the project site.
- b) **Less-than-Significant Impact with Mitigation.** The construction of the Proposed Project would primarily occur within the existing developed and paved areas of the site with some ground-disturbing activities required in the adjacent undeveloped, vegetated areas. The project site is identified in an area of moderate to high archaeological sensitivity in the City's General Plan due to its proximity to Canyon Del Rey Creek, which may have provided resources to early Costanoan and Esselen people. However, the majority of the project site is developed, consisting of buildings, pavement, and other facilities required for the on-going operations and maintenance activities. There are no known archaeological resources on the project site. The Proposed Project would not impact any known archaeological resources or sites. However, as with all ground-disturbing activities within areas of moderate to high archaeological sensitivity, construction activities associated with the project may result in impacts to unknown archaeological resources or sites. This is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of **Mitigation Measure 7** described below.

Mitigation Measure 7

If archaeological materials or features are discovered at any time during construction, work shall be halted within 50 meters (150 feet) 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.

- c) **Less-than-Significant Impact with Mitigation.** Implementation of the Proposed Project would not impact any known paleontological resources. However, due to the sensitivity of the area, construction activities associated with the project may result in impacts to unknown paleontological resources. This is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of **Mitigation Measure 7** described above.

- d) **Less-than-Significant Impact with Mitigation.** Implementation of the Proposed Project would not impact any known human remains. Though unlikely, construction activities associated with the project may result in impacts to human remains. This is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of **Mitigation Measure 8** described below.

Mitigation Measure 8

If human remains are discovered at any time during construction, work shall be halted within 50 meters (150 feet) 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 land owner 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.

F. GEOLOGY AND SOILS

Environmental Setting

A geotechnical investigation was conducted at the proposed project site and a report representing the results was prepared by Kleinfelder (**Appendix D**). The purpose of the geotechnical investigation was to evaluate subsurface soil conditions at the site of the proposed improvements and to provide geotechnical recommendations pertaining to earthwork and the foundation aspects of the project. The primary

geotechnical considerations at the project site are the presence of moderately expansive near surface soils on portions of the site, collapse potential of saturated on-site soils used as engineered fill, erosion of cut and fill slopes, low subgrade support strength of on-site soils in the bus parking areas, and lower permeability of soils containing clayey fines and/or decomposed sandstone at depth.

Regional and Site Geology

The site is located approximately 2.5 miles inland (southeast) of Monterey Bay, within the Coast Ranges Geomorphic Province of Central California. This Province is comprised of a discontinuous series of northwest-southeast trending mountain ranges, ridges, and intervening valleys characterized by complex folding and faulting. Geologic structure within the Coast Ranges Province is generally controlled by the San Andreas fault system, which is a major tectonic transform plate boundary. The site is located within the Salinian Block, which is one of the distinct continental terranes of the central Coast Ranges. In the region, the Salinian Block is bounded by the San Andreas fault on the east and the Sur-Nacimiento fault zone on the west. The basement rock of this block is composed of Cretaceous age (about 140 to 65 million years old) granitic and high-grade metamorphic rocks. Major mountain ranges within the Salinian Block in the vicinity of the site include the Gabilan Range to the east/northeast, the Sierra de Salinas to the southeast, and the Santa Lucia Range to the southwest. The geology of the site has been mapped as underlain by Quaternary age, dissected older alluvium.

Faulting and Seismicity

According to the California Geologic Survey (CGS), the site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest zoned active fault is the creeping section of the San Andreas fault, located approximately 24.3 miles northeast of the site, which is capable of producing a maximum earthquake magnitude event of 8.05. Moderate to major earthquakes generated on the San Andreas fault can be expected to cause strong ground shaking at the site. The U.S. Geological Survey (USGS) identifies several other faults within the site vicinity. **Table 5** below identifies the significant faults in the area and their corresponding parameters. In addition, the southwest trace of the Chupines fault zone (Del Rey Oaks section) transects the site along its southwest property line. This segment of the Chupines fault zone is not considered a potential source for seismic shaking by the USGS, and has not been zoned active by the CGS.

Table 5. Fault Zones in the Project Vicinity

Fault Name	Fault Length (miles)	Closest Distance to Site* (miles)	Magnitude of Characteristic Earthquake**	Slip Rate (millimeters/year)
Monterey Bay-Tularcitos	51.6	1.6	7.3	0.5
Rinconada	118.7	7.3	7.5	1
San Gregorio Connected	109.4	9.7	7.5	5.5
Zayante-Vergales	36.0	19.8	7.0	0.1
San Andreas-SAS+SAP+SAN+SAO	293.3	24.3	8.05	17-24
Calaveras-CN+CC+CS	76.4	29.2	7.0	6-15
Hosgri	106.3	30.8	7.3	2.5
*Closest distance to the potential rupture				
**Moment magnitude: An estimate of an earthquake's magnitude based on the seismic moment (measure of an earthquake's size utilizing rock rigidity, amount of slip and area of rupture).				

Liquefaction Potential and Dynamic Compaction

Soil liquefaction is a condition where saturated, predominantly granular soils undergo a substantial loss of strength and potential deformation. Soils most susceptible to liquefaction are saturated, loose, clean, uniformly graded, fine sand deposits.

Near surface coarse grained soils were typically medium dense to very dense overlying decomposed to highly weathered weak sandstone. No groundwater was encountered to a depth of 30 feet below existing grade at the time of the subsurface investigation, although perched groundwater could occur in unpaved or buried stormwater management systems area for a brief time after significant rains. Therefore, the potential for liquefaction of the soils encountered is low.

Another type of seismically induced ground failure that can occur as a result of seismic shaking is dynamic compaction or seismic settlement. Such phenomena typically occur in unsaturated, loose granular material or uncompacted fill soils. In the event of a major earthquake in the site vicinity, it is estimated that less than ¼ inches of total and differential settlement could occur as a result of dynamic compaction.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
6. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to 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		5, 6, 12
ii) Strong seismic ground shaking?			X		5, 6, 12
iii) Seismic-related ground failure, including liquefaction?			X		5, 6, 12
iv) Landslides?			X		5, 6, 12
b) Result in substantial soil erosion or the loss of topsoil?			X		5, 6, 12
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		5, 6, 12
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X			5, 6, 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 wastewater?				X	5, 6, 12

Explanation:

- ai) **Less-than-Significant Impact.** Surface rupture occurs along lines of previous faulting. According to the California Geologic Survey (CGS), the site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest zoned active fault is the creeping section of the San Andreas fault, located approximately 24.3 miles northeast of the site, which is capable of producing a maximum earthquake magnitude event of 8.05. Moderate to major earthquakes generated on the San Andreas fault can be expected to cause strong ground shaking at the site. In addition, the southwest trace of the Chupines fault zone (Del Rey Oaks section) transects the site along its southwest property line. This segment of the Chupines fault zone is not considered a potential source for seismic shaking by the USGS, and has not been zoned active by the CGS. Therefore, potential rupture impacts are considered less-than-significant.
- a ii) **Less-than-Significant Impact.** Due to its location in a seismically active region, the proposed project may 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. Seismic impacts will be minimized by using standard engineering and construction techniques in compliance with the requirements of the California Building Code (CBC). This is considered a less-than-significant impact.
- a iii) **Less-than-Significant Impact.** As described above, the Proposed Project may be subject to strong ground shaking in the event of a major earthquake. The Geotechnical Report determined that the potential for liquefaction susceptibility was low for the project site. Therefore, this is considered a less-than-significant impact.
- a iv) **Less-than-Significant Impact.** Multiple landslides, landslide scars, and erosion rills were identified on the cut slopes adjacent to Canyon Del Rey Boulevard, indicating the slopes are currently in an over-steepened configuration for the poorly to non-indurated deposits exposed. While no evidence of incipient failure was observed above the hinge point of the slope, future upslope migration of the landslides should be anticipated as the slope attempts to reach its angle of repose. The slopes are beyond the site property boundary, and the most proximal slope is approximately 15 feet in height and currently 100 feet from the proposed improvements. As such, future failure migration will not likely impact the site or proposed improvements. This is considered a less-than-significant impact.
- b) **Less-than-Significant Impact.** Construction of the Proposed Project would require ground-disturbing activities which may result in erosion or loss of topsoil. However, MST/contractor would be required to conform to all legal requirements for avoiding erosion and sedimentation to protect water quality. This includes preparation of a Storm Water Pollution Protection Plan (SWPPP) and use of BMPs. This is considered a less-than-significant impact. Please refer also to the discussion in *I. Hydrology and Water Quality* of this Initial Study.
- c) **Less-than-Significant Impact.** As described above, the Proposed Project has a low susceptibility for liquefaction and would not be affected by landslides on- or off-site.
- d) **Less-than-Significant Impact with Mitigation.** As described above, the project site contains moderately expansive soils. Per the Geotechnical Study, the moderately expansive soils will require a layer of "non-expansive fill, or a thickened rock section under the proposed building additions and exterior concrete slabs-on-grade. Based on the results of the geotechnical investigation, it was determined that the proposed improvements could be developed as planned provided the recommendations in the report including appendices are incorporated into the design and construction of the project. **Mitigation Measure 9** below requires implementation of the

recommendations in the Geotechnical Report, which would reduce any potential impacts from expansive soils to a less-than-significant level.

Mitigation Measure 9

The contractor shall be required to implement the recommendations from the Geotechnical Study and incorporate the recommendations into final plans and specifications prior to the start of construction.

- e) **No Impact.** The project does not involve any septic tank or alternative wastewater systems.

G. GREENHOUSE GAS EMISSIONS

Environmental Setting

The earth's climate has been warming for the past century. It is believed that this warming trend is related to the release of certain gases into the atmosphere. Greenhouse gases (GHG) absorb infrared energy that would otherwise escape from the earth. As the infrared energy is absorbed, the air surrounding the earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past two decades. The 10 warmest years of the last century all occurred within the last 15 years. It appears that the decade of the 1990s was the warmest in human history. Human activities have been attributed to an increase in the atmospheric abundance of greenhouse gases. The following is a brief description of the most commonly recognized GHGs.

Greenhouse Gases

Commonly identified GHG emissions and sources include the following:

- a) *Carbon dioxide (CO₂)* is an odorless, colorless natural greenhouse gas. CO₂ is emitted from natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
- b) *Methane (CH₄)* is a flammable greenhouse gas. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and ruminants such as cattle.
- c) *Nitrous oxide (N₂O)*, also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load.
- d) *Water vapor* is the most abundant, important, and variable greenhouse gas. It is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life.
- e) *Ozone* is known as a photochemical pollutant and is a greenhouse gas; however, unlike other greenhouse gases, ozone in the troposphere is relatively short-lived and, therefore, is not global in nature. Ozone is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds, nitrogen oxides, and sunlight.

- f) *Aerosols* are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.
- g) *Hydrofluorocarbons (HFCs)* are synthetic chemicals that are used as a substitute for CFCs. Of all the greenhouse gases, HFCs are one of three groups (the other two are perfluorocarbons and sulfur hexafluoride) with the highest global warming potential. HFCs are human-made for applications such as air conditioners and refrigerants.
- h) *Chlorofluorocarbons (CFCs)* are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. CFCs destroy stratospheric ozone; therefore, their production was stopped as required by the Montreal Protocol in 1987.
- i) *Perfluorocarbons (PFCs)* have stable molecular structures and do not break down through the chemical processes in the lower atmosphere; therefore, PFCs have long atmospheric lifetimes, between 10,000 and 50,000 years. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
- j) *Sulfur hexafluoride (SF6)* is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It has the highest global warming potential of any gas evaluated. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Emissions of GHGs contributing to global climate change are largely attributable to human activities associated with industrial/manufacturing, utility, transportation, residential, and agricultural sectors. About three-quarters of human emissions of CO₂ to the global atmosphere during the past 20 years are due to fossil fuel burning. Atmospheric concentrations of CO₂, CH₄, and N₂O have increased 31 percent, 151 percent, and 17 percent respectively since the year 1750 (CEC 2008). GHG emissions are typically expressed in carbon dioxide-equivalents (CO₂e), based on the GHG's Global Warming Potential (GWP). The GWP is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, one ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂. Therefore, CH₄ is a much more potent GHG than CO₂.

Effects of Climate Change

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth, and what the effects of clouds will be in determining the rate at which the mean temperature will increase. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, air pollution episodes, and the consequence of these effects on the economy.

City of Monterey Climate Action Plan

The City of Monterey Climate Action Plan (CAP) includes GHG emissions reduction strategies for both the community (emissions within the City borders) and government operations (emission resulting from the activities associated with managing the City). The CAP establishes emission reduction targets for year 2020 totaling approximately 58,417 MTCO₂. The CAP emission reduction targets exceed the goals set by AB32 (City of Monterey 2015).

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
7. 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		4, 7, 8, 27
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		4, 7, 8, 27

With regard to climate change impacts, no air district in California, including the MPUAPCD, has identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions. The State has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. For this analysis, the proposed project and the associated potential development's contribution to global climate change would be considered significant if it would be inconsistent with AB 32's goal of reducing 2020 greenhouse gas emissions to 1990 levels from sources associated with projected growth (i.e., motor vehicles, direct energy use, waste-related activities) or expose persons to significant risks associated with the effects of global climate change.

The enactment of AB 32, which was signed into legislation by Governor Schwarzenegger in September 2006, requires that greenhouse gas emissions in the State of California be reduced to 1990 levels by the year 2020. Increased emissions of greenhouse gases due to developmental pressures have resulted in multiple adverse environmental effects, including sea level rise, increased incidence an intensity of severe weather events (e.g. heavy rainfall, droughts), and extirpation or extinction of plant and wildlife species. Further, emissions contributing to climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Given the significant adverse environmental effects associated with anthropogenic climate change, increased emissions have the potential to result in cumulatively considerable air quality impacts and indirect biological and hydrological impacts.

Explanation:

a-b) **Less-than-Significant Impact.**

Short-term Construction-Generated Emissions

Estimated construction-generated emissions are summarized in **Table 6**. As indicated, construction of the proposed project would generate a total of approximately 327 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year. A majority of the emissions would be associated with the use of off-road equipment, worker, and truck trips. When amortized over the approximate 30-year project life, amortized emissions would be less than 10.1 MTCO_{2e}/year.

Table 6. Short-term Construction-Generated GHG Emissions

Construction Activity	Emissions (MT CO ₂ e) ⁽¹⁾
Site Preparation	3.5
Grading	24.7
Demolition	40.5
Building Construction	247.9
Paving	9.1
Architectural Coating	1.3
<i>Total:</i>	327.1
<i>Amortized⁽²⁾:</i>	10.9
1. Emissions were quantified using CalEEMod, version 2013.2.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding. 2. Amortized emissions were quantified based on an approximate 30-year project life.	

Long-term Operational Emissions

Estimated operational emissions are summarized in **Table 7**. As indicated, operation of the proposed project would result in slight increases in GHG emissions associated with energy use, water use, and waste generation. However, these slight increases would be more than offset by reductions in emissions due to the relocation of the buses from one of MST's Salinas operating facility to the OMF Facility. Approximately 30 buses would be relocated, which would result in an estimated reduction of approximately 28 miles/day for each of the buses relocated. In total, the proposed project would result in an overall reduction of approximately 438.1 MTCO₂e/year. With the inclusion of amortized construction emissions, GHG emissions the project would result in a combined net reduction of 427.2 MTCO₂e/year.

Table 7. Long-Term Operational GHG Emissions

Source	Annual Emissions (MT CO ₂ e) ⁽¹⁾
Area Sources	0.00
Energy Use	63.4
Waste Generation	7.8
Water Use	7.6
Relocated Buses	-516.9
<i>Total:</i>	438.1
Construction Emissions (Amortized) ⁽³⁾	10.9
<i>Total Net Reduction:</i>	-427.2

1. Emissions were quantified using CalEEMod, version 2013.2.2.
2. Relocated bus emissions are based on a total of 30 buses and an average reduction of 28 miles/day for each bus.
3. Construction-generated emissions were amortized assuming a 30-year project life.

Because the proposed project would result in an overall net reduction in GHG emissions, implementation of the proposed project would not have a significant impact on the environment. The reductions in GHG emissions would assist the County and local jurisdictions, such as the City of Monterey, in meeting projected future target reductions in GHG emissions. As a result, implementation of the proposed project would not conflict with any applicable plan, policy or regulation for reducing GHG emissions. This would be considered a less-than-significant impact.

H. HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting

A Phase I Environmental Site Assessment (ESA) (Pacific Crest Engineering, Inc., **Appendix E**) and an Asbestos & Lead Containing Materials Assessment (S Tech Consulting, LLC, **Appendix F**) was prepared for the project site.

Phase I ESA

The Phase I ESA study included a review of local, state, and federal environmental record sources, existing documentation, standard historical sources, aerial photographs, fire insurance maps and physical setting sources, along with a reconnaissance of the site to review current conditions and to check for the storage, use, production or disposal of hazardous or potentially hazardous materials.

Within the maintenance shop/bay area, the following hazardous materials are stored:

- 80 gallon above ground hoist oil tank
- 250 gallon above ground transmission fluid storage tank
- Two compressors
- 250 gallon above ground waste coolant tank
- 250 gallon above ground gear oil storage tank
- 500 gallon above ground used oil tank
- Waste oil filter crusher
- Secondarily contained lead-acid battery storage area
- Above ground waste coolant tank
- 500 gallon above ground new oil tank
- Solvent storage area
- Solvent based parts cleaning area

Nearly all of the above listed storage containers are secondarily contained. Any spills or leaks in this area, if not contained by their associated secondary containment or if large enough in size, would drain to the area steam rack sump which drains to an oil/water separator.

On the west side of the facility, the following hazardous materials/potentially hazardous materials are stored:

- Tires within a designated work area
- Two storage containers
- Hazmat Storage Area
- Flammable storage containers
- Ops storage shed
- Facilities metal storage shed
- Bus diesel particulate filter thermal regenerator system.

On the north site of the property, the following hazardous materials/potentially hazardous materials are stored:

- Bus wash reclaim water sump
- Bus wash
- 1,000 gallon reclaimed water tank for the bus wash
- Wood facilities storage shed
- Flammable storage containers
- 500 gallon above ground new oil storage tank
- Fuel Island
- Third storage container

The paved area between the bus wash and the bays contain the following underground storage tanks (UST):

- 8,000 gallon gasoline UST
- Two 10,000 gallon diesel USTs
- 1,000 gallon oil water separator.

Associated tank inspections are current and do not report any leakage. In the review of regulatory records, two open (active) leaking underground storage tank sites were identified within ½ mile to the site.

In addition, three transformers and one emergency generator are present on the southwest side and corner of the administrative building.

Several catchment systems exist on-site; these include an underground oil-water separator and a sump pit. Water from the oil-water separator is discharged to the City of Monterey sewer system.

Per the Federal Emergency Management (FEMA) Flood Insurance Rate Map Community-Panel Number 06053C0329G, Panel 329 of 2050, dated April 2, 2009, the site is located outside both the 100-year and 500-year floodplains.

The project site is not listed on the Federal National Priority List (NPL), also known as the Superfund list. One NPL site was identified approximately ¼ to ½ mile from the site; the former Fort Ord military base.

The site reconnaissance did not find physical evidence of soil impairments associated with use of the site. However, a review of County of Monterey files identified a total of six documented petroleum product type spills at the site and only two associated documented closures. All subject spills occurred prior to 2003.

Based on the findings of the Phase I ESA, it is recommended that additional records review work be conducted to locate closure documentation associated with the site's past petroleum product spills. If documentation cannot be located, it is further suggested that a Phase II ESA be completed in the spill areas for which no associated closure documentation can be located.

Asbestos and Lead-Based Paint Assessment

A pre-renovation asbestos, lead-based paint, and lead containing ceramic assessment was conducted for the site (Asbestos & Lead Containing Materials Assessment (S Tech Consulting, LLC, **Appendix F**). Improvement plans call for extensive demolition, resulting in the removal of the majority of the interior finishes as well as substantial modifications to the building exterior. Due to the age of the structure, building materials which will be impacted by the improvements, may contain asbestos or elevated lead content. The assessment was conducted to identify existing asbestos and lead hazards to ensure the health and safety of occupants, the correct disposal of hazardous materials, and compliance with regulatory agencies.

The original building was constructed prior to 1975. According to information provided by MST, a catastrophic fire occurred which required a near complete rebuild of the interior in the 1980's. The structure, being a CMU building, was not destroyed in the fire. Various improvements have occurred to the building in recent years, including the replacement of various floor finishes.

Asbestos-containing material (ACM) is defined by the EPA as material containing more than one percent asbestos; however, the California Department of Occupational Safety and Health (CalOSHA) classifies any material having greater than one tenth of one percent ($>0.1\%$) asbestos as Asbestos-Containing Construction Material (ACCM). In combination, the EPA and OSHA requirements govern the testing, handling, and disposal of materials containing asbestos.

The EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) regulations dictate requirements for activities involving the renovation and demolition of buildings containing asbestos. In Monterey, Santa Cruz, and San Benito Counties, the NESHAP regulations are administered and enforced by the MBUAPCD. Outlined in the NESHAP regulations are categories for each asbestos containing material (ACM, $>0.1\%$) based on the friability of potential for a material to become friable. "Friability" refers to a material's likeliness to release airborne fibers in-situ, or under mechanical pressure. Further, a material may be classified as non-friable in its undisturbed state but may be rendered friable from damage or during removal. Friable materials, or non-friable materials rendered friable, are referred to as "Regulated Asbestos Containing Material" (RACM) require notification to the MBUAPCD prior to asbestos removal occurring.

Asbestos was identified in the following materials:

- Roofing Mastic Penetration and Flashing – upper and lower roofs, around roof penetrations, skylights, and parapet flashing seams; Category I, Non-Friable ACM;
- HVAC Caulking – lower administrative roof; Category I, Non-Friable ACM;

- Fire Doors (Assumed ACM; unlikely to contain asbestos but unable to confirm until sampling occurs) – throughout facility, interior and exterior; RACM; and
- Ceiling Tile Adhesive (Assumed ACM; unlikely to contain asbestos but access to adhesive was not possible) – Shop server and break rooms (ceiling tile is non-asbestos); Category I, Non-Friable ACM.

Lead-Based Paint and Ceramic Glazing

Lead-Based Paint (LBP), as defined by the EPA, is of concern both as a source of direct exposure through ingestion of paint chips and as a contributor to lead interior dust and exterior soil. Lead was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950. Lead compounds continued to be used as corrosion inhibitors, pigments, and drying agents from the early 1950s. In 1972, the Consumer Product Safety Commission limited lead content in new paint to 0.5% (5,000 ppm) and, in 1978, to 0.06% (600 ppm). For the purposes of LBP inspection, the EPA defined LBP as a paint containing greater than 0.5% (5,000 ppm) lead by weight or greater than 1.0 mg/cm² by surface area.

As of April 2010, the EPA enacted the Renovation, Repair, and Painting Rule (RRP) to better protect building occupants, primarily children, from lead exposure during construction activities. According to the rule, unless testing has proven otherwise, paints must be assumed to be LBP in pre-1978 housing, childcare facilities, schools, or other locations frequented by children. The presence of LBP invokes a number of requirements to be enacted to prevent a lead risk hazard from being created.

Employee exposure to lead is regulated under the Cal-OSHA Lead in Construction Standard. The standard does not define a lower “safe” level of lead in paint or other materials. Rather, the health threat is evaluated by an airborne exposure assessment. In an occupational setting, the activity being conducted and the duration of that activity can result in a significant lead exposure even for paints containing low levels of lead. The term “Lead Containing Paint” (LCP) refers to paints containing any level of lead above the analytical limits of detection. The presence of LCP requires contractor compliance with performance of exposure assessment or having historical data from similar project to demonstrate that the task being performed does not produce a significant exposure. Based on the exposure assessment, various engineering and personal protective measures may need to be implemented to lower the exposure to lead.

Due to the fact that all buildings on the project site will be demolished, the project is exempt from the requirements of the EPA RRP Rule. However, OSHA worker safety requirements do apply to this project.

The majority of the components at the site are painted. Overall paint conditions ranged from intact to defective, with the majority of the defective paint on the exterior surfaces.

Based on the testing, the following conclusions were found:

- Exterior EPA defined LBP was not identified on any of the exterior surfaces sampled.
- Interior EPA defined LBP was not identified on any of the interior surfaces sampled
- Ceramic tile containing elevated lead content was identified in the wainscot tile of the administration restrooms and in the cover base tile of the shop restrooms. The lead content exceeds 5.0 mg/cm². The total quantity of leaded ceramic tile, between the four bathrooms, is approximately 400 square feet.

- All paints and ceramics tested had quantifiable lead present. Contractors must conduct demolition work in compliance with the Lead in Construction Standard. Certain high risk tasks such as abrasive blasting, torching, or mechanical grinding may result in occupational lead exposure above the Action Level (AL) or Permissible Exposure Limit (PEL).

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
7. 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	5, 6, 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		5, 6, 13, 14
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?				X	5, 6, 13, 14, 29
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	5, 6, 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 for people residing or working in the project area?			X		5, 6, 23, 24
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	5, 6, 23, 24
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	5, 6, 19, 20
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	5, 6, 19, 20

Explanation:

- a) **Less-than-Significant Impact.** Hazardous materials would be present on-site during construction and the life of the project. Only trained personnel would have access to the facility equipment, fuel tanks, and generators. The Proposed Project would not use or store quantities of hazardous materials that would pose a risk to surrounding properties. Adherence to federal and state requirements relative to the transport and handling of hazardous materials would reduce any potential impacts associated with transporting, handling, and disposing these materials. This is considered a less-than-significant impact.

- b) **Less-than-Significant Impact.** Construction and maintenance activities associated with the project may involve the use of, or result in exposure to, hazardous materials that may be accidentally released into the environment.

Prior to demolition work occurring, the identified asbestos containing materials must be removed by the appropriate asbestos licensed contractor. A State of California, Division of Occupational Safety and Health (DOSH) licensed asbestos removal contractor must be used to handle any materials with an asbestos content of greater than 0.1%. All work must be conducted in strict accordance with Cal-OSHA's asbestos standard 8 CCR 1529 and the requirements of MBUAPCD Rule 424. Waste must be disposed of in the correct landfill for the classification of asbestos being removed.

EPA defined LBP was not identified coating any representative component associated with the subject building. However, ceramic tile containing high lead content was identified as were coatings containing trace lead content. Contractors must ensure compliance with the Cal-OSHA, Lead in Construction Standard (CCR 1532.1). Any material containing lead can result in occupational lead exposure depending on the task performed and the duration of the task. Activities such as grinding and torching can release high levels of lead particulate into the air.

Due to the high lead content in specific ceramic tile finishes, it is recommended that removal of the tile be conducted by a specialty environmental contractor with lead trained personnel, using lead-safe work practices. The tile should be waste characterized to ensure proper disposal.

Based on the findings of the Phase I ESA, it is recommended that additional records review work be conducted to locate closure documentation associated with the site's past petroleum product spills. If documentation cannot be located, it is further suggested that a Phase II ESA be completed in the spill areas for which no associated closure documentation can be located.

Adherence to federal, state, and local regulations would reduce potential hazardous materials impacts to a less-than-significant level.

- c) **No Impact.** The Proposed Project is not located within ¼ mile of a school.
- d) **No Impact.** The project site is not included on a list of hazardous materials sites.
- e-f) **Less-than-Significant Impact.** The Proposed Project is located within two miles of the Monterey Peninsula Regional Airport, which includes a private air strip. The Proposed Project would consist of the renovation and expansion of the existing facilities. The administrative building would be renovated into a two-story building, less than 35 feet high. The elevation of the closest runway is higher than the proposed new building height, and, therefore, would not penetrate navigable air space. During peak occupancy, the Proposed Project would result in approximately 26 people per acre at the site and less than one person per square foot within the site that may be exposed to an aircraft crash at the site. The Proposed Project is not located within the Approach Protection Zone, and would not create any new hazards or expose occupants at the site to a safety hazard. The Proposed Project is subject to a consistency determination by the Monterey County Airport Land Use Commission. Therefore, this is considered a less-than-significant impact.
- g) **No Impact.** The City General Plan identifies Canyon Del Rey Boulevard/Highway 218 as an access to major evacuation routes, which include Highway 1 and Highway 68. The renovation and expansion of the OMF facility would not have an adverse impact on the ability of the City or

other supporting emergency response agencies to implement emergency response plans, as it does not propose any changes to the road network or create any blockage to the main roadways. The Proposed Project would have no impact on the ability of the City or other adjacent jurisdiction to maintain and safely utilize their established emergency evacuation routes. Also see ***Section P. Transportation & Circulation.***

- h) **Less-than-Significant Impact.** The renovation and expansion of the existing facilities would not expose people or structures to significant risk from wildland fires. The City General Plan identifies the project site as being in a fire hazard area due to the oak woodland and chaparral in the area. Although oak woodland is present on-site and within the project vicinity, standard fire protection requirements would be implemented and subject to approval from the City of Monterey Fire Department. This is considered a less-than-significant impact.

I. HYDROLOGY AND WATER QUALITY

Environmental Setting

Hydrology and water quality issues related to the Proposed Project are primarily related to the extent the renovation and expansion would create a new demand for water supply and the potential to degrade surface water and/or groundwater quality.

Regulatory Framework

National Pollutant Discharge Elimination System

In 1972, the federal Water Pollution Control Act was amended to state that the discharge of pollutants to waters of the U.S. from any point source is unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit, administered through the State Water Resources Control Board (SWRCB). The Central Coast Regional Water Quality Control Board (RWQCB) oversees a statewide General Permit regarding management of storm water runoff from construction sites over one acre in size. Provisions of the Statewide Permit indicate that discharges of material other than storm water into waters of the U.S. are prohibited; that storm water discharges shall not cause or threaten to cause pollution, contamination, or nuisance; and that storm water discharges not contain hazardous substances. The Statewide Permit also requires implementation of Best Management Practices (BMPs) to achieve compliance with water quality standards. A BMP is defined as any program, technology, process, siting criteria, operating method, measure, or device which controls, prevents, removes or reduces discharge of pollutants into bodies of water.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. WQO 2009-009-DWQ. Construction activities subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

Site Conditions

There are eight storm drain inlets on-site; five are located near the main entrance, one is located northwest of the steam rack, one is located south of the bus wash, and one is situated in the northwest corner of the facility. All storm drains within the drainage system outlet to the Monterey Bay.

There are several catchment systems on-site; these include an underground oil-water separator and a sump pit. Water from the oil-water separator is discharged to the City of Monterey sewer system.

There are no ponds, lakes, or other water bodies located on the project site. Canyon Del Rey Creek is located approximately 200 feet from the project site, west of Canyon Del Rey Boulevard. Per the Federal Emergency Management (FEMA) Flood Insurance Rate Map Community-Panel Number 06053C0329G, Panel 329 of 2050, dated April 2, 2009, the site is located outside both the 100-year and 500-year floodplains. Therefore, flooding is not an issue. Tsunamis or “tidal waves” are seismic waves created when displacement of a large volume of seawater occurs as a result of movement on seafloor faults. The project site is about 172 feet above mean sea level and would not be affected by a tsunami.

Water Supply

The Monterey Peninsula Water Management District (MPWMD) regulates and manages water supplies for the area within its boundaries, which extend from Seaside to Carmel River and easterly covering the Carmel Valley watershed. The project site’s water service is provided by California American Water (Cal-Am), a privately owned, franchised water purveyor. No on-site wells are known to exist.

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

According to the General Plan, the City had reached the limits of its allocation and still has very little water available to meet the City’s goals. The MPWMD has not provided a stable, long-term source of water, and many of the alternatives proposed by the district would provide only enough water for short-term needs. The City has a limited amount of water available for new residential or commercial development. To mitigate this problem, the City has incorporated programs to address water capacity, including giving preference in the City’s water allocation process to projects meeting fair-share housing goals and to affordable housing projects. In addition, the City of Monterey has established an internal allocation system, whereby water allotments are established for residential, commercial, and industrial uses.

The water service provides water for the interior (domestic) uses, industrial processes, and landscape irrigation. The Cal-Am water meter readings were provided by MST for the period of June 2009 to May 2014 (five years total). Annual water use averaged 2.61 AFY. Private sub-meters were installed by MST in August 2013 in order to better understand the distribution of water use on-site. One meter was installed at the steam rack and a second meter was installed on the line feeding the bus wash and nearby hose bibs. These average sub-metered uses are provided in **Table 8** below.

Table 8. Sub-Meter Readings

Meter	Reading Interval	Average Use (GPD)	Average Use (AFY)
Steam Rack	8/13/13 – 1/27/15	179	0.2
Bus Wash	8/13/13 – 12/6/13	732	0.82
TOTAL		911	1.02

Table 9 below provides an estimated break-down of existing and proposed water uses within the existing site. The existing overall site, bus wash, and steam rack demands are based on the actual metered uses. Exterior (irrigation) use is estimated based on the site's landscaped area. The remainder of the site's existing use is assigned to interior (domestic) use.

Table 9. Existing and Proposed Site Water Demand Estimate

Use	Existing Demand (AFY)*	Proposed Demand (AFY)*
Interior (Domestic) Use	1.27	1.34
Exterior (Irrigation) Use	0.32	0.20
Bus Wash	0.82	0.82
Steam Rack	0.20	0.20
TOTAL	2.61	2.56
<i>*Please refer to Appendix G. MST – Water Use Analysis Memorandum for calculations.</i>		

Although the building is proposed to be expanded from approximately 16,200 sf to 31,604 sf (a 95% increase), the staffing at the site is not proposed to change significantly, as office personnel are being relocated to a different facility and replaced with additional maintenance staff and bus drivers. This results in only a slight anticipated increase in the interior water demand. Exterior demand is estimated to be reduced from approximately 0.32 AFY to 0.20 AFY, mainly because the project proposes to remove the existing lawn area and replace it with low-water use landscaping. The result is that the overall site water usage is anticipated to be reduced very slightly. This assumes that the bus wash and steam rack water uses will remain at their current levels. In order to achieve this, the Proposed Project includes replacing the existing mechanical systems with systems at least as efficient as the current systems, and adjusting the steam cleaning and bus washing frequency to maintain the overall site water use at or below its existing use of 2.61 AFY.

Wastewater System

The project site receives sanitary sewer collection service from the Seaside County Sanitation District (SCSD), a special district responsible for the maintenance and operation of the sanitary sewer collection system serving the Cities of Del Rey Oaks, Sand City and Seaside.² It is currently served by a 6-inch sanitary sewer main, which extends approximately 80 feet onto the property, ending at the existing manhole which is located behind the existing building. It is anticipated that the existing 6-inch lateral is sufficiently sized for the proposed demands; however, this will need to be verified after domestic and industrial process demands are developed for the project.

The on-site sanitary sewer systems within the limits of new pavement are anticipated to be replaced, including the 6-inch sewer main and manhole. The oil-water separator (located near the northwest corner of the existing building), and, depending on the flows generated by the new bus wash system, the existing surge tank (located on the west side of the existing building) would either be removed or replaced. While

² Although the site is located within the Monterey city limits, it is served by SCSD.

the oil-water separator and surge tank are outside of the building footprint and so could potentially remain, they are not operating satisfactorily and require removal or replacement.

Storm Drainage

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

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

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

The project site is located within the boundaries of the City of Monterey and within the Canyon del Rey planning watershed. There are two separate private storm drain systems on-site, which are both connected into an existing 30-inch storm drain located near the site's southerly property line. The 30-inch storm drain is owned and maintained by the City of Monterey; this storm drain crosses Highway 218 and outlets into Canyon del Rey Creek.

The drain inlets on the site are currently fitted with filtration devices. There are no existing "advanced" Stormwater Control Measures (SCMs), such as biofiltration planters, detention/retention ponds, or media filters, on the site.

The storm drainage design requirements for the project will be governed by:

- City of Monterey planning requirements
- Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032, "Approving Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region" (the "Regional Permit");
 - Projects within the City of Monterey must comply with the Regional Permit as outlined in the "Stormwater Technical Guide for Low Impact Development" by the Monterey Regional Stormwater Management Program (MRSWMP).
- State Water Resources Control Board, "General Permit For Storm Water Discharges Associated With Industrial Activities", NPDES No. CAS000001, WQO 2014-0057-DWQ.³

³ This Industrial Permit replaces 97-03-DWQ. It was adopted on April 1, 2014, and will become effective on July 1, 2015. The project site's Industrial Stormwater Pollution Prevention Plan (SWPPP) will need to be updated to conform to the new permit requirements in parallel with the project design effort. The new SWPPP will need to take into account the stormwater management changes which are proposed as part of this project.

City of Monterey Requirements

The City of Monterey will require that the project provide on-site detention of runoff in the 10-year design scenario, such that the post-project 10-year runoff does not exceed the pre-project 10-year runoff rate.⁴ This requirement is the same as Regional Permit Performance Requirement 4.

Regional Permit Requirements

The specific requirements under the Regional Permit vary based on the amount of impervious area proposed to be “created and/or replaced”; the project location relative to ten “Watershed Management Zones”; and whether the project overlies a listed groundwater basin. The project is located within Watershed Management Zone 1, overlies the Seaside Groundwater Basin, and proposes to “create and/or replace” more than 22,500 SF of impervious area. The project will therefore be subject to Performance Requirements 1 – 4, which are summarized in **Table 10**, below.

Table 10. Summary of Regional Permit Requirements

Performance Requirement 1 Projects that create or replace 2,500 square feet or more of impervious surface.	Performance Requirement 1 requirements: <ul style="list-style-type: none">• Limit disturbance of natural drainage features.• Limit clearing, grading, and soil compaction• Minimize impervious surfaces.• Minimize runoff by dispersing runoff to landscape or using permeable pavements
Performance Requirement 2 Projects, other than single family residences (SFRs), that create and/or replace 5,000 SF or more net impervious surface.	Performance Requirement 1 requirements, plus: <ul style="list-style-type: none">• Treat runoff with an approved and appropriately sized Low Impact Development (LID) treatment system prior to discharge from the site.• Facility shall be sized for twice the 85th percentile precipitation rate or the 85th percentile 24-hour depth.
Performance Requirement 3 Projects, other than SFRs, that create and/or replace 15,000 SF or more of impervious surface, which are located in Water Management Zones 1, 2, 5, 6, 8, and 9, and those portions of 4, 7, and 10 which overlie designated groundwater basins.	Performance Requirement 2 requirements, plus: <ul style="list-style-type: none">• Retain the 95th percentile rainfall event• A 50% reduction is allowed for Replaced Impervious Areas
Performance Requirement 4 Projects that create or replace 22,500 SF of impervious surface.	Performance Requirement 3 requirements, plus: <ul style="list-style-type: none">• Control peak flows to not exceed pre-project flows for the 2-year through 10-year events

A Preliminary Stormwater Control Plan (SWCP) was included as part of the Planning Application submittal. The Final SWCP will be developed and included in the Building Permit package. The SWCP outlines the existing and proposed watersheds and surface types, and provides the stormwater control facility sizing calculations. An Operation and Maintenance Plan will also be developed and included in the Final SWCP. The City will also require that a Maintenance Agreement be developed and recorded by MST to ensure long-term maintenance of the proposed stormwater facilities.

⁴ Ryan Ranch General Development Plan, 1990. While the General Plan does not technically apply to the project site, we anticipate that the project will be required to adhere to its drainage requirements.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
8. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements?			X		5, 6, 30
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (for example, the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	5, 6, 19, 20
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.			X		5, 6, 19, 20
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		5, 6, 19, 20
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X	5, 6, 19, 20
f) Otherwise substantially degrade water quality?			X		5, 6, 19, 20
g) Place housing within a 100-year flood-hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	5, 6, 19, 20
h) Place within a 100-year flood-hazard area structures, which would impede or redirect flood flows?				X	5, 6, 19, 20
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	5, 6, 19, 20
j) Inundation by seiche, tsunami, or mudflow?				X	5, 6, 19, 20

Explanation:

- a) **Less-than-Significant Impact.** The Proposed Project proposed program would not violate any water quality standards. Please refer to Impact Explanation c) below.
- b) **Less-than-Significant Impact.** The renovation and expansion of the OMF would not deplete or otherwise affect groundwater supplies or recharge. As described above, the Proposed Project would not increase overall site water use, and, therefore, would not result in a substantial depletion of groundwater supplies. The project site is currently developed, consisting of primarily pavement, buildings, and other facilities. The improvements would result in an increase

of 20,570 square feet of impervious surface area. As the project site is presently developed, the additional area would not substantially interfere with groundwater recharge.

- c) **Less-than-Significant Impact.** The proposed renovation and expansion of the OMF would not require alteration of a stream or river; however, the proposed improvements would require modification of the existing drainage pattern at the site, which may result in erosion or siltation on- or off-site. As described above, storm water from the site drains to Canyon Del Rey Creek and ultimately connects to the Monterey Bay.

Construction of the Proposed Project would require grading and other ground-disturbing activities, which may result in a temporary increase in erosion and/or siltation on- or off-site (please also refer to **Section F. Geology and Soils**).

The City requires, prior to issuance of building permits, approval of a water quality protection plan during construction by the City Engineer and the applicant. The City's requirements for this plan include a site plan showing a clear delineation of materials and equipment staging and storage areas; appropriate stockpile management; waste management devices and containment; storm water drainage protections; over-water measure to prevent debris/tools from leaving docks, etc. The plan must be accompanied by a text description of construction methods and the applicable best management practices (BMPs) to be employed for each phase of construction. For guidance, the City provides the applicant with BMP fact sheets from the California Storm Water Quality Association (CASQA): Material Delivery and Storage; Materials Use; Spill Prevention and Control; Solid Waste Management; Materials Over Water; Pile Driving Operations; and other BMP guidance as applicable to the proposed project (see www.casqa.org).

Prior to the commencement of any clearing, grading, or excavation, the Proposed Project would be required to comply with the SWRCB NPDES Construction General Permit as applicable, which may include filing a Notice of Intent with the SWRCB and implementation of a SWPPP, as needed. The project would incorporate BMPs to control the discharge of storm water pollutants including sediments associated with construction activities. Standard construction stormwater BMPs include:

- Construction entrance/exit stabilization;
- Temporary sediment traps/filters;
- Riparian buffers and filter strips;
- Storm drain inlet and outlet protection;
- Temporary sediment basins (must have baffles and skimmer to comply; and
- Sediment barriers (typically silt fence).

Therefore, the combination of project characteristics, City requirements, and standard construction BMPs all address water quality and serve to avoid and reduce potential impacts relating to water quality. This impact is considered a less than significant.

- d) **Less-than-Significant Impact.** The proposed renovation and expansion of the OMF would not require alteration of a stream or river; however, the proposed improvements would require modification of the existing drainage pattern at the site. The Regional Stormwater Permit

requires that runoff flow rates during the 2- and 10-year design storm events do not increase above pre-project conditions. Therefore, this is considered a less-than-significant impact.

- e) **Less-than-Significant Impact.** The proposed renovation and expansion improvements would not create or contribute runoff that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The Proposed Project was designed to limit the site's post-project peak runoff rates to the pre-project runoff rates, during the 2- and 10-year storm events. This is considered a less-than-significant impact.
- f) **Less-than-Significant Impact.** Implementation of the program would not otherwise substantially degrade water quality, as described in Impact Explanations c) and e) above.
- g-h) **No Impact.** Per the Federal Emergency Management (FEMA) Flood Insurance Rate Map Community-Panel Number 06053C0329G, Panel 329 of 2050, dated April 2, 2009, the site is located outside both the 100-year and 500-year floodplains. The Proposed Project does not consist of housing and would not place any structures in the floodzone that would impede or redirect flows. Therefore, no impact would occur.
- i) **No Impact.** The renovation and expansion of the OMF facility would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam. There are no levees or dams in the vicinity of the project site, and, therefore, no impact would occur.
- j) **No Impact.** Tsunamis or "tidal waves" are seismic waves created when displacement of a large volume of seawater occurs as a result of movement on seafloor faults. Tsunami and wave run up created by a seiche may present a hazard for development of parcel along the margin of Monterey Bay. However, the project site is not located along the Monterey Bay and is approximately 136 feet above mean sea level. The project site is not located in a flood zone where mudflows are considered a hazard. Therefore, the project site is not subject to significant seiche, tsunami, or mudflow risk and no impact would occur.

J. LAND USE

Environmental Setting

The City of Monterey is a small-scale community that is largely residential and visitor serving in nature. The majority of land in the City already contains some development. Primary land uses include residential development at low to moderate density and visitor-serving, professional office, and retail commercial uses. The City's industrial activity is focused in the existing 300-acre Ryan Ranch area and along the northern side of Highway 68.

The site is bounded to the west by Canyon Del Rey Boulevard, to the south by Ryan Ranch Road, to the north by Del Rey Gardens Drive and a parking lot (not part of the project site) to the northeast, and to the east by undeveloped land owned by the City of Monterey. Site access is to the southeast towards Ryan Ranch Road.

The Proposed Project is located on APN 259-011-067, which is owned by MST. The adjacent parcels are owned by the Monterey Peninsula Unified School District (MPUSD) and the City. An emergency access connection is proposed on the northern boundary to the Monterey Peninsula Unified School District

parcel; however, this would not require any annexation, rezoning, lot line adjustments, or General Plan amendments.

The project site is designated as “Industrial” in the City General Plan and is zoned as “Planned Community (PC)” in the Municipal Code, as are the surrounding City parcels. MST is proposing to amend their existing use permit to include the proposed improvements. The use permit amendment process includes submitting an application to the City and review by the Planning Commission.

The adjacent MPUSD parcel is designated as “Public/Quasi-Public” in the Del Rey Oaks General Plan. The project site is located outside of the Runway Protection Zone in the Comprehensive Land Use Plan (CLUP) for the Monterey Peninsula Airport, and is not located within any clear or protection zones. The CLUP does not identify the project site as an incompatible or potentially incompatible use.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
9. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?				X	5, 6, 10, 19, 20, 25, 26
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X	5, 6, 10, 18, 19, 20, 23, 24, 25, 26
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				X	5, 17

Explanation:

- a) **No Impact.** The proposed renovation and expansion improvements would not physically divide an established community.
- b) **No Impact.** The project site is located within the City of Monterey. The proposed renovation and expansion improvements are consistent with the existing use of the site, consistent with the existing General Plan land use designation and zoning ordinance, and compatible with adjacent land uses, including the Monterey Peninsula Airport. The Proposed Project would not conflict with applicable land use plans, policies, or regulations.
- c) **No Impact.** The project site is not located within the boundaries of any applicable Habitat Conservation Plan (HCP) or Natural Communities Conservation Plan (NCCP).

K. MINERAL RESOURCES

Environmental Setting

According to the General Plan, there are no mineral resources of economic value classified under the Surface Mining and Geology Act within the City.

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
10. 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	5, 6, 19, 20
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	5, 6, 19, 20

Explanation:

a – b) **No Impact.** There are no known mineral resources located within or adjacent to the project site. The Proposed Project would not adversely affect mineral resources.

L. NOISE AND VIBRATION

Environmental Setting

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is defined as unwanted sound. Environmental noise is frequently measured in decibels (dB). The A-weighted decibel (dBA) is used to reflect the human ear's sensitivity to sounds of different frequencies. On this scale, the sound level of normal talking is about 60 to 65 dBA. Because people are more sensitive to nighttime noise, sleep disturbance usually occurs at 40 to 45 dBA.

The most commonly used measurement scale used to account for a person's increased sensitivity to nighttime noise is the Community Noise Equivalent Level (CNEL). The CNEL is a noise scale used to describe the overall noise environment of a given area from a variety of sources. The CNEL applies a weighting factor to evening and night time values.

Generally, noise levels diminish as distance from the noise source increases. Some land uses are more sensitive to noise than others. Noise sensitive land uses are generally defined as residences, transient lodging, schools, hospitals, nursing homes, churches, meeting halls, and office buildings. Sensitive noise receptors in the project area consist of residences, which are located immediately adjacent to the main roads.

The City of Monterey General Plan utilizes the CNEL noise descriptor and specifies an exterior noise exposure limit of 60 dB CNEL for residential land use and other sensitive land uses, and a 65 dB CNEL for commercial land use.

The General Plan identifies noise from motor vehicles and aircraft as the major issues. Vehicular traffic noise is primarily associated with the local highways and roadways. Events at the Monterey County Fairground do periodically create high noise levels. No other stationary sources of noise (i.e., industrial facilities) exist within the City which create unacceptable noise levels. Aircraft flight and operations at the Monterey Peninsula Airport is the second significant source of noise. The airport has two runways and flights paths pass over existing development such as the Casanova Oak Knoll neighborhood, Ryan Ranch office park (adjacent to the project site), Garden Road office park, the U.S. Navy Golf Course, and the Monterey County Fairgrounds. The Airport Noise Contours map shows the project site is located within the 65 dB noise contour, satisfactory for an industrial use site which is not considered a sensitive use.

Construction noise is a temporary noise source that is generated from a variety of construction activities that occur both on- and off-site. These activities can include demolition, hauling of materials, grading, building construction, and construction traffic. Generally, construction equipment can generate noise levels in the range of 70 to 90 decibels at a distance of 50 feet. However, construction noise is generally not constant during the daytime hours and stops toward the evening when construction crews complete their daily work.

The Proposed Project would not require any nighttime construction.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
11. NOISE. Would the project result in					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?			X		5, 6, 10, 19, 20, 23, 24, 28
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X		5, 6, 10, 19, 20, 23, 24, 28
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		5, 6, 10, 19, 20, 23, 24, 28
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		5, 6, 10, 19, 20, 23, 24, 28
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 expose people residing or working in the project area to excessive noise levels?			X		5, 6, 10, 19, 20, 23, 24, 28
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	5, 6, 10, 19, 20, 23, 24, 28

Explanation:

- a) **Less-than-Significant Impact.** The Proposed Project is located in an industrial area and operates within the 65 dB noise contour, which is acceptable under City Standards. The renovation and

expansion improvements would not permanently increase the noise levels at the site (Please refer to Impact Explanations b-d) below). This is considered a less-than-significant impact.

b-d) **Less-than-Significant Impact.**

Construction Noise Impacts

Noise from construction activities associated with the project could result in exposing persons to temporary, short-term noise increases and ground borne vibrations. Noise and vibration impacts from construction activities depend on the type of construction equipment used, the timing and length of activities, the distance between the noise generating construction activities and receptors, and shielding. Construction activities (i.e., excavation, grading, trenching) would occur periodically.

Construction noise represents a significant short-term impact that would be reduced to a less-than-significant level with implementation of standard noise abatement measures. During construction, the project contractor would be required to comply with City regulations regarding construction hours⁵ and implement the following measures to minimize construction noise impacts:

- Choose construction equipment that is of quiet design, has a high-quality muffler system, and is well-maintained.
- Install superior intake and exhaust mufflers and engine enclosure panels wherever possible on gas diesel or pneumatic impact machines.
- Eliminate unnecessary idling of machines when not in use.
- Locate all stationary noise-generating construction equipment, such as portable power generators, as far as possible from existing residences.

Operational Noise Impacts

Operation noise levels would be required to comply with the City General Plan standards. The renovation and expansion of the OMF would result in an increase in vehicles at the site; however, the site is remote and not near any sensitive receptors. The increase in traffic to the site would not result in a significant increase in noise levels at the site.

e) **Less-than-Significant Impact.** The project site is located within the 65 dB airport noise contour, which is satisfactory for an industrial use site under City General Plan standards and the Comprehensive Land Use Plan (CLUP) for the Monterey Peninsula Airport standards. Therefore, the renovation and expansion of the OMF would not expose people working at the site to excessive noise levels.

f) **No Impact.** The project site is not located in the vicinity of any private airstrips.

⁵ 38-112.2 Limitation on Construction Hours (Ord. 3374; 9/2006). The hours for all construction, alteration, remodeling, demolition and repair activities which are authorized by a valid City Building Permit, as well as the delivery and removal of materials and equipment associated with these activities, are limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday and 10:00 a.m. to 5:00 p.m. Sunday.

M. POPULATION AND HOUSING

Environmental Setting

The proposed renovation and expansion improvements would not include any new housing or result in the need for any new housing.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
12. POPULATION AND HOUSING. Would the project:					
a) Induce substantial 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	5, 6, 19, 20
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	5, 6, 19, 20
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	5, 6, 19, 20

Explanation:

a) **No Impact.** The proposed renovation and expansion improvements would not include any new housing or result in the need for any new housing.

b-c) **No Impact.** Implementation of the Proposed Project would not displace any existing housing or any people necessitating construction of replacement housing elsewhere.

N. PUBLIC SERVICES

Environmental Setting

The City of Monterey Fire and Police Department provide protection services to the existing OMF facility. The MPUSD provides public school service to the City of Monterey. The City's park and recreation facility planning is guided through its Parks and Recreation Master Plan, which was last amended in 2000. The Park and Recreation Department, through the Public Works Department, plans and maintains a wide range of parks and recreation facilities, while Parks and Community Services manages recreation programs and services.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or 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		5, 6, 19, 20
b) Police protection?			X		5, 6, 19, 20
c) Schools?			X		5, 6, 19, 20
d) Parks?				X	5, 6, 19, 20
e) Other public facilities?				X	5, 6, 19, 20

Explanation:

- a – b) **Less-than-Significant Impact.** The Proposed Project would not result in an increased demand for fire and police services or adversely affect response times.
- c) **Less-than-Significant Impact.** The Proposed Project would include an emergency access connection on the northern boundary to the Monterey Peninsula Unified School District parcel. This gate would allow emergency access between the two properties in situations including flooding, landslide, fire, wildfire, earthquake, weather event, temporary construction activity, acts of terrorism, road closure, and/or any other instance where the main driveway of either property is inaccessible. This proposed improvement would result in a physical change in existing school facilities; however, it would not result in an increased demand on school services. This is considered a less-than-significant impact.
- d – e) **No Impact.** Implementation of the Proposed Project would have no impact on parks, or other public facilities.

O. RECREATION

Environmental Setting

Please refer to the discussion under **Section N, Public Services**, above.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
14. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	5, 6, 19, 20
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X	5, 6, 19, 20

Explanation:

a – b) **No Impact.** Implementation of the Proposed Project would not increase demands on, or otherwise impact, recreational facilities.

P. TRANSPORTATION

Environmental Setting

A Traffic Impact Analysis was completed for the Proposed Project by Hatch Mott MacDonald (HMM) and is presented in **Appendix H**.

Study Area

The study analyzes the traffic impacts of the proposed project on the surrounding roadway network. The study includes the operational evaluation of the following 14 intersections and qualitative evaluation of the following 11 roadway segments:

Intersections

1. Josselyn Canyon Road / State Route 68 (SR 68);
2. Olmstead Road / SR 68;
3. Canyon Del Rey Road (SR 218) – Monterra Road / SR 68;
4. Ragsdale Drive / SR 68;
5. York Road / SR 68;
6. Boots Road – Pasadera Drive / SR 68;
7. Laureles Grade / SR 68;
8. Corral De Tierra Road / SR 68;
9. San Benancio Road / SR 68;
10. Torero Drive / SR 68;
11. Canyon Del Rey Road (SR 218) / Ryan Ranch Road;
12. Canyon Del Rey Road (SR 218) / Del Rey Gardens Drive;
13. Canyon Del Rey Road (SR 218) / General Jim Moore Boulevard; and
14. Canyon Del Rey Boulevard (SR 218) / Fremont Boulevard.

Roadway Segments

1. SR 68, from SR 1 to Josselyn Canyon Road;
2. SR 68, from Josselyn Canyon Road to Olmstead Road;
3. SR 68, from Olmstead Road to Canyon Del Rey Boulevard (SR 218) – Monterra Road;
4. SR 68, from Canyon Del Rey Road (SR 218) to Ragsdale Drive;
5. SR 68, from Ragsdale Drive to York Road;
6. SR 68, from York Road to Boots Road – Pasadera Drive;
7. SR 68, from Boots Road – Pasadera Drive to Laureles Grade;
8. SR 68, from Laureles Grade to Corral De Tierra Road;
9. SR 68, from Corral De Tierra Road to San Benancio Road;
10. SR 68, from San Benancio Road to Torero Drive; and
11. SR 68 from Torero Drive to Portola Drive.

Beyond the limits of the study area, the project trips disperse onto numerous local streets or onto regional facilities. The impact of trips that disperse on the local road network lessens as they move away from the project site. The local streets and intersections included in the analysis were identified as potentially having the greatest impact from the project.

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

- Existing Traffic Conditions
- Existing Plus Project Conditions
- Cumulative Without Project Conditions
- Cumulative Plus Project Conditions

Highway 218 would provide regional access to the project site. Local access to the project will be via Ryan Ranch Road.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities generally include sidewalks, crosswalks and pedestrian signals. There is not a significant amount of foot-traffic in the vicinity of the proposed project and, therefore, sidewalks, are not provided along SR 68 or in the vicinity of the proposed project. Crosswalks and pedestrian signal phasing are provided at the signalized study intersections.

There are three basic types of bicycle facilities. Each type is described below:

Bike path (Class I) - A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.

Bike lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.

Bike route (Class III) - Provides shared use of the roadway, designated by signs or permanent markings and shared with motorists.

SR 68 is classified as a Caltrans Bike Route in the TAMC Monterey County 2011 Bike Map. The segment of SR 68 in the study area currently has paved shoulders of varying widths that accommodate bicycles. SR 68 is classified in the TAMC Bicycle and Pedestrian Master Plan (December 2011) to be a Class II bike facility with bike lanes in the future. Bicycle Network Maps from the TAMC Bicycle and Pedestrian Master Plan are included in Exhibit 3 of **Appendix H**.

Existing Transit Services

MST provides fixed-route bus service in Monterey County and Peninsula cities. Lines 7, 8, 13, 56 and 82 provide service via SR 68 with stops at various locations along SR 68. Line 7 provides service between Monterey and Del Rey Oaks, whereas Route 8 provides service between Ryan Ranch and Sand City. Route 13 serves Ryan Ranch and the Monterey Transit Plaza. Route 56 traverses between Salinas and Monterey with stops at the Ryan Ranch Business Park. Route 82 operates between Salinas and Fort Hunter Liggett and stops at the SR 68/Laureles Grade intersection. In addition to the above MST routes, the Del Rey Oaks – Sand City/Monterey has stops along Canyon Del Rey Boulevard (SR 218).

Lines 7 and 8 both stop at existing bus stops in each direction of Ryan Ranch Road at the entrance to the existing MST Ryan Ranch Road facility. Other nearby bus stops are located on Canyon Del Rey Road (SR 218) at Del Rey Gardens Drive and on SR 68 at Canyon Del Rey Road (SR 218).

Existing Traffic Data

New AM and PM peak hour intersection counts were collected in January 2015 at the 14 study intersections.

Existing Intersection Operations

Exhibit 5A of **Appendix H** summarizes the average delays and LOS for the study intersections during the AM and PM peak hours, while Appendix C of **Appendix H** contains the intersection level of service calculation sheets for the Existing Conditions analysis.

Many of the study intersections currently operate below their respective level of service standards under Existing conditions. This includes the following intersections:

2. Olmstead Road / SR 68 (AM: LOS D; PM: LOS E);
8. Corral De Tierra Road / SR 68 (AM: LOS E; PM: LOS D);
9. San Benancio Road / SR 68 (AM: LOS F; PM: LOS E);
10. Torero Drive / SR 68 (AM: Overall LOS E, Side-Street LOS F; PM: Overall LOS A, Side-Street LOS F); and
11. Fremont Boulevard / Canyon Del Rey Boulevard (SR 218) (AM: LOS D; PM: LOS C).

Existing Segment Operations

Exhibit 5B of **Appendix H** contains the segment levels of service from the Ferrini Ranch and The Resort at Del Rey Oaks traffic reports along the SR 68 corridor. All of the eleven study segments currently

operate below their respective standards, although the freeway portion of Segment 11 (between Begin/End Freeway and Portola Drive) would operate at an acceptable LOS A.

Existing Plus Project Conditions

This section describes Existing Plus Project Conditions. Potential traffic related impacts associated with project development are discussed in this section.

Project Trip Generation and Distribution

The MST project consists of the relocation of buses from one of its two Salinas maintenance facilities to its OMF in Monterey, and the relocation of administrative staff from the Monterey OMF and Salinas offices to a new off-site facility. The procedures for generating the trips and assigning the trips to the local road network are described in this section.

Trip Generation

The proposed project would not increase the number of staff employed with MST, nor would it add new buses to the MST fleet. Instead, the project is a reconfiguration of its current bus fleet and employment. The following are the specific changes being proposed:

1. Buses – MST provides transit service throughout Monterey County. The primary concentrations of this service are Salinas and the greater Monterey Peninsula. Due to a lack of space at their current Monterey OMF, many buses that service the greater Monterey Peninsula are currently stored and maintained at one of two Salinas maintenance stations. These buses are proposed to be relocated to the Monterey OMF, in order to reduce their overall time traveling to and from their storage yard (i.e., “deadhead” driving). Note that the bus drivers that are driving those buses would also be relocated to the Monterey OMF site.
2. Administrative Employees – As a result of relocating buses from the Salinas maintenance station to the Monterey OMF site, there will no longer be enough room at the existing site to accommodate all of the current administrative employees. As a result, 29 of the administrative employees currently at the site are proposed to be relocated to a new offsite office location, likely either along Garden Road (near Olmsted Road and the Monterey Peninsula Airport public entrance) or within the Ryan Ranch Business Park (off of Ragsdale Drive). (Note that both locations, like the Ryan Ranch Road site, are located in the City of Monterey.) One additional administrative employee, who currently commutes from Santa Cruz County to a Salinas office, would also be relocated to the new offsite office.

While the relocated buses (and bus drivers) would operate outside of the peak hours (in order to be available to service demand during the peak hours), the administrative employees work from 8 AM to 5 PM, Monday through Friday, and thus would be active during the weekday AM and PM peak hours. Therefore, this analysis focuses on the potential impacts of these relocated staff.

Assuming that all administrative employees drive themselves to the Monterey OMF site (i.e., no employees walk, bicycle, take transit, or carpool) and that all employees arrive and depart within one hour; trip generation for the project would be 30 trips during each peak hour (30 in, zero out during the AM peak hour and zero in, 30 out during the PM peak hour).

Trip Distribution

The project trip distribution was established based upon the locations where the administrative staff lives (i.e., their respective home zip code), which are identified in Appendix D of **Appendix H**. This information was applied to the study street network to determine the routes which the administrative staff currently use to access the Monterey OMF site, as well as how they would divert to the offsite location.

Exhibits 6A and 6B of **Appendix H** depict the net trip diversions that would occur with the shifting of the administrative staff to an offsite location. Note that it was assumed that the offsite location would be located along Garden Road, as this location has a greater potential to be a significant impact.

Cumulative Without Project Conditions

This section describes Cumulative Without Project conditions, which represents conditions in approximately the Year 2035.

Approved and Proposed Projects

A number of other projects have been approved and proposed (i.e., “cumulative”) within the study area that have not yet been constructed. The addition of their respective traffic to the study area was used to forecast future traffic conditions. A trip generation table for the approved projects that will most likely be implemented within the next 5 years is shown in Exhibit 8A of **Appendix H**, while the cumulative projects are shown in Exhibit 8B (**Appendix X**). The lists of approved and cumulative projects includes projects in the cities of Seaside, Sand City, and Monterey, as well as unincorporated areas of Monterey County.

Cumulative Network Modifications

Two network modifications have been incorporated into the analysis, under both Cumulative Without Project and Cumulative Plus Project conditions. First, one of the approved projects proposes to add a fourth approach to the York Road/SR 68 intersection. Second, the recently-approved Ferrini Ranch project proposes to relocate and signalize the Torero Drive/SR 68 intersection. All network changes associated with these projects have been incorporated into the analysis, including new traffic lanes and signal modifications.

Cumulative Without Project Traffic Volumes

The trips from the approved and pending projects were added to the Existing conditions volumes to create Cumulative Without Project volumes. These volumes are depicted within Exhibits 9A and 9B (**Appendix H**).

Cumulative Without Project Intersection Operations

Exhibit 5A (**Appendix H**) summarizes the average delays and LOS for the study intersections under Cumulative Without Project conditions during the AM and PM peak hours. Under Cumulative Without Project conditions, the following intersections operate below their respective level of service standard:

1. Josselyn Canyon Road / SR 68 (AM: LOS F; PM: LOS F);

2. Olmstead Road / SR 68 (AM: LOS F; PM: LOS F);
3. Canyon Del Rey Road (SR 218) – Monterra Road / SR 68 (AM: LOS D; PM: LOS D);
5. York Road / SR 68 (AM: LOS F; PM: LOS F);
6. Boots Road – Pasadera Drive / SR 68 (AM: LOS F; PM: LOS F);
7. Laureles Grade / SR 68 (AM: LOS E; PM: LOS F);
8. Corral De Tierra Road / SR 68 (AM: LOS F; PM: LOS F);
9. San Benancio Road / SR 68 (AM: LOS F; PM: LOS F);
10. Canyon Del Rey Road (SR 218) / Del Rey Gardens Drive (AM: Overall LOS A, Side-Street LOS D; PM: Overall LOS C, Side-Street LOS F); and
11. Fremont Boulevard / Canyon Del Rey Boulevard (SR 218) (AM: LOS D; PM: LOS D).

Cumulative Without Project Segment Operations

Exhibit 5B (**Appendix H**) contains the Cumulative Without Project segment levels of service from the Ferrini Ranch and The Resort at Del Rey Oaks traffic studies along the SR 68 corridor. All eleven of the study segments would operate below their respective standards, although the freeway portion of Segment 11 (between Begin/End Freeway and Portola Drive) would operate at an acceptable LOS B.

Cumulative Plus Project Traffic Conditions

This section describes the analysis and results for the Cumulative Plus Project condition, which includes projected traffic from the approved projects, proposed projects, and the study project.

Cumulative Plus Project Traffic Volume Forecasts

Trip diversions from the study project were added to Cumulative Without Project volumes to create Cumulative Plus Project volumes. These volumes are depicted within Exhibits 10A and 10B (**Appendix H**).

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
15. TRANSPORTATION/TRAFFIC. Would the project:					
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (for example, result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X			5, 6, 16, 19, 20
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		X			5, 6, 16, 19, 20
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	5, 6, 16, 19, 20

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?				X	5, 6, 16, 19, 20
e) Result in inadequate emergency access?			X		5, 6, 16, 19, 20
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (for example, bus turnouts, bicycle racks)?				X	5, 6, 16, 19, 20

Criteria for Significant Project Impacts

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

The relocated MST administration staff would be moved to an existing office building that was either previously analyzed via its own environmental review or possibly predates the California Environmental Quality Act (CEQA) requirements of an environmental analysis. As the relocated staff would be administrative employees that would work around an office schedule (i.e., 8:00 AM – 5:00 PM), the relocation of the MST administrative staff would be consistent with the previously approved uses within those buildings. Therefore, the staff relocation may not represent a new significant impact upon the area street system; however, to be conservative, it was assumed that the traffic from the relocated MST administrative staff was subject to a new impact evaluation.

The study area covers the jurisdiction of multiple public agencies, including the Cities of Del Rey Oaks and Seaside, plus the County of Monterey.

All of the study intersections are under the jurisdiction of the California Department of Transportation (Caltrans). The overall Caltrans level of service standard is the transition from LOS C to LOS D, which is herein abbreviated as “LOS C/D.”

For un-signalized intersections, LOS E is considered the maximum acceptable level of service for the minor street approaches. Improvements may be warranted when the minor street approach operates at LOS F.

The significance criteria for the relevant jurisdictions are listed below and have been applied to the analysis results.

County of Monterey

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

- A significant impact would occur if an intersection operating at LOS A, B, or C degrades to D, E or F. For intersections already operating at unacceptable levels D and E, a significant impact would occur if a project adds 0.01 or more during peak hours to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.
- A significant impact at an un-signalized study intersection is defined to occur under the following conditions:
 - A significant impact would occur if any traffic movement has LOS F or any traffic signal warrant is met.
 - A significant impact on a study roadway segment is defined to occur under the following conditions:
- A significant impact would occur if a roadway segment operating at A through C degrades to a lower level of service of D, E or F, or if a segment already operating at level of service D or E degrades to E or F. If a segment is already operating at LOS F any increase during the peak hour (one vehicle) is considered significant.

City of Seaside

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

- A change from acceptable LOS (i.e., LOS A, B, or C) to an unacceptable LOS (i.e., LOS D, E, or F) will represent a significant impact. For intersections that remain at LOS D after the addition of project traffic, an increase in overall delay of over 2.0 seconds would represent a significant impact. For intersections operating at LOS E or LOS F, an increase in overall delay of over 1.0 seconds would represent a significant impact.

City of Del Rey Oaks

The City of Del Rey Oaks does not have an adopted significance criteria. Therefore, the following significance criteria will be used for study intersections within its jurisdiction:

- A change from acceptable LOS (A, B or C) to unacceptable LOS (D, E or F) will represent a significant impact. For intersections that remain at LOS D, E or F after the addition of project traffic, an increase in overall intersection traffic of over 2.0% will represent a significant impact.

Explanation:

a – b) Less-than-Significant Impact with Mitigation.

Existing Plus Project Traffic Volumes

The project traffic diversions from the proposed project were added to the Existing Condition traffic volumes to achieve the Existing Plus Project traffic volumes contained in Exhibits 7A and 7B of **Appendix H**.

Existing Plus Project Intersection Operations

The same intersections that would continue to operate deficiently under Existing Conditions would continue to operate deficiently under Existing Plus Project Conditions. The following study intersections would operate at unacceptable levels of service under Existing Plus Project Conditions:

2. Olmstead Road / SR 68 (AM: LOS D; PM: LOS E);
8. Corral De Tierra Road / SR 68 (AM: LOS E; PM: LOS D);
9. San Benancio Road / SR 68 (AM: LOS F; PM: LOS E);
10. Torero Drive / SR 68 (AM: Overall LOS E, Side-Street LOS F; PM: Overall LOS A, Side-Street LOS F); and
11. Fremont Boulevard / Canyon Del Rey Boulevard (SR 218) (AM: LOS D; PM: LOS C).

However, as the study project would add no new trips to Intersections 8, 9, 10, and 11, the project would not represent a significant impact at these intersections.

The Proposed Project would result in a significant impact upon the operations of Intersection 2, Olmsted Road/SR 68, which can be reduced to a less-than-significant level with implementation of **Mitigation Measure 10** below.

Existing Plus Project Segment Operations

Although all of the eleven study segments would operate below their respective standards, the project would not add any new trips to Segments 4, 5, 6, 7, 8, 9, 10, or 11, and thus would not impact those segments.

Although the project would add additional trips to Segments 1 and 3 (i.e., SR 68 between SR 1 and Josselyn Canyon Road, and between Olmsted Road and Canyon Del Rey Road (SR 218), it would not represent a significant impact upon these segments, as it would not add enough traffic to change the level of service of this segment from Existing conditions, nor would it add any traffic in the direction that would operate at LOS F.

The Proposed Project would result in a significant impact upon Segment 2 (i.e., SR 68 between Josselyn Canyon Road and Olmsted Road), which can be reduced to a less-than-significant level with implementation of **Mitigation Measure 10** below.

Cumulative With Project Intersection Operations

Exhibit 5A (**Appendix H**) summarizes the average delays and LOS for study intersections under Cumulative Plus Project conditions during the AM and PM peak hours. Note that Cumulative Plus Project conditions assumes the same network modifications as under Cumulative Without Project conditions. Under Cumulative Plus Project conditions, the following intersections continue to operate below their respective level of service standard:

1. Josselyn Canyon Road / SR 68 (AM: LOS F; PM: LOS F);
2. Olmstead Road / SR 68 (AM: LOS F; PM: LOS F);
3. Canyon Del Rey Road (SR 218) – Monterra Road / SR 68 (AM: LOS D; PM: LOS D);
5. York Road / SR 68 (AM: LOS F; PM: LOS F);
6. Boots Road – Pasadera Drive / SR 68 (AM: LOS F; PM: LOS F);

7. Laureles Grade / SR 68 (AM: LOS E; PM: LOS F);
8. Corral De Tierra Road / SR 68 (AM: LOS F; PM: LOS F);
9. San Benancio Road / SR 68 (AM: LOS F; PM: LOS F);
10. Canyon Del Rey Road (SR 218) / Del Rey Gardens Drive (AM: Overall LOS A, Side-Street LOS D; PM: Overall LOS B, Side-Street LOS F); and
11. Fremont Boulevard / Canyon Del Rey Boulevard (SR 218) (AM: LOS D; PM: LOS D).

However, as the study project would add no new trips to Intersections 5, 6, 7, 8, 9, 10, and 11, the project would not represent a significant impact at these intersections. The project would also not represent a significant impact upon Intersection 3 (i.e., Canyon Del Rey Road (SR 218) – Monterra Road / SR 68), because the volume-to-capacity ratio at the intersection would not change.

The project would represent a significant impact upon Intersections 1 and 2 (i.e., Josselyn Canyon / SR 68 and Olmsted / SR 68), which can be reduced to a less-than-significant level with implementation of **Mitigation Measure 10** below.

Cumulative Plus Project Segment Operations

As noted earlier, Exhibit 5B (**Appendix H**) contains the existing segment levels of service from the Ferrini Ranch and The Resort at Del Rey Oaks traffic reports along the SR 68 corridor. Although all of the eleven study segments would operate below their respective standards, the project would not add any new trips to Segments 4, 5, 6, 7, 8, 9, 10, or 11, and thus would not impact those segments.

The project would represent a significant impact upon Segments 1, 2 and 3, (i.e. SR 68 between SR 1 and Canyon Del Rey Road (SR 218)), which can be reduced to a less-than-significant level with implementation of **Mitigation Measure 10** below.

Alternative Relocation Site

Although the traffic analysis assumed that the administrative staff would be relocated to an office along Garden Road, it is also possible that they may be relocated to an office within the Ryan Ranch business park. In that case, the potential project impacts would be different than identified elsewhere in the traffic study. A qualitative assessment of project impacts upon the study street system has been performed for this alternative office site, based upon the analysis contained within the traffic study.

As there would still be no added project traffic east of Ragsdale Drive, the project (with the Ryan Ranch business park office) would still not represent an impact upon Intersections 1, 2, 5, 6, 7, 8, 9, 10, 11, 13, and 14, and would also not impact Segments 1, 2, 3, 5, 6, 7, 8, 9, 10, and 11. As for Intersection 4 (i.e., Ragsdale / SR 68), this intersection would operate acceptably under Existing Plus Project and Cumulative Plus Project, and thus the added project trips (from the administrative staff relocation to the Ryan Ranch business park) would also not represent a significant impact. The project (with the Ryan Ranch business park office) would also not represent an impact upon Intersection 12 (i.e., Canyon Del Rey (SR 218) / Del Rey Gardens),

because it would add an estimated one net trip to the intersection, which is well below the 2% volume increase threshold.

The project (with the Ryan Ranch business park office) would represent a significant impact upon Segment 4 (i.e., SR 68 between SR 218 and Ragsdale) and Intersection 3 (i.e., Canyon Del Rey (SR 218) – Monterra Road / SR 68), which can be reduced to a less-than-significant level with implementation of **Mitigation Measure 10** below.

Mitigation Measure 10

MST shall implement a Transportation Demand Management (TDM) program whose aim would be to reduce the vehicle trips of employees to the new administrative offices to a less than significant level. The Transportation Management Program would include site design and operation measures aimed at promoting alternative transportation modes as well as carpooling and van pooling. The measures included in the program could include the following:

1. Designation of an on-site transportation coordinator to direct the program.
 2. Promote the use of flex-time work scheduling (e.g., varied work hours) and compressed work week programs for employees at the site.
 3. Implementation of an off-site employee shuttle, in order to bus staff into and out of the new administrative offices.
 4. Telecommute programs.
 5. Rideshare matching.
 6. Bicycle racks and bike lockers on-site.
 7. Provide free or low-cost bus passes for employees, to encourage use of transit for their commute into and out of the office.
 8. Preferential parking for vanpools and carpools.
 9. Shared vehicles.
- c) **No Impact.** Implementation of the Proposed Project would not result in any change to air traffic patterns.
- d) **No Impact.** The renovation and expansion improvements would not involve a hazardous design feature or incompatible uses.
- e) **Less-than-Significant Impact.** The Proposed Project would include an emergency access connection on the northern boundary to the Monterey Peninsula Unified School District parcel. This gate would allow emergency access between the two properties in situations including flooding, landslide, fire, wildfire, earthquake, weather event, temporary construction activity, acts of terrorism, road closure, and/or any other instance where the main driveway of either property is inaccessible. This proposed connection would improve emergency access to the project site, and, therefore, would be considered a less-than-significant impact. Although short-term disruptions may occur during construction activities, no significant impacts to existing emergency access will occur as a result of construction or implementation of the Proposed Project.
- f) **No Impact.** Implementation of the Proposed Project would not conflict with any alternative transportation plans.

Q. UTILITIES AND SERVICE SYSTEMS

Environmental Setting

Wastewater

Wastewater collection and treatment responsibilities are split between the City of Monterey and the Monterey Regional Water Pollution Control Agency (MRWPCA).⁶ The existing sewer collection system is operated by the City and consists of approximately 102 miles of sewer lines, five sewer lift stations, and a series of other structures including manholes and ancillary facilities. The MRWPCA operates its regional wastewater treatment facility near the City of Marina. The capacity of the regional wastewater treatment plant is about 29 million gallons per day (mgd). Current flows are approximately 21 mgd. The plant does have capacity to serve new development at present, but remaining capacity will likely be utilized incrementally over the short to mid-term as new development within the MRWPCA's service area occurs.

Stormwater

The City storm drain system is a separate system that collects surface runoff and conveys it to the ocean. The EPA has identified urban runoff as a significant cause of water pollution in the United States. The City's storm drainage system currently consists of ten miles of pipelines and drainage channels which discharge urban runoff into the Monterey Bay. City personnel maintain the lines by cleaning the catch basins and the storm inlets.

Solid Waste

Solid waste disposal in the City is provided on a contract basis through the Monterey Disposal Service. The City is a member of the Monterey Regional Waste Management District (MRWMD). The MRWMD is a Special District of the State of California established to serve the local governments of the Central Coast of Monterey Bay. The service area is 853 square miles. The MRWMD's primary purpose is to dispose of the Monterey Peninsula's solid waste. Its role has expanded to include the recovery of recyclable materials. The MRWMD is also the recipient of most of Monterey County's sewage sludge. The MRWMD also accepts and safely recycles or disposes of household hazardous waste. The MRWMD's landfill has a total capacity of 32 million tons, with an available capacity of about 26 million tons. Capacity is sufficient to accommodate development in the MRWMD service area for approximately 75 years.

⁶ Water Supply was addressed in Section I, Hydrology and Water Quality.

Impacts

Thresholds per CEQA Appendix G: Environmental Checklist:

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
16. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X		5, 6, 30
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		5, 6, 30
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		5, 6, 30
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X		5, 6, 15
e) 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	5, 6, 19, 20
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		5, 6, 31
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X		5, 6, 31

Explanation:

- a) **Less-than-Significant Impact.** The proposed renovation and expansion improvements would not result in exceeding wastewater treatment requirements. The proposed facilities have been sized to accommodate projected increases and the provider has existing capacity. This is considered a less-than-significant impact.
- b) **Less-than-Significant Impact.** The proposed renovation and expansion improvements would not result in the need to construct or expand existing water or wastewater treatment facilities. This is considered a less-than-significant impact.
- c) **Less-than-Significant Impact.** The proposed renovation and expansion improvements would require the construction of new storm water drainage facilities and/or expansion of existing facilities. Best Management Practices (BMPs) are proposed during construction to avoid temporary impacts to water quality. On-site storm drainage improvements would be provided in conformance with "General Permit For Storm Water Discharges Associated With Industrial Activities," NPDES No. CAS000001, WQO 2014-0057-DWQ (the "Industrial Permit"), and Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032, "Approving Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region" (the "Regional Permit"). Improvements would include Low Impact Development (LID) measures, such as limiting areas of disturbance and limiting impervious

surfaces (Regional Permit Tier 1); treating runoff with an approved and appropriately sized LID treatment system (Industrial Permit Treatment Control BMPs and Regional Permit Tier 2); stormwater retention (Regional Permit Tier 3); and peak flow control (Regional Permit Tier 4). Due to site constraints, alternative compliance measures may be utilized as outlined in the Regional Permit and as approved by the City of Monterey. This is considered a less-than-significant impact.

- d) **Less-than-Significant Impact.** Sufficient water supplies are available for the Proposed Project; no new water supply is required for implementation of the project.
- e) **No Impact.** Please refer to Impact Explanations a) and c) above.
- f – g) **Less-than-Significant Impact.** Implementation of the Proposed Project would result in a slight increase in the generation of solid waste that would be delivered to a landfill (e.g., demolition of existing facilities, increase in existing facilities, etc.); however, this would not represent a substantial amount of solid waste that would adversely affect a landfill as there is sufficient capacity. The Proposed Project would comply with federal, state, and local statutes related to solid waste. In addition, MST conducts a range of programs to reduce waste generation and divert waste, including significant recycling as required by state law. This is considered a less-than-significant impact.

R. MANDATORY FINDINGS OF SIGNIFICANCE

Thresholds per CEQA Appendix G: Environmental Checklist:

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

Explanation:

- a) **Less-than-Significant Impact with Mitigation.** Based on the analysis provided in this Initial Study, the proposed renovation and expansion improvements may result in significant impacts on the environment in the area of biological resources, cultural resources, geology and soils, and

transportation and circulation. Mitigation is identified to reduce these impacts to a less-than-significant level.

- b – c) **Less-than-Significant Impact with Mitigation.** Based on the analysis provided in this Initial Study, the proposed renovation and expansion improvements may have significant cumulative traffic impacts. However, mitigation is identified to reduce these impacts to a less-than-significant level and are not considered cumulatively considerable. As evidenced in this Initial Study, the Proposed Project would not result in substantial adverse effects on human beings, directly or indirectly since all potentially significant impacts would be mitigated with measures or reduced with incorporation of measures and BMPs identified herein in this Initial Study.

Chapter 4. List of Preparers and References

List of Preparers

Lead Agency

Monterey-Salinas Transit

Carl Wulf, Facilities/Capital Projects Manager

Lisa Rheinheimer, Director of Planning and Development

Lead Agency Project Team

AECOM

Robert McKie, Architect

Bruce Farrell, AIA, CCS, Architect

Whitson Engineers

Nathaniel Milam, PE, QSD, Civil Engineer

Denise Duffy & Associates, Inc.

Denise Duffy, Principal

Erin Harwayne, AICP, Project Manager

Matthew Johnson, Associate Environmental Scientist

Diana Buhler, Assistant Environmental Planner

Matthew Kawashima, Assistant Environmental Planner

Shaelyn Hession, Graphics

Robyn Simpson, Production/Word Processing

Ambient Air Quality and Noise Consulting

Kurt Legleiter, Principal

FO Consulting

Frank Ono, Arborist

Kleinfelder, Inc.

Robert Hasseler, Project Engineer

S Tech Consulting, LLC

Sean Tillema, Project Manager

Pacific Crest Engineering, Inc.

James Walker, PE, Vice President/Principal Chemical Engineer

Hatch Mott MacDonald

Jeffrey Waller, TE, Project Engineer

References

1. California Scenic Highway Mapping System. Available online at http://www.dot.ca.gov/hq/LandArch/scenic_highways/.
2. U.S. Geological Survey. Geologic Hazards Center. Available online at <http://geohazards.usgs.gov>.
3. Monterey County Important Farmland Map 2010. Available online at http://redirect.conservacion.ca.gov/dlrp/fmmp/product_page.asp
4. California Air Resources Board (CARB). AB 32 Scoping Plan. 2008. Available online at <http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>.
5. AECOM. Basis of Design, Operations & Maintenance Facility, Renovation and Expansion Project. February 2015.
6. AECOM. Schematic Design Drawings. February 2015.
7. Ambient Air Quality and Noise Consultants. Air Quality & Greenhouse Gas Impact Analysis for Monterey-Salinas Transit Monterey Bay Operations and Maintenance Facility Project. March 2015.
8. Monterey Bay Unified Air Pollution Control District. CEQA Air Quality Guidelines. June 2008.
9. Monterey Bay Unified Air Pollution Control District. 2008 Air Quality Management Plan for the Monterey Bay Region. September 2008.
10. Denise Duffy & Associates, Inc. Site Visit. Conducted February 5, 2014.
11. Frank Ono Consulting. Monterey Salinas Transit Tree Assessment Arborist Report. February 2015.
12. Kleinfelder. Geotechnical Investigation Monterey-Salinas Transit District Operations and Maintenance Facility. January 2015.
13. S Tech Consulting. Asbestos & Lead Containing Materials Assessment. March 2015.
14. Pacific Crest Engineering, Inc. Phase I Environmental Site Assessment. March 2015.
15. Whitson Engineers. Monterey Salinas Transit – Water Use Analysis for the Monterey Operations and Maintenance Facility Renovation and Expansion Project. March 2015.
16. Hatch Mott MacDonald. Monterey Bay Operations and Maintenance Facility Project Traffic Impact Analysis. April 2015.
17. Denise Duffy & Associates, Inc. Monterey Salinas Transit Monterey Bay Operations and Maintenance Facility Renovation and Expansion Project Biological Memorandum. April 2015.
18. City of Monterey. 2015. *Zoning Ordinance*. Available online: <http://www.codepublishing.com/ca/Monterey/?Monterey38.html> (accessed April 2015).
19. City of Monterey. 2005. *General Plan*. As amended January 2005. Available online: http://www.monterey.org/Portals/1/peec/genplan/11_0517.General.Plan.pdf (Accessed April 2015).

20. City of Monterey. 2004. *General Plan Environmental Impact Report*. Available online: <http://monterey.org/Portals/1/peec/genplan/20.General.Plan.DEIR.pdf> (Accessed April 2015).
21. City of Monterey. 2009. Planning and Engineering. *Historic Master Plan*. Available online: <http://monterey.org/Portals/1/peec/historic/62.Historic.Master.Plan.pdf> (accessed April 2015).
22. City of Monterey. 2015. *Monterey City Code*. As amended 2015. Available online: <http://www.codepublishing.com/ca/monterey/> (accessed April 15, 2015)
23. Monterey County Airport Land Use Commission. Comprehensive Land Use Plan for Monterey Peninsula Airport. March 1987.
24. Association of Monterey Bay Area Governments. Environmental Impact Report for the Comprehensive Land Use Plan for the Monterey Peninsula Airport. March 1987.
25. City of Monterey. Ryan Ranch at Monterey Plan. August 1987.
26. City of Monterey. City Owned Lots, Ryan Ranch General Development Plan. June 1990.
27. City of Monterey. Climate Action Plan. 2015.
28. Monterey Peninsula Airport District. 2007. *Figure 4-3-FAR Part 150 Airport Noise Exposure Map of the 2007 Noise Exposure Maps Update Report*.
29. Monterey Peninsula Unified School District. www.mpusd.k12.ca.us (accessed March 19, 2015).
30. Monterey Regional Storm Water Management Program. www.montereysea.org (accessed March 22, 2015).
31. Monterey Regional Waste Management District (MRWMD). www.mrwmd.org (accessed April 2015).

