

2019039109

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

DEL MONTE BOULEVARD SEWER REPLACEMENT AND CANYON DEL REY BOULEVARD SEWER REPLACEMENT PROJECT

PREPARED BY:

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March 2019



Harris & Associates. 2019. Initial Study/Mitigated Negative Declaration for the Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project. March. Salinas, California. Prepared for Seaside County Sanitation District, Seaside, California. (Harris 1600371004).

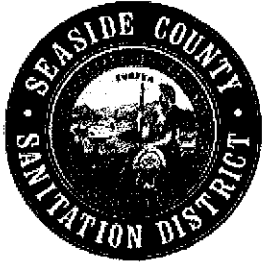
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Attachments

Attachment 1. Air Quality Modeling Data

Attachment 2. Biological Resources Regulatory Setting and Special Status Species Lists



Seaside County Sanitation District

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CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) INITIAL STUDY/ENVIRONMENTAL CHECKLIST

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

PROJECT NAME: Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project

APPLICANT: Seaside County
Sanitation District

APN(s): N/A

OWNER: Seaside County
Sanitation District

PROJECT LOCATION:

The proposed project is located within public roadways in the Cities of Seaside and Sand City in northern Monterey County (**Figure 1**). Monterey County is bounded on the north by Santa Cruz County, on the south by San Luis Obispo County, on the west by the Monterey Bay and Pacific Ocean, and to the east by San Benito and Fresno Counties.

SUMMARY PROJECT DESCRIPTION:

The Seaside County Sanitation District (SCSD) is proposing the Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project ("proposed project" or "project"), as part of required operations and maintenance activities to ensure the wastewater collection system continues to operate efficiently and without leaks and surface spills.

The project includes replacing and abandoning aging sewer lines in the Cities of Seaside and Sand City, and decommissioning the Tioga Lift Station within the City of Sand City. The projects would be located within approximately 5,000 linear feet of public paved roadways in urban environments within both cities. The project area is divided into two improvement locations, the northern and southern project areas, within the SCSD service area, as shown in **Figures 2 and 3**.

Within the northern project area, the following upgrades would occur:

- Replacement of 3,200-feet of sewer lines within Del Monte Boulevard from La Salle Avenue to Clementina Avenue and along Auto Center Parkway (City of Seaside);
- Abandonment of 2,700-feet of sewer lines within Del Monte Avenue and The Mall (City of Seaside);
- Abandonment and replacement of 895-feet of sewer lines in Tioga Avenue from the Tioga Lift Station to Del Monte Avenue (City of Sand City); and
- Abandonment and decommissioning of the Tioga Lift Station (City of Sand City).

The northern project area components are shown in **Figure 2**.

Within the southern project area, the following replacement would occur:

- Replacement and abandonment of 840-feet of sewer lines within Canyon Del Rey Boulevard between Harcourt Avenue and Hilby Avenue (City of Seaside).

The southern project area components are shown in **Figure 3**.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: *All of the following potential environmental impacts are evaluated in this Initial Study. The environmental factors checked below would potentially be affected by this project, and mitigation measures are required to ensure a potential impact is less than significant.*

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

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

- | | |
|--|--|
| <input type="checkbox"/> General Plan Amendment | <input checked="" type="checkbox"/> Coastal Development Permit |
| <input type="checkbox"/> Land Division | <input type="checkbox"/> Grading Permit |
| <input type="checkbox"/> Rezoning | <input type="checkbox"/> Riparian Exception |
| <input type="checkbox"/> Development Permit | <input checked="" type="checkbox"/> Other: Encroachment Permit |
| <input type="checkbox"/> Sewer Connection Permit | |

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., permits, financing approval, or participation agreement):

Permit Type/Action

Encroachment Permit

Agency

California Department of Transportation
(Caltrans)

Coastal Administrative Permit

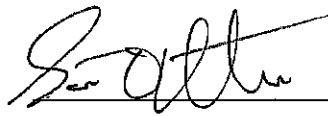
City of Sand City (Northern Project Area)
City of Seaside (Southern Project Area)

This project is considered a "Project" under CEQA because it involves activities directly undertaken by a public agency, and because it is supported through assistance from one or more public agencies (CEQA Statute 21065).

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 or agreed to by the project proponent (Seaside County Sanitation District). A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

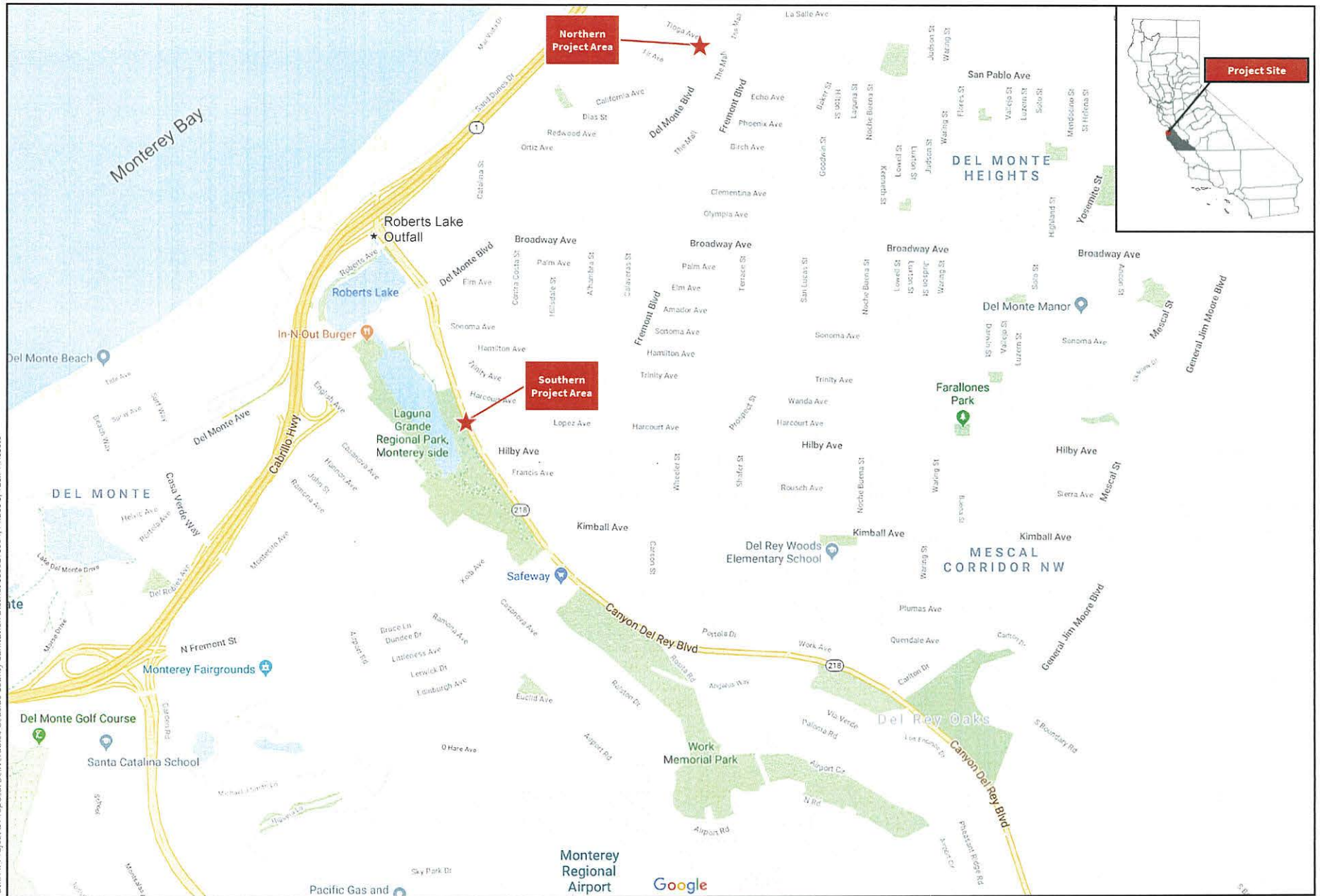


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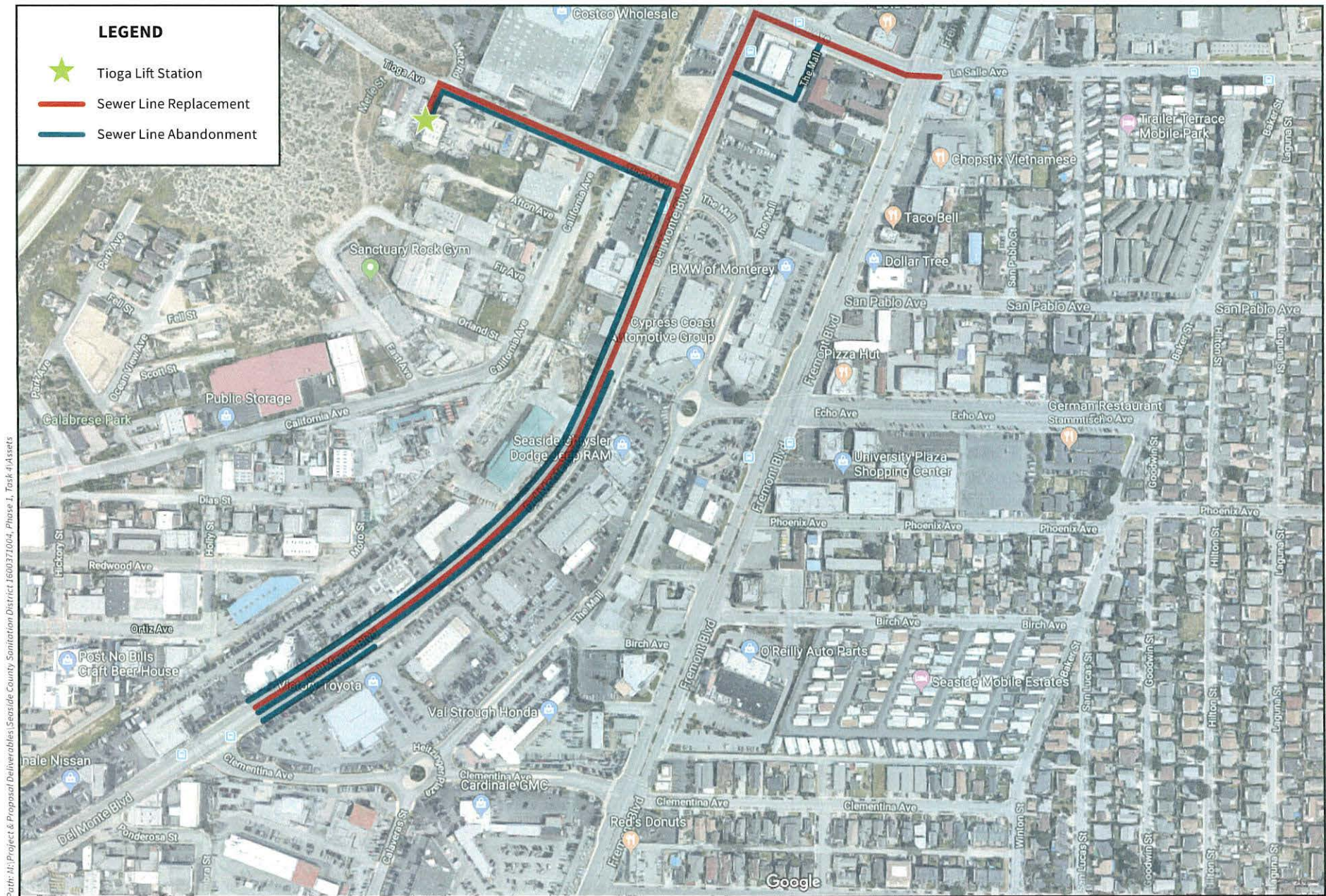
3/20/19

RICK RIEDL
District Engineer
Seaside County Sanitation District

Date



Source: Google, 2018



Source: Google, 2018

Path: M:\Project & Proposal Deliverables\Seaside County Sanitation District 1600371004 Phase 1, Task 4\Assets



Source: Google, 2018



Harris & Associates

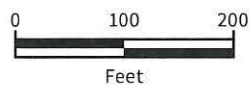


Figure 3
Southern Project Area

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS:

Project Overview

The northern and southern project areas are located within approximately 5,000 linear feet of paved roadways in the Cities of Seaside and Sand City. Project implementation would involve sewer line upgrades and replacements, including:

Northern Project Area (Figure 2):

- Replacement of 3,200-feet of sewer lines within Del Monte Boulevard from La Salle Avenue to Clementina Avenue and along Auto Center Parkway (City of Seaside);
- Abandonment of 2,700-feet of sewer lines within Del Monte Avenue and The Mall (City of Seaside);
- Abandonment and replacement of 895-feet of sewer lines in Tioga Avenue from the Tioga Lift Station to Del Monte Avenue (City of Sand City); and
- Abandonment and decommissioning of the Tioga Lift Station (City of Sand City).

Southern Project Area (Figure 3):

- Replacement and abandonment of 840-feet of sewer lines within Canyon Del Rey Boulevard (City of Seaside).

Construction methodologies would include the use of open trench excavation, leaving the existing sewer lines in place, capped and abandoned, and laying parallel alignments within a new open trench throughout the roadways that, upon completion, would be tied into the existing wastewater system. Trenches would then be refilled back to grade and repaved. Wastewater services would remain in place throughout the entirety of the implementation of the project. Project implementation would occur within the northern project area in the fall of 2019 over the course of approximately 170 days, and within the southern project area in the spring of 2019 over the course of approximately 60 days.

Existing Land Uses

Northern Project Area

- Del Monte Boulevard and Auto Center Parkway are four-lane roadways (two lanes in each direction) with commercial development and automotive dealers to the north and south within the City of Seaside;
- The Mall is a two-lane roadway (one lane in each direction) with automotive dealers to the west and east within the City of Seaside;
- Tioga Avenue is a two-lane roadway (one lane in each direction) with commercial and manufacturing development to the north and south within the City of Sand City; and
- Tioga Lift Station is located on a small paved driveway along Tioga Avenue, on the southern side of the roadway across from Metz Road within the City of Sand City.

Southern Project Area

- Canyon Del Rey Boulevard is a four-lane roadway (two lanes in each direction) bordered by landscaped lawns and ornamental shrubbery, adjacent to Laguna Grande Regional Park on the west and local government offices on the east within the City of Seaside.

Vegetation

The pipeline replacement alignments and Tioga Lift Station are located within public roadways that are generally void of landscaping and are in highly developed areas. Vegetation surrounding these roadways includes disturbed, ruderal uplands/grasslands, lawns and intermittent ornamental shrubbery. The only undeveloped, natural area located adjacent to the project areas is Laguna Grande Regional Park, located west of Canyon Del Rey Boulevard within the southern project area (**Figure 3**). The park supports a large expanse of lawn, shrubbery, mature trees, and Laguna Grande Lake (also referred to as Laguna Del Rey Lake) that is ringed with riparian vegetation including willow trees, reeds and cattails.

Slope in Area Affected by Project

☒ 0 - 30% ☐ 31 - 100% ☐ N/A

Nearby Watercourses

There are no waterways located within or adjacent to the northern project area.

Adjacent to the southern project area, Del Rey Oaks Creek flows into Laguna Grande Lake, located just south of Canyon Del Rey Boulevard. From there, the lake connects with Roberts Lake under Del Monte Boulevard. Roberts Lake includes a box culvert outfall to the Monterey Bay/Pacific Ocean.

Laguna Grande Lake is located approximately 245 feet west of Canyon Del Rey Boulevard. Canyon Del Rey Boulevard is also located approximately 3,000 feet east of the Monterey Bay.

ENVIRONMENTAL RESOURCES AND CONSTRAINTS:

Water Supply Watershed:	No	Fault Zone:	Yes
Groundwater Recharge:	No	Scenic Corridor:	No
Timber or Mineral:	No	Historic:	No
Agricultural Resource:	No	Archaeology:	Yes
Biologically Sensitive Habitat:	Yes	Noise Constraint:	Yes
Fire Hazard:	No	Electric Power Lines:	Yes
Floodplain:	Yes	Solar Access:	No
Erosion:	No	Solar Orientation:	No
Landslide:	No	Hazardous Materials:	Yes
Liquefaction:	No	Other:	No

SERVICES:

Fire Protection:

City of Seaside Fire
Department on Broadway
Avenue,
City of Monterey Fire
Department Station #3 (City
of Sand City)

Drainage
District: Cities of Seaside and Sand
City Public Works
Departments

School District:

Monterey Peninsula Unified
School District

Project Access:

State Highway 1 provides
access to Canyon Del Rey and
Del Monte Boulevards. Tioga
Avenue and the Tioga Lift
Station are accessed from Del
Monte Boulevard.

Sewage

Disposal:

Monterey One Water

Water Supply:

California American Water

PLANNING POLICIES:

General Plan Land Use

Designations:

Del Monte Boulevard, Auto Center Parkway and The Mall – (City of Seaside) Regional Commercial, Heavy Commercial

Tioga Avenue and Tioga Lift Station – (City of Sand City) Regional Commercial, Mixed-Use Residential

Canyon Del Rey Boulevard – (City of Seaside) Parks and Open Space, Public/Institutional

Zoning Designations:

Del Monte Boulevard, Auto Center Parkway and The Mall – (City of Seaside) Automotive Commercial (CA), Heavy Commercial (CH), Regional Commercial (CRG)

Tioga Avenue and Tioga Lift Station – (City of Sand City) Manufacturing (M)

Canyon Del Rey Boulevard – (City of Seaside) Public/Institutional (PI), Open Space – Recreation (OSR)

Special Designations:

Within the northern project area, Tioga Avenue and the Tioga Lift Station are located within the Coastal Zone for the City of Sand City. Within the southern project area, Canyon Del Rey Boulevard is located within the City of Seaside Local Coastal Zone, in the Laguna Grande Subarea.

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

Regional

The project areas are located within the Cities of Seaside and Sand City in Northern Monterey County. The County is situated along the southern end of the Monterey Bay, approximately 5 miles north of the City of Monterey, along the Central Coast of California. The Central Coast region is known for its iconic coastline, ever-shifting sand dunes, and unique biological plant diversity. The Santa Lucia and Gabilan Mountain Ranges extend north to south through the County, providing the division between the fertile Salinas Valley to the east (inland) and the Monterey Bay Sanctuary and Big Sur Coastline to the west. The unique nature of the lands within Monterey County creates limitations on the style and amount of development that can be implemented. The California Coastal Zone also affects a large portion of the lands in the

urbanized areas of the County and includes special restrictions, regulations, and processing procedures required for development within that area to protect the coastline. These features are all considered when evaluating new projects to be undertaken throughout the County.

Project Area

The project area has been divided into the northern and southern project areas within the Cities of Seaside and Sand City, respectively, and includes approximately 5,000 linear feet total in existing roadways (**Figures 1 through 3**).

The northern project area includes Del Monte Boulevard, Auto Center Parkway, The Mall, Tioga Avenue and the Tioga Lift Station located along Tioga Avenue. Del Monte Boulevard and Auto Center Parkway are four-lane paved local roadways located within the City of Seaside. These roadways are surrounded by commercial development and automotive dealers. The Mall is a two-lane paved local roadway located within automotive dealers within the City of Seaside. Tioga Avenue is a two-lane paved local roadway located within the City of Sand City and is surrounded by commercial development. The Tioga Lift Station is located south of Tioga Avenue, across from Metz Road, on a paved driveway surrounded by commercial development.

The southern project area includes Canyon Del Rey Boulevard (State Route 218), a four-lane paved local roadway within the City of Seaside. The alignment is bordered to the west by the Laguna Grande Regional Park and to the east by local government buildings, including the City of Seaside and SCSD facilities.

PROJECT BACKGROUND:

The SCSD is a special district that maintains and operates the sanitary sewer collection system for the Cities of Del Rey Oaks, Sand City, and Seaside. The SCSD sanitary sewer system facilities include approximately 70 miles of collection pipelines, 930 utility holes, 475 rod holes, and 4 lift stations. The wastewater is pumped to the Monterey One Water regional treatment plant after collection (City of Seaside, 2018). This plant can treat approximately 18.5-million gallons of wastewater per day, and annually recycles approximately 4 billion gallons of water for crop irrigation, to a quality level that meets stringent Environmental Protection Agency and State standards for discharge into the Monterey Bay (Monterey One Water, 2017). Revenues to operate the SCSD are collected from residents and businesses by Monterey One Water, who collect fees on behalf of the SCSD.

The infrastructure proposed for upgrades and replacement within the northern and southern project areas are approximately 50-60 years in age, and include the existing sewer lines within Del Monte Boulevard, Auto Center Parkway, The Mall, Tioga Avenue, Canyon Del Rey Boulevard, and the Tioga Lift Station. The aging sewer lines and lift station are slated for abandonment and rehabilitation to prevent potential surface spills and leaks along the buried pipelines throughout Seaside and Sand City. The existing sewer lines and below ground

infrastructure of the Tioga Lift Station would be abandoned and left in place following the proposed infrastructure upgrades and replacement actions, with the exception of the above ground Tioga Lift Station structure which would be removed.

DETAILED PROJECT DESCRIPTION:

The project would result in a total of 4,935-linear feet, or 0.92 miles, of existing sewer collection lines that would be replaced within local paved roadways in the Cities of Seaside and Sand City (**Figures 2 and 3**). Existing sewer collection lines within Del Monte Boulevard, Auto Center Parkway, The Mall, Tioga Avenue and Canyon Del Rey Boulevard would be capped and abandoned in place (**Figure 3**). The Tioga Lift Station would also be decommissioned and abandoned in place (**Figure 3**).

Northern Project Area

Within the northern project area, the 3,200-feet of sewer lines within Del Monte Boulevard and Auto Center Parkway would be replaced and expanded from 10-inch to 15-inch wide sewer lines to support existing flows, in addition to flows rerouted from 1,200-feet of sewer line from within The Mall and Fremont Boulevard. The rerouting and replacement of these pipelines would allow for the abandonment of numerous lines in place within these roadways. This would be beneficial as it would centralize costly maintenance activities to Del Monte Boulevard, and limit work within The Mall and Fremont Boulevard, which are further complicated with the thick asphalt and concrete within the roadways. (**Figure 2**)

The Tioga Lift Station receives an insignificant volume of flow from existing development within the City of Sand City. This lift station would be abandoned, and the flows entering the pump station would be rerouted to the sewer lines within Tioga Avenue. These sewer lines, 895-feet in length, would also be replaced and remain at 8-inches in diameter. The upgraded gravity fed sewer lines would replace the existing sewer lines within Tioga Avenue, connecting to the replaced sewer line within Del Monte Boulevard (**Figure 2**).

Southern Project Area

Within the southern project alignment, the 840-linear feet of sewer line within Canyon Del Rey would be upsized from 12 inches to between 12 to 15-inches. The existing sewer line would be abandoned in place (**Figure 3**).

Although the sewer lines within the northern and southern project areas would be expanded in diameter, and therefore would provide additional wastewater flow capacities, the purpose of the projects is to provide a reliable system to support existing wastewater flows. Any additional development that may provide new flows has been accounted for within the Environmental Impact Reports that have been prepared for the City of Seaside and City of Sand City General Plans (City of Seaside, 2017 and City of Sand City, 2002). Implementation of the project would

therefore not result in the ability of either city to grow beyond the current planned capacity that has already been analyzed for environmental impacts and accounted for.

Construction Methodology

Construction methodologies would include open trench excavation for the replacement and upgrade of the sewer lines within the paved roadways of the northern and southern project areas.

The proposed project would be implemented utilizing open trench construction methodologies. Trenches would range from approximately four (4) – six (6) feet in width throughout the project areas. Depths would vary between five (5) – 12 feet in Canyon Del Rey Boulevard to six (6) to 24 feet in Del Monte Boulevard and Tioga Avenue. The open trenches would be contained to within the right-of-way of the local paved roadways in which they would be located. Following project implementation, trenches would be backfilled to grade and repaved.

Typical construction equipment would be used for project implementation, including dump trucks, excavators, front-end loaders, scrappers, and compactors. A trench width of four (4) – six (6) feet is assumed for all sewer line alignments. Sewer lines within the northern project area, including Del Monte Boulevard and Tioga Avenue, would be installed eight (8) to 24 feet deep over the course of approximately 170 days, and in the southern project area, within Canyon Del Rey Boulevard, would be installed five (5) to 12 feet deep over the course of approximately 60 days.

Staging. Construction staging areas would be located within the paved roadways in the project areas, or within heavily disturbed areas within the road right-of-ways where there is an adequate shoulder to support construction vehicles and/or materials. Following project implementation, the staging areas and all roadways and affected areas within the project areas would be returned to pre-project conditions and normal use.

Schedule and Timing. Project construction activities would occur in two phases: throughout the first phase, the sewer line replacement within Canyon Del Ray Boulevard in the southern project area would occur in the spring of 2019 and would last approximately 60 days. Throughout the second phase, within the northern project area, construction would begin in the summer of 2019 and would last approximately 170 days.

The City of Seaside limits the hours of construction activities to between 7:00 a.m. to 7:00 p.m.,¹ Monday through Friday, and from 9:00 a.m. to 7:00 p.m. on Saturdays, Sundays, and holidays. However, nighttime construction is permitted if the City of Seaside building official provides written authorization after the determination that the peace, comfort and tranquility of residents would be preserved. This would allow for construction activities to occur throughout the hours of

¹ In accordance with City of Seaside Code 9.12.030 <https://www.codepublishing.com/CA/Seaside/html/Seaside09/Seaside0912.html>.

7:00 p.m. to 6:00 a.m., Monday through Thursday, and 12:00 a.m. to 6:00 a.m. on Fridays. Although the City of Sand City does not have a noise ordinance, the project would comply with the requirements of the City of Seaside for the Tioga Avenue and Tioga Lift Station portions of the project, in conformance with the remainder of the project that would be implemented within the City of Seaside.

Traffic Control. Daily construction activities would require additional worker vehicle trips to the project areas per day, in addition to truck deliveries for the import and export of materials, as needed. Throughout construction, individual traffic lanes within the public roadways where the sewer lines are being replaced would be intermittently closed. To minimize project effects on local traffic, the SCSD would prepare a traffic control plan prior to issuance of the encroachment permit. The control plan would ensure that roadways within the project area remain open (i.e., one lane of traffic would be open) throughout project implementation to the greatest extent possible, and that lane closures would be safely and effectively managed with appropriate safety flags and signage. Prior to the start of construction activities, signage would be installed that includes the dates for construction, contact information for the SCSD liaison to answer project specific questions, and detour information to minimize the effects of temporary closures. The control plan would also include coordination with local safety personnel to maintain effective emergency service access throughout the duration of the projects.

Continuous Service and Spill Protection. Throughout construction, the existing sewage conveyance system would be kept in continuous operation, providing adequate capacity and reliability throughout project construction. The contractor would construct parallel trenches to the existing sewer lines to allow the existing sewer system to remain in place and operational throughout installation of the new lines.

The contractor would also develop a hazardous materials spill prevention and containment plan for each of the project areas. The plans would not allow any wastewater discharge from the sewage collection system to enter adjacent lands or waterways. In the event of accidental discharge, the contractor would be responsible for containment and the immediate cleanup and disposal of all contaminated materials, in accordance with the requirements of the Monterey County Health Department's Environmental Health Division. The contractor would also notify the appropriate regulatory agencies (e.g. U.S. Army Corps of Engineers, California Department of Emergency Services, California Department of Fish and Wildlife, Central Coast Regional Water Quality Control Board) to determine the appropriate permits and compliance actions that would be required to ensure that the project areas were returned to pre-spill conditions following cleanup activities, and that all impacts were adequately mitigated.

Best Management Practices. Implementation of the project does not require a Stormwater Pollution Prevention Plan (SWPPP) because they are linear projects that involve operations and maintenance activities, including pipeline replacement, on existing lines and facilities within an

existing right of way and are less than one (1) acre in size (2009-0009-DWQ Construction General Permit²).

The construction contractor would be required to implement Best Management Practices (BMPs) in accordance with the *Monterey Regional Storm Water Management Program (MRSWMP)* (July 2015 edition). The construction specifications would include BMPs to control erosion, sedimentation and stormwater pollution (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging area and watering down the construction sites to minimize excess dust). Additionally, the construction specifications would include testing any groundwater encountered during excavation to ensure all water leaving the site and entering the storm drain or sewer systems is not contaminated with hazardous materials and meets Central Coast Regional Water Quality Control Board requirements. Finally, all surplus construction materials, asphalt and rubble from the project areas would be removed and transported to the Monterey Regional Waste Management District, located in Marina, for proper disposal.

To reduce the generation of fugitive dust, the construction contractor would be required to implement the following dust control measures at the construction and staging sites: water all active construction areas, as needed, based on the type of construction activity, soil, and wind exposure; maintain at least two (2) feet of free board or cover dirt and loose materials in haul trucks; cover inactive storage piles and stock piles of dirt; and sweep streets if visible soil material remains at the end of the work day.

Following sewer line installation, the project areas would be returned to pre-project conditions. The trenching, sewer line installation, and paving would be inspected by the SCSD to ensure it meets the Cities standard details. If applicable, disturbed areas that are not re-paved would be seeded or planted with native groundcover to maintain minimal surface erosion.

In order to minimize impacts on areas that are unpaved but located adjacent to the sewer line alignments (e.g. the historic Southern Pacific Railroad corridor that crosses Tioga Avenue, Laguna Grande Park adjacent to Canyon Del Rey), temporary construction fencing (hurricane fencing) or portable/temporary chain link fencing would be installed to ensure that construction vehicles and/or equipment, and construction related materials, do not enter these areas. All areas requiring fencing would be marked by a qualified biologist prior to project implementation. The construction contractor would check the fencing prior to the onset of construction daily to ensure that the fencing remained in place throughout the duration of construction activities near these areas.

SCSD would perform routine inspections of the construction area to verify that the identified BMPs were properly implemented and maintained, and would notify the contractor immediately if there was a violation that would require immediate compliance.

² State Water Resources Control Board, Storm Water Program, Section II.C.2 of 2009-0009-DWQ Construction General Permit as amended by 2010-0014-DWQ & 2012-0006-DWQ, https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

LIST OF REQUIRED MITIGATION MEASURES:

A summary of the mitigation measures identified are listed below.

- BIO-1: Implement Preconstruction Surveys for Nesting Birds
- CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrences of Cultural or Historic Resources during Construction
- CR-2: Stop Work in the Event of Unexpected Occurrences of Human Remains during Construction
- NOI-1: Implement Noise and Vibration Control Measures During Construction

III. ENVIRONMENTAL REVIEW CHECKLIST

A. AESTHETICS AND VISUAL RESOURCES

Would the project:

1. *Conflict with applicable zoning and other regulations governing scenic quality in an urbanized area?* ☐ ☐ ☒ ☐

Discussion: The northern project area is zoned for Automotive Commercial, Heavy Commercial, Regional Commercial, and Manufacturing land uses (City of Seaside, 2010; Sand City, 2015c). The northern project area does not include any areas or vistas that have been identified as supporting scenic resources (Seaside General Plan, 2004a; Sand City General Plan Map, 2015; The City of Sand City, 1982).

The southern project area is zoned for Open Space Recreation and Public Institutional (City of Seaside, 2010). Within the southern project area, Canyon Del Rey Boulevard, adjacent to Laguna Grande Park, has been identified through the City of Seaside General Plan and Local Coastal Program as a protected visual resource (Seaside General Plan, 2004a; City of Seaside, 2013). The roadway alignment supports views of Laguna Grande Park that include a large expanse of lawn, local trails, and the lake surrounded by riparian vegetation (Seaside General Plan, 2004a). The roadway is also visible from most of Laguna Grande Park, an area that is frequented by recreators and families enjoying the amenities of the park.

In accordance with the City of Seaside General Plan and Local Coastal Program, views from Canyon Del Rey Boulevard, Laguna Grande Park and the local recreational trails should be protected to the greatest extent feasible. Although the roadway and therefore views from Laguna Grande Park and adjacent recreational trails would be temporarily impacted throughout construction activities, the project area would be returned to pre-project conditions following project implementation. All sewer line replacement and abandonment would occur underground. Abandonment of the Tioga Lift Station infrastructure would primarily occur underground, with the exception of removing the above ground lift station structure, which would not result in substantial visible changes along the roadways. Furthermore, there would be no conflict with the zoning designations for the northern or southern project areas, and implementation of the projects would not conflict with applicable zoning and other regulations protecting scenic quality. Therefore, this impact would be **less than significant**. No mitigation would be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The northern project area is not located along, or visible from, City or County designated scenic roads or scenic corridors, and is not located along a state scenic highway (Caltrans, 2018). Within the southern project area, Canyon Del Rey Boulevard, adjacent to Laguna Grande Park, has been identified through the City of Seaside General Plan and Local Coastal Program as a protected visual resource (Seaside General Plan, 2004a; City of Seaside, 2013), and is discussed above. All views from this roadway would be protected and preserved throughout and following project implementation.

The segment of Highway 1 that provides access to the project area roadways has been designated as being an Eligible State Scenic Highway (Caltrans, 2018). However, the project area is not visible from Highway 1.

Therefore, there would be **no impact** to scenic resources visible from a state scenic highway or local roadway.

3. <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project area, including the northern and southern project areas, are located within local paved roadways that are largely surrounded by urban development. The local roadways support ornamental shrubbery and trees interspersed throughout the sidewalks that border the roadways. Within the southern project area, Canyon Del Rey Boulevard is located adjacent to Laguna Grande Park to the south, which supports a large expanse of lawn, playground equipment, local recreational trails and Laguna Grande Lake.

Throughout project implementation, construction equipment and activities would temporarily alter the existing visual character within the project areas. There would be changes in local roadways as the sewer pipelines were installed and the Tioga Lift Station was abandoned. Because implementation of the project would involve replacing and decommissioning deteriorating sewer lines and infrastructure, the area of disturbance throughout the project areas would move along the pipeline alignments, and no individual area would remain disturbed for extensive periods of time. Furthermore, the construction methodology would be open trenching; following the replacement of the sewer pipelines, all roadways and disturbed soils would be returned to the existing conditions that occurred prior to project implementation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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All changes in the existing visual character and quality of the project areas would be temporary in nature, and the project areas would retain the existing visual features that are currently present. The permanent visual character and quality of the project areas would remain largely unchanged. Removing the Tioga Lift Station structure could be considered an improvement because the area would be repaved to grade, and there would be no above ground features remaining onsite. Therefore, this impact would be **less than significant**. No mitigation would be required.

4. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ☐ ☐ ☒ ☐

Discussion: Implementation of the project would not result in the addition of any structures or features aboveground that would create new sources of light or glare. The replacement of the underground sewer lines and abandonment of the Tioga Lift Station would result in the presence of construction equipment throughout the project areas that may produce additional temporary glare throughout implementation of the project. This glare would be similar to cars and trucks that are associated with the existing neighboring residences and commercial development, and to those vehicles that normally travel throughout the project areas. Therefore, the glare created by construction crews and equipment would not be significantly different from those sources that already occur within the project areas. Any additional glare from construction equipment would be temporary and short in duration, and would move throughout the project areas, as the projects are linear in nature (**Figures 2 and 3**).

Construction activities may occur overnight throughout implementation of the project, and therefore would create additional light in the project areas throughout nighttime hours. The City of Seaside designates working hours as 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 7:00 p.m. on Saturday, Sunday, and holidays. Following written authorization from the City of Seaside building official, if it is determined that the peace, comfort and tranquility of residents would be preserved throughout project implementation, construction activities would be permitted throughout the hours of 7:00 p.m. to 6:00 a.m., Monday through Thursday, and 12:00 a.m. to 6:00 a.m. on Fridays (City of Seaside Code 9.12.030). Although the City of Sand City does not define limited construction hours, the project would remain consistent with the City of Seaside standards for construction activities along Tioga Avenue. Throughout nighttime construction activities, all lighting would be downcast and shielded away from adjacent land uses, and include only those lights necessary to provide safety for the construction crew, and adequate visibility to implement the project safely and securely. All additional lighting utilized for the implementation of the project would be removed following the completion of construction activities.

Because construction activities would occur in largely developed areas that currently support nighttime lighting from adjacent buildings and street lamps, and all lighting that would be used

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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throughout implementation of the project would be downcast and shielded away from adjacent land uses, this impact would be **less than significant**. Furthermore, all nighttime work would be authorized by the building official from the City of Seaside prior to the onset of construction activities. Therefore, no mitigation would be required.

B. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project area, including the northern and southern project areas, do not contain any lands that have been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared by the Farmland Mapping and Monitoring Program of the California Resources Agency (California Resource Agency, 2014). The project areas have been mapped as Urban and Built-Up Land, which is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres. The project areas have also not been identified as supporting agricultural land uses through the City of Seaside or Sand City General Plans (City of Seaside, 2004; City of Sand City, 2015), as neither City supports any agricultural land uses. Therefore, implementation of the project would not result in a change in land uses as a result of project implementation that would reduce agricultural resources, or convert existing agricultural land uses to non-agricultural uses, and there would be **no impact**.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no land uses within the project area that are zoned for agricultural uses, and there are no agricultural lands present within the City of Seaside or Sand City (City of Seaside, 2010) (City of Sand City, 2015). The northern project area is zoned for Automotive Commercial, Heavy Commercial, Regional Commercial, and Manufacturing land uses (City of

Seaside, 2010; Sand City, 2015c). The southern project area is zoned for Open Space Recreation and Public Institutional (City of Seaside, 2010).

The project areas are also not under a Williamson Act Contract, and there are no agricultural lands that would be impacted through project implementation (California Department of Conservation, 2015b).

Because the project areas do not support areas that have been zoned for agricultural uses, or are included within a Williamson Act contract, there would be **no impact**.

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| 3. 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project area is not located on or near lands that have been zoned for forest lands, timberland, or Timberland Production (City of Seaside, 2010; Sand City, 2015c). The northern project area is zoned for Automotive Commercial, Heavy Commercial, Regional Commercial, and Manufacturing land uses (City of Seaside, 2010; Sand City, 2015c). The southern project area is zoned for Open Space Recreation and Public Institutional (City of Seaside, 2010).

Implementation of the project would be limited to public roadways within the project areas, and the project would not result in any impacts to, or the removal of, any trees that are within or adjacent to the project areas. Therefore, the project would not affect any forest or timber resources, or access to or the harvest of timber resources in the future, and therefore, there would be **no impact**.

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| 4. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no forest lands that occur within the project area, or within the immediate vicinity of the project area (City of Seaside, 2010; Sand City, 2015c). Implementation of the project would be limited to public roadways within the project area, including the northern and southern project areas. The project would not result in any impacts to, or the removal of, any trees that are within or adjacent to the project area. Any trees adjacent

to the project area are associated with landscaping or Laguna Grande Park, and are not associated with forest lands. Therefore, there would be **no impact**.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 5. <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project area does not support lands designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, timberlands or forest lands (California Resources Agency, 2014; City of Sand City, 2015c; City of Seaside, 2010), and are not surrounded by lands that support agricultural production, timberlands or forest lands (City of Seaside, 2010; Sand City, 2015c). Therefore, implementation of the project would not result in the conversion of any agricultural, forest or timberland land uses to non-agricultural or non-forest land uses, and there would be **no impact**.

C. AIR QUALITY

The significance criteria established by the Monterey Bay Air Resources District (MBARD) has been relied upon to make the following determinations. Would the project:

1. *Conflict with or obstruct implementation of the applicable air quality plan?* ☐ ☐ ☒ ☐

Discussion: The SCSO service area is within Monterey County, which is located in the North Central Coast Air Basin (NCCAB) and comprised of Monterey, Santa Cruz, and San Benito Counties. The Monterey Bay Air Resources District (MBARD) consists of all three counties within the NCCAB; therefore, MBARD is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education and public information activities related to air pollution, as required by the California Clean Air Act (CCAA) and Amendments, and the Federal Clean Air Act (CAA) and Amendments.

The MBARD Air Quality Management Plan (AQMP) is the applicable air quality plan for the project areas. MBARD was required under the CCAA to develop an attainment plan to address ozone violations by July 1991. The CCAA requires MBARD to periodically prepare and submit a report to the California Air Resources Board (CARB) that assesses its progress toward attainment of the state ambient air quality standards (AAQS). The most recent update (2012-2015) is the seventh update to the 1991 AQMP. It shows that the region continues to make progress toward meeting the state ozone standard.

As described in the MBARD CEQA Air Quality Guidelines, construction projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit precursors of ozone (i.e., volatile organic compounds [VOC] or oxides of nitrogen [NOx]), are accommodated in the emission inventories of the AQMP. Accordingly, projects that propose use of typical construction equipment and practices would not have a significant impact on the attainment and maintenance of ozone AAQS and, therefore, would not conflict with the AQMP.

Implementation of the project would not require any non-typical construction equipment or practices, and would not create long-term emissions, as operations would remain largely the same as existing conditions following the replacement of the sewer pipelines and abandonment of the Tioga Lift Station. Therefore, the project would not conflict with or obstruct any long-range air quality plans, and the impacts to the applicable air quality plan would be **less than significant**. No mitigation would be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The CAA of 1970 required the EPA to establish National Ambient Air Quality Standards (NAAQS) for six criteria pollutants with states retaining the option to adopt more stringent standards or to include other specific pollutants. The US EPA has classified air basins (or portions thereof) as being in “attainment,” “nonattainment,” or “unclassified” for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data was available as a basis for a nonattainment or attainment designation. **Table AQ-1** lists the attainment status of the NCCAB for the criteria pollutants. The US EPA classifies the NCCAB as in attainment or unclassified for all pollutants with respect to federal air quality standards. The NCCAB is not in nonattainment status for any pollutant.

The state of California, under the CCAA, has established standards for criteria pollutants that are generally stricter than federal standards. The CARB establishes air quality standards in the state and measures progress in reducing pollutant emissions. As shown in **Table AQ-1**, the NCCAB is currently in nonattainment status for respirable particulate matter (PM₁₀), and transitional nonattainment status for ozone. An area is designated transitional nonattainment if, during a single calendar year, the state standard is not exceeded more than three times at any monitoring location within the applicable district.

Table AQ-1. North Central Coast Air Basin Attainment Status

Pollutant	Averaging Time	California Standards	Federal Standards
Ozone (O ₃)	1 Hour	Nonattainment – Transitional	No Federal Standard
	8 Hour		Attainment
Respirable Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	Nonattainment	No Federal Standard
	24 Hour		Unclassified ⁽¹⁾
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	Attainment	Attainment
	24 Hour	No State Standard	
Carbon Monoxide (CO)	8 Hour	Unclassified	Unclassified/Attainment
	1 Hour		
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	No State Standard	Attainment
	1 Hour	Attainment	No Federal Standard
Lead	Calendar Quarter	No State Standard	Attainment
	30 Day Average	Attainment	No Federal Standard
	Rolling 3-Month Average	No State Standard	Attainment
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	No State Standard	Attainment
	24 Hour	Attainment	Attainment
	1 Hour	Attainment	No Federal Standard
Sulfates	24 Hour	Attainment	No Federal Standard
Hydrogen Sulfide	1 Hour	Unclassified	No Federal Standard
Visibility Reducing Particulates	8 Hour (10:00 a.m. to 6:00 p.m., PST)	Unclassified	No Federal Standard

⁽¹⁾ Unclassified; indicates data are not sufficient for determining attainment or nonattainment.
Source: CARB 2017, EPA 2017a

Construction

Construction activities would result in temporary increases in air pollutant emissions. Project construction emissions were estimated using the CalEEMod Model, version 2016.3.2, based on construction information provided by SCSO in 2018. Detailed assumptions and modeling data sheets are provided in **Attachment 1**. Maximum daily emissions levels associated with construction of the proposed project are shown in **Table AQ-2**.

The MBARD identifies a quantitative cumulative threshold for PM₁₀ emissions of 82 pounds per day (lbs/day). The MBARD identifies general earthmoving screening values to determine consistency with this threshold. Projects that propose grading of up to 8.2 acres total, with minimal earthmoving or grading of 2.2 acres per day or less, are considered not to exceed the threshold of 82 lbs/day of PM₁₀. A total disturbance area of less than one acre is anticipated for the proposed projects. Additionally, as shown in **Table AQ-2**, the project is estimated to generate a maximum of two pounds per day of PM₁₀.

The MBARD does not identify quantitative thresholds for other criteria pollutants during construction. The use of typical construction equipment, such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit precursors of ozone [i.e.,

D. BIOLOGICAL RESOURCES

Would the project:

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| 1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Harris biologists reviewed relevant background information pertaining to the project, including U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database, California Department of Fish and Wildlife's (CDFW), the California Natural Diversity Database (CNDDB), and California Native Plant Society (CNPS) occurrence records for special-status plants and wildlife occurrences within or near the project area, and other relevant documents or communications from resource specialists. Information from these sources was reviewed to determine which species have the potential to occur in or near the project area. The biologists then conducted field surveys of both the northern and southern project areas on November 8, 2018; the areas were evaluated for the potential to support sensitive biological resources.

The sewer line replacement activities, including the abandonment of the Tioga Lift Station, would occur within the existing public right-of-way. These areas are paved and devoid of natural habitats or vegetation. Therefore, no direct impacts (e.g., habitat destruction or "take" of individuals) to special-status species or habitat within the project areas are expected. Project staging and activities, including trenching through the asphalt or concrete, pipe replacement, temporary stockpiling of trenched material, and backfilling would occur entirely within the roadways or disturbed shoulders of the roadways. In addition, to ensure that no project activities expand into areas with vegetation or bare soil, a qualified biologist would mark the location of temporary fencing to be installed at the edge the norther and southern project areas (see Section II, Detailed Project Description). The contractor would install the fencing prior to the start of construction activities.

Although special-status species and habitat do not occur within the project area, the sewer line alignment and lift station along Tioga Avenue are located within or near locations for eight special-status species plants and three special-status animals (**Attachment 2**).

Special-Status Plants

The special-status plant species identified in the database search include:

- Sand gilia (*Gilia tenuiflora* ssp. *arenaria*), federally listed as endangered, state-listed as threatened, and considered rare by the California Native Plant Society (CNPS);
- Coast wallflower (*Erysimum ammophilum*), a USFWS Species of Special Concern and CNPS plant of limited distribution;
- Monterey spineflower (*Chorizanthe pungens* var. *pungens*), federally listed as a threatened, considered rare by CNPS;
- Seaside bird's beak (*Cordylanthus rigidus littoralis*), state-listed as endangered and is considered rare by CNPS;
- Dune manzanita (*Arctostaphylos pumila*) considered rare by CNPS;
- Eastwood's ericameria (*Ericameria fasciculata*) considered rare by CNPS;
- Northern curly-leafed monardella (*Monardella sinuata* ssp. *nigrescens*) considered rare by CNPS; and
- Jolon clarkia (*Clarkia jolonensis*) considered rare by CNPS.

These species are associated with the coastal dune habitat at Monterey State Beach, including the back dune areas, which previously extended far inland until development of the area diminished this habitat. Presently, where there is bare, sandy soil exposed, along the historic Southern Pacific railroad right-of-way that parallels Del Monte Boulevard, these species may still occur, despite high levels of disturbance.

Because trenching for the project will cross the railroad right-of-way only within the paved portion of Tioga Avenue, and because the project includes fencing at the edge of the project area (pavement), as discussed in Section II, Detailed Project Description, the project is not expected to encroach into sandy areas that could support these species. Therefore, there would be a **less than significant** impact on special-status plants. No mitigation would be required.

Special-Status Animals

The special-status animal species identified in the database search include:

- Northern California legless lizard (*Anniella pulchra*),
- Salinas harvest mouse (*Reithrodontomys megalotis distichlis*), and
- American badger (*Taxidea taxus*).

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| 3. Have a substantial adverse effect on federally protected wetlands as defined (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Based on the surveys performed by Harris & Associates' qualified biologists on November 8, 2018, it was determined that there were no federally protected wetlands, as defined by Section 404 of the Clean Water Act, located within the project areas. However, adjacent to the southern project area there are two natural habitats associated with Laguna Grande, freshwater lake and freshwater marsh, both located approximately 250-feet west of Canyon Del Rey Boulevard (see discussion of these habitats, above).

Because of the restriction of project activities to disturbed areas only, no direct impacts to these wetlands and waters of the U.S. would occur. And, with the addition of exclusionary fencing and BMPs included in the Detailed Project Description in Section II, in accordance with the MRSWMP (July 2015 edition), the project would not be expected to cause erosion, sedimentation, or stormwater pollution in adjacent wetlands or waters, including freshwater lake and marsh habitats at Laguna Grande Lake. Therefore, there would be no direct impacts to wetlands, and indirect impacts to adjacent wetland habitats and vegetation would be **less than significant**. No mitigation would be required.

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| 4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The trenching associated with the replacement of the degraded sewer lines throughout the project areas would be implemented within the rights-of-way of public roadways, which are paved and/or heavily disturbed. No habitats would be impacted, and no trees would be proposed for removal or trimming. Vegetation adjacent to the roads and sidewalks support disturbed/bare ground and are typically weeds, lawns, and/or ornamental trees and/or shrubbery. The developed parts of Laguna Grande Park (excluding the lake and marsh area, which are discussed above) includes lawns, ornamental trees and shrubs, playgrounds, bridges, and outdoor furniture (e.g., picnic tables and benches). Cypress and blue gum (*Eucalyptus* spp.) trees are present both in Laguna Grande Park and along the Canyon del Rey and Del Monte Boulevard rights-of-way in and near the project areas. These trees, as well as trees and other vegetation planted in sidewalk strips or cutouts (also called a tree pit or planter), medians, around buildings, or along the

historic Southern Pacific railroad right-of-way may be utilized by migratory birds for nesting, feeding, and roosting during the nesting season, which is from February 1-September 15.

As described further in Section M, Noise, construction activities could result in short-term noise primarily from the operation of heavy construction equipment to excavate the trenches, lay the pipelines, and backfill the trenches. The construction-related noise from these activities could disrupt nesting birds if they occur near the freshwater marsh or riparian habitats at Laguna Grande Lake, or near the ornamental trees or shrubs that occur in planting strips or medians adjacent to the project areas during nesting season for migratory birds. With implementation of **Mitigation Measure BIO-1: Implement Preconstruction Surveys for Nesting Birds**, the potential impact on breeding migratory birds would be **less than significant with mitigation**.

Mitigation Measure BIO-1: Implement Preconstruction Surveys for Nesting Birds. The SASD will ensure that the construction specifications include the following protective measures for migratory birds, and SASD staff or their construction contractor will be responsible for ensuring the following measures are implemented. Between February 1 and September 15 (bird nesting season), a qualified biologist will conduct a preconstruction survey of all trees, vegetation, and bare areas within 200 feet of the construction area within 15 days of the onset of construction activities that include operation of heavy construction equipment to excavate the trenches, lay the pipelines, and backfill the trenches. If breeding birds are found to be utilizing any resources within the 200-foot survey area, the biologist will delineate appropriate buffers to exclude construction activities and protect nesting activities from disturbance.

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| 5. Conflict with any local policies or ordinances protecting biological resources (such as the Sensitive Habitat Ordinance, Riparian and Wetland Protection Ordinance, and the Significant Tree Protection Ordinance)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The southern project area is located within the Coastal Zone and is included in the City of Seaside's LCP. The southern project area itself does not support sensitive biological resources or biotic communities, as discussed above. However, adjacent habitats at Laguna Grande Lake are protected under the City of Seaside's LCP and General Plan Conservation and Open Space Elements and Habitat Management Plan (City of Seaside, 2017). Impacts to these habitats would be avoided and/or minimized via project avoidance and minimization measures and the implementation of BMPs discussed in the Detailed Project Description in Section II. Additionally, implementation of the project would not involve the trimming or removal of any trees within the project area, which are protected (if on private property) via the City of Seaside or City of Sand City's Tree Ordinance. In summary, the project would not conflict with any

local policies or ordinances protecting biological resources. This impact would be **less than significant**. No mitigation would be required.

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| 6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no existing or pending Habitat Conservation Plans or Natural Community Conservation Plans that include the project area. There would be **no impact**.

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| 7. Produce nighttime lighting that would substantially illuminate wildlife habitats? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: In accordance with the City of Seaside's construction hour limits, daytime construction activities would be implemented between 7:00 a.m. to 7:00 p.m., Monday through Friday, and from 9:00 a.m. to 7:00 p.m. on Saturdays, Sundays and holidays. However, if nighttime construction is determined to be necessary, the City of Seaside building official would provide written authorization after the determination that the peace, comfort and tranquility of residents would be preserved. This would allow for construction activities to occur throughout the hours of 7:00 p.m. to 6:00 a.m., Monday through Thursday, and 12:00 a.m. to 6:00 a.m. on Fridays. Nighttime construction would result in the addition of lighting throughout the project areas. In order to minimize lighting impacts on adjacent land uses, all lights would be shielded down, and away from water sources and adjacent natural habitats. Furthermore, lighting would be limited to that level necessary to provide safety for the construction crew, and to allow for the ongoing efficient implementation of the project. Therefore, the addition of light throughout the project areas would not illuminate light into adjacent wildlife habitats, and this impact would be **less than significant**. No mitigation would be required.

E. CULTURAL RESOURCES

Would the project:

1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

☐ ☒ ☐ ☐

Discussion: The analysis in this section is based on the Phase I Archaeological Investigations for the SCSD Sewer Pipeline Replacement Project, prepared by professionally qualified staff with Albion Environmental (Albion Environmental, 2019). As part of this effort, Albion conducted archival historical research at the Northwest Information Center (NWIC), extending to a quarter-mile beyond the project area, contacted the Native American Heritage Commission, created a cultural resources inventory report according to the Secretary of the Interior's Standards for Archaeological Documentation, and conducted a pedestrian surface survey of portions of the project areas on February 4, 2019. Albion conducted no subsurface testing as part of this survey.

The results of the records search at NWIC found one known cultural resource within the northern project area, and one known resource within a quarter-mile of the project area. Within the northern project area, the Southern Pacific Railroad crossing at Tioga Avenue between California Avenue and Del Monte Boulevard was identified as a historic resource. The abandoned rail line was built in 1879. Through project implementation, the track area within Tioga Avenue would be temporarily disturbed as open trenching would occur within the paved roadway to place replacement pipelines. However, this area of the rail line has been previously disturbed through the construction of Tioga Avenue. The rail line located outside of the paved roadway to the north and south would not be impacted by project implementation; and protective fencing, as further discussed in Section II, Detailed Project Description, would be placed along the perimeter of the roadway to ensure construction vehicles and materials would not enter this area.

Although it is not anticipated due to the previous disturbance within the northern and southern project areas that occurred through initial sewer line installation and roadway development, construction activities could result in the disturbance of previously undiscovered or unknown historical resources within the project areas, especially because there has been little subsurface testing within the project areas. With implementation of ***Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrences of Cultural or Historic Resources during Construction***, potential impacts to unknown historic resources would be **less than significant with mitigation**.

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural or Historic Resources during Construction. The SASD will ensure that the construction specifications include the following protective measures for the unexpected occurrence of cultural or historic resources, and SASD staff or their construction contractor will be responsible for ensuring the following measures are implemented.

Prior to excavation or other ground disturbing construction activities, the SCSD will retain a qualified archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 CFR 61, and who has experience with precontact, historic period, and tribal resources. The archaeologist shall attend a pre-construction meeting with the contractor and construction crew to review potential resources that may be encountered throughout construction activities.

During the initial groundbreaking of construction, the archaeologist and a Native American monitor shall be present to monitor excavation and other ground-disturbing activities to determine the overall sensitivity of the area for supporting cultural resources. Based on the results of this initial evaluation, it will be determined if the archaeologist and/or Native American monitor will be required for further monitoring along the project alignments.

If cultural resources are encountered, the archaeologist shall have the authority to temporarily halt or redirect ground-disturbing activities until the material is evaluated and appropriate course of action is determined by the archaeologist and the SCSD lead engineer. The SCSD engineer will work with the archaeologist to determine the extent of the materials encountered, and develop an appropriate course of action. Such actions may include identifying alternative pipeline replacement methods or alignments that both provide the ability for the project to move forward and protect resources in place.

Potential resources include subsurface historic features such as artifact-filled privies, wells, and refuse pits, and artifact deposits, along with concentrations of adobe, stone or concrete walls or foundations, and concentrations of ceramic, glass, or metal materials. Potential Native American archaeological materials include obsidian and chert flaked stone tools (such as projectile and dart points), midden (culturally derived darkened soil containing heat-affected rock, artifacts, animal bones, and/or shellfish remains), and/or groundstone implements (such as mortars and pestles).

If cultural materials are encountered throughout project implementation, the archaeologist will prepare and submit a final report to the SCSD for review and approval. Consistent with the Secretary of Interior's Standards, the report shall describe any monitoring that was undertaken throughout project implementation, and provide interpretations about any cultural materials that

were encountered during construction noting, to the extent feasible, each item's class, material, function, and origin.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: According to the Phase I Archaeological Investigations for the SCSD Sewer Pipeline Replacement Project, prepared by professionally qualified staff with Albion Environmental (Albion Environmental, 2019), there is no evidence of prehistoric cultural resources located within or adjacent to the project area. Further, it was found that the Native American Heritage Commission (NAHC) had no information in their files about potential cultural resources in or near the project area, and the reconnaissance level surveys conducted by Albion's qualified archeologists had negative results.

Ground disturbing activities such as open trenching could reveal previously undiscovered archaeological resources of significance. Although it is unlikely resources would be discovered because the project area was previously disturbed when the original sewer lines and roadways were installed, there is a possibility of the unanticipated and accidental discovery of archeological resources during ground disturbing project-related activities. With implementation of *Mitigation Measure CR-1*, this impact would be **less than significant with mitigation**.

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural or Historic Resources during Construction. This mitigation measure is described above.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 3. Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: According to the Phase I Archaeological Investigations for the SCSD Sewer Pipeline Replacement Project, prepared by professionally qualified staff with Albion Environmental (Albion Environmental, 2019), there is no evidence of human remains located within or adjacent to the project area. It was also found that the Native American Heritage Commission (NAHC) had no information in their files about potential human remains in or near the project area. Furthermore, the reconnaissance level surveys that were undertaken by qualified archeologists at Albion also had negative results.

Ground disturbing activities proposed through project implementation could reveal previously undiscovered resources of significance. Although it is unlikely resources would be discovered

because the project area has been previously disturbed for sewer line and roadway installation, there is a possibility of the unanticipated and accidental discovery of human remains during ground disturbing project related activities. With implementation of ***Mitigation Measure CR-1 and Mitigation Measure CR-2: Stop Work in the Event of Unexpected Occurrence of Human Remains during Construction***, potential impacts to unknown resources would be **less than significant with mitigation**.

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural or Historic Resources during Construction. This mitigation measure is described above.

Mitigation Measure CR-2: Stop Work in the Event of Unexpected Occurrence of Human Remains during Construction. The SASD will ensure that the construction specifications include the following protective measures for the unexpected occurrence of human remains, and SASD staff or their construction contractor will be responsible for ensuring the following measures are implemented.

If human remains and associated and/or unassociated funerary objects are discovered during soil-disturbing activities, construction crews will stop work and immediately notify the Monterey County Coroner, and a qualified archeologist, in accordance with applicable State laws. In the event that the Coroner determines that the human remains are Native American, the SCSD will notify the Native American Heritage Commission (NAHC) according to the requirements in PRC Section 5097.98. NAHC will appoint a Most Likely Descendent (MLD). A qualified archeologist, SCSD and the MLD will make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines, Section 15064.5[d]). The agreement will take into consideration the appropriate preservation measures, with the preference to preserve all resources intact and in place. The SCSD will develop an alternative pipeline route, or excavate, remove, record, analyze, take custody of, and finally respectfully dispose of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters.

F. ENERGY

Would the project:

1. *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

☐ ☐ ☒ ☐

Discussion: Implementation of the project would require a temporary net increase in energy consumption throughout construction activities within both the northern and southern project areas. Construction would require the use of diesel-powered equipment which uses fossil fuels. To minimize fuel usage, equipment operators would limit idling time to five (5) minutes, as required by the California airborne toxics control measure Title 13, Section 2485, of California Code of Regulations.

Following project implementation, the project areas would be returned to pre-project conditions and would not substantially change the energy consumption from existing usage. Through the replacement and consolidation of the aging pipelines with new pipelines and alignments, there would be a reduction in maintenance trips that would be required to each project area, reducing fuel use.

Through the limits placed on idling construction equipment, and the reduced number of maintenance trips that would be required as a result of the replacement of the aging sewer lines, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and this impact would be **less than significant**. No mitigation would be required.

2. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

☐ ☐ ☒ ☐

Discussion: The Cities of Seaside and Sand City have not adopted renewable energy or energy efficiency plans concerning construction or wastewater infrastructure activities. However, the Monterey County Municipal Climate Action Plan (MCAP), which was intended to establish specific reduction goals and necessary actions to reduce municipal Greenhouse Gas (GHG) levels, emphasizes the County's commitment to energy efficiency and includes reducing emissions from wastewater facilities (Monterey County, 2013). The project proposes only to replace and reroute the existing aged sewer pipelines within the project areas, increasing the capacity of individual pipes to accommodate the existing flows of multiple pipelines, but would not substantially change the overall operational capacity of the system. The decommissioning of the Tioga Lift Station would also improve the efficiency of flows from the City of Sand City

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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through the wastewater system and would be considered beneficial to the Cities of Seaside and Sand City. Therefore, the project would not obstruct a state or local plan for renewable energy or energy efficiency. The impact would be **less than significant**. No mitigation would be required

G. GEOLOGY AND SOILS

Would the project:

1. *Directly or indirectly cause potential substantial adverse effects, including the loss, injury, or death involving:*
 - A. *Directly or indirectly cause potential substantial adverse effects, including the loss, injury, or death involving: 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.*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 - B. *Strong seismic ground shaking?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 - C. *Seismic-related ground failure, including liquefaction?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 - D. *Landslides?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Faults are caused by the movement of the earth's crust, which forces bedrock units located on opposite sides of a fault line to slide past each other. These lines are not discretely defined, so movement of the ground surface can occur throughout a fairly wide area that overlies a fault zone. An active fault is defined as a fault that has a historic seismic record (activity in the last 100 years) or displaces Holocene (11,000 years and younger) deposits. Faults that exhibit signs of geologically recent movement (active within the past 11,000 years) are considered the most likely to experience movement in the near future. Therefore, active faults are generally thought to have the greatest fault rupture potential. Most agencies, however, would consider potentially active faults (active within the past two million years) as being capable of generating future earthquakes. Faults classified as inactive are not considered to present a significant fault rupture hazard or seismic source.

Seismicity. The Cities of Seaside and Sand City are located within the Monterey Bay Area, a seismically active region. The San Andreas fault, considered dangerous to areas that lay within 50 to 100 miles of its trace, is located approximately 50 miles northeast of the project areas. It is the predominant fault system in California and has generated some of the largest and most

destructive earthquakes in history. There are also two smaller active faults, the Ord Terrace and Seaside Faults, that both extend beneath the City of Seaside and the project area (Seaside General Plan, 2004b). The Monterey County General Plan also refers to the Chupines fault that runs adjacent to the project areas, approximately 5 miles to the south (County of Monterey, 2018a). These faults are not defined as Alquist-Priolo Earthquake Fault Zones (Alquist-Priolo Earthquake Fault Zones, 2018; California Division of Mines and Geology, 2001).

Soils. According to the Soil Survey of Monterey County, California (U.S. Department of Agriculture, 2012), the project areas are underlain with 85% Baywood sand, 10% dune land, and 5% oceano (USDA NRCS, 2017). The Baywood sand soils range from 2-15% slopes and span the project areas. They are gently sloping to rolling soils on stabilized sand dunes. Runoff is slow to medium, the erosion hazard is slight to moderate, and the permeability of the soil is rapid in Baywood soils (U.S. Department of Agriculture, 2012). The Cities of Seaside and Sand City are located in areas where sand has built up over time creating cemented sandstone layers in some areas, but younger, loose soils are also common throughout the Cities (Seaside General Plan, 2004b).

Liquefaction. Liquefaction is a phenomenon where near surface soils lose cohesion and are converted to a fluid state as a result of severe vibration. Structures built in and on soils respond differently to liquefaction. Underground structures that are less dense than the liquefied soil, including sewer lines, tend to rise to the surface. The project areas are underlain with Baywood sand soils, which are considered to have a medium-level potential for liquefaction. Within the Cities of Sand City and Seaside, the risk for liquefaction exists primarily in the beach and sand dune areas and in infill areas close to the shoreline (City of Sand City General Plan, 2015; City of Seaside General Plan, 2004).

Erosion. Areas where the slope ranges from 40-60% are lands that are most susceptible to landslides. The project alignments are relatively flat in nature, and the slopes do not exceed 15%. Gravity flow throughout the project areas carries water from the northern project area towards the southern project area, eventually flowing into the Monterey Bay (California Department of Conservation, 2015a).

A. Although the project area is located within the seismically active Monterey Bay Area, the project area does not include faults that have been mapped through the State Alquist-Priolo Special Studies Zone program (Alquist-Priolo Earthquake Fault Zones, 2018; California Division of Mines and Geology, 2001). Further, the project would not include structures or other components that would increase the exposure of people or structures to adverse effects as a result of the rupture of an Alquist-Priolo fault zone, and there would be **no impact**.

B. All of Monterey County is subject to hazards that may occur through ground shaking and ground surface rupture resulting from earthquakes. The project area is located in an area that supports a number of active faults, as discussed above. The principal concern related to human

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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exposure to ground shaking and ground surface rupture is that both of these processes can result in structural damages.

Implementation of the project would not result in the addition of new structures within the project areas. The sewer lines would be upgraded and replaced underground, and the above ground structure of the Tioga Lift Station would be removed. The upgraded and replaced sewer lines would be designed in accordance with the California Building Code seismic design force standards for the Monterey County area, per Chapter 15.04 of the Seaside Municipal Code and in Title 15, code 1630.8.2.2 of the Sand City Municipal Code (Seaside Municipal Code, 2018; Sand City, 2015a) to minimize risks associated with utility failure during a seismic event.

Implementation of the projects would not result in the regular occupation of the project areas; however, ongoing maintenance would be required. There is a very low risk that persons would be at the project areas checking or maintaining the sewer lines during a seismic event. Therefore, the project would not expose people to potential adverse effects beyond the current level of exposure, and this impact would be **less than significant**. No mitigation would be required.

C. The project areas are underlain with Baywood sand soils, which are considered to have a medium-level potential for liquefaction. Within the Cities of Sand City and Seaside, the risk for liquefaction exists primarily in the beach and sand dune areas and in infill areas close to the shoreline (City of Sand City General Plan 2015; City of Seaside General Plan 2004). The principal concern related to human exposure to liquefaction is that the process may result in structural damage. The project would not result in the addition of structures and would be subject to the California Building Code seismic design force standards for the Monterey County area, per Chapter 15.04 of the Seaside Municipal Code and in Title 15, code 1630.8.2.2 of the Sand City Municipal Code (Seaside Municipal Code, 2018; Sand City, 2015a). Compliance with these standards would ensure that the associated sewer line improvements would be designed and constructed to withstand expected seismic activity and associated hazards, including strong seismic ground shaking and seismic-induced ground failure (e.g. liquefaction, lateral spreading, landslide, subsidence, and collapse), thereby minimizing risk to the public and the property. Therefore, this impact would be **less than significant**. No mitigation would be required.

D. The project area, including the northern and southern project areas, are relatively flat in nature, and project implementation would occur within paved local roadways that do not support exposed soils. Implementation of the project would not result in the addition of new structures within the project areas. The sewer lines would be upgraded and replaced underground, and the above ground structure of the Tioga Lift Station would be removed. Following project implementation, open trenches would be refilled to grade and repaved. Furthermore, the upgraded and replaced sewer lines would be designed in accordance with the California Building Code seismic design force standards for the Monterey County area, per Chapter 15.04 of the Seaside Municipal Code and in Title 15, code 1630.8.2.2 of the Sand City

Municipal Code (Seaside Municipal Code, 2018; Sand City, 2015a) to minimize risks associated with utility failure during a seismic event, including landslides. This impact would be **less than significant**. No mitigation would be required.

2. *Result in substantial soil erosion or the loss of topsoil?* ☐ ☐ ☒ ☐

Discussion: Project construction activities would result in the potential for erosion or loss of topsoil from excavation activities required for the replacement of the sewer lines within the northern and southern project areas. However, any erosion or loss of top soil would be minimal because construction activities would be open trenching that is largely contained within existing paved roadways. Additionally, as described in Section II under the Detailed Project Description, the construction contractor would be required to implement BMPs in accordance with the County of Monterey Construction Best Management Practices Handbook (July 2015 edition) to minimize sedimentation from the project areas (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging area, watering down the construction site to minimize excess dust). Following sewer pipeline installation, soils would be replaced into the open trenches, and the roadways would be repaved to return the project areas to pre-project conditions. Therefore, the potential for substantial soil erosion or loss of topsoil would be **less than significant**. No mitigation would be required.

3. *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?* ☐ ☐ ☒ ☐

Discussion: Following a review of geologic hazards information, as discussed above, and a field visit to the project areas, there is no indication that the replacement of the sewer lines within the relatively flat project area would contribute to any landslides, lateral spreading, subsidence, liquefaction, or collapse of soils or local geologic units. Furthermore, project work would be largely underground in open trenches, and would not create cut or fill slopes that could be unstable. Therefore, impacts related to the potential for project construction to cause or increase geologic instability would be **less than significant**. No mitigation would be necessary.

4. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?* ☐ ☐ ☒ ☐

Discussion: Expansive soils shrink or swell depending upon water content and can cause damage to structures. Soils with a high clay content are more susceptible to swelling than sand or gravel soils. The soils within the project areas are Baywood sand soils⁴. These soils have rapid permeability, are well drained, have slow to medium runoff potential, and are unlikely to pond or support flooding (Uniform Building Code, 2007). They have low shrink swell potential and are not expansive by nature (U.S. Department of Agriculture, 2012). Therefore, risks to life or property as a result of project implementation in expansive soils would be **less than significant**. No mitigation would be required.

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| 5. Have soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no septic tanks, leach fields, or alternative waste water disposal systems proposed as part of or affected by the project. The project would continue to convey sewage through the current collection system in accordance with the requirements of the SCSD, and would improve the efficiency and reliability of the system through the replacement of existing aged pipelines with new pipelines. Therefore, there would be **no impact**.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Paleontological resources are located within geologic deposits or bedrock that underlie the surface soil layer. Neither the City of Seaside nor the City of Sand City has identified paleontological resources within City limits (City of Seaside 2017; City of Sand City 2002). In addition, the Stanford Libraries EarthWorks mapping program has not identified any paleontological resources within the project vicinity (2001). Therefore, it is not anticipated that paleontological resources would be impacted through ground disturbance associated with the implementation of the projects in the northern or southern project areas. The impact would be **less than significant**. No mitigation is required.

⁴ <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>.

H. GREENHOUSE GAS EMISSIONS

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Project construction would result in an incremental increase in greenhouse gas (GHG) emissions by usage of fossil fuels. In accordance with Section 15183.5(b) of the CEQA Guidelines, a plan for the reduction of greenhouse gas (GHG) may be used to analyze whether a project would result in significant GHG emissions provided that the plan includes specific elements. Plans that meet the listed requirements are referred to as Qualified GHG Reduction Plans. Plans are required to include an emissions inventory, establish baselines below which GHG emissions would not be cumulatively considerable, estimate future GHG emissions in the covered geographic area, specify measures to meet emissions reduction targets, establish a mechanism to monitor plan progress, and be adopted following environmental review.

The Cities of Seaside and Sand City have not adopted city GHG reduction plans or climate action plans. Monterey County has adopted a Municipal Climate Action Plan (MCAP), which was intended to establish specific reduction goals and necessary actions to reduce municipal GHG levels, including emissions from wastewater facilities, to pre-1990 levels (Monterey County, 2013). The MCAP does not include any specific GHG emissions reduction strategies that specifically relate to construction emissions. The MCAP strategy primarily intends to reduce GHG emissions by implementing measures such as reducing vehicle miles traveled through the County and framing regional long-range planning efforts, and by increasing energy efficiency in new and existing buildings and facilities. The MCAP is consistent with AB 32 goals but does not meet the standards for a Qualified GHG Reduction Plan because it does not establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable.

At the state level, the CARB 2017 Scoping Plan establishes a framework of action for California to reduce statewide emissions to achieve the statewide emissions reduction goals of AB 32, S-3-05, and SB 32 (CARB, 2017). The 2017 Scoping Plan Update states "There are recent examples of land use development projects in California that have demonstrated that it is feasible to design projects that achieve zero net additional GHG emissions." The CARB recognizes that achieving no net increase in annual ongoing GHG emissions would demonstrate that a project is not participating in climate change impacts. As such, it is reasonable to assume that a project that would not result in on-going annual operations would not result in significant GHG emissions.

The total GHG emissions estimated for project construction were estimated by the CalEEMod model, consistent with the assumptions of the air quality analysis above. See **Attachment 1** for detailed model input and output. Estimated emissions are provided in **Table GHG-1**.

Table GHG-1. Estimated Total Construction GHG Emissions	
Improvement Location	Metric Tons CO ₂ e
Canyon Del Rey	55
Del Monte Avenue	223
Tioga Avenue	50
Total GHG Emissions	328

Note: Emission quantities are rounded to the nearest whole number. Exact values are provided in **Attachment 1**.

As shown in **Table GHG-1**, the proposed project would result in a total of 328 MT CO₂e over the duration of construction activities within both the northern and southern project areas, which would occur in less than eight (8) months total. The proposed project would be responsible for an incremental increase in GHG emissions by the usage of fossil fuels during construction; however, the project would have no impact on vehicle miles traveled or energy use in the county, as operational maintenance trips would be similar or less than existing conditions. Following construction, the proposed project would not include any components that would generate GHG emissions, and there would be no operational impacts. Therefore, the proposed projects would not result in any on-going net increase in annual GHG emissions, and the impacts associated with the temporary increase in GHG emissions would be **less than significant**. No mitigation would be required.

2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ☐ ☐ ☒ ☐

Discussion: See the discussion under G-1 above. This impact is considered **less than significant**. No mitigation would be required.

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Create a significant hazard to the public or the environment as a result of the routine transport, use or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project would not create a significant hazard to the public or the environment.

Hazardous materials associated with the replacement of the sewer lines throughout the project areas and decommissioning of the Tioga Lift Station may include fuel, oils, grease, lubricants, and other petroleum-based products contained in construction vehicles, as well as materials used during the construction process, such as solvents and adhesives. There is potential for inadvertent or accidental spill or leaks to occur during construction activities. In accordance with the contractor's specifications, these construction-related hazardous materials would be transported, stored, and handled in a manner consistent with relevant regulations and guidelines, including those recommended by the County of Monterey Construction Best Management Practices Handbook (e.g. refueling in staging areas, storage of all hazardous materials away from waterways, ensuring construction equipment is properly maintained and checked daily for leaks).

The construction specifications would also include BMPs to control erosion, sediment and stormwater pollution (e.g. sandbags and/or straw bales around the perimeter of the staging area) and watering down the site to minimize excessive dust. Additionally, the construction specifications would include testing any groundwater encountered during excavation to ensure all water leaving the site and entering the storm or sewer drain system is not contaminated with hazardous materials and meets Regional Water Quality Control Board standards.

To further minimize potential impacts that may occur to the environment from the accidental spill of sewage material, the contractor would develop a spill containment plan for the project, and would not allow any wastewater discharge from the sewage collection system to enter adjacent lands or waters. In the event of accidental discharge, the contractor would be responsible for containment and the immediate cleanup and disposal of all contaminated materials, in accordance with the requirements of the Monterey County Health Department's Environmental Health Division as mandated in Chapter 10.67 of Monterey County Code, updated in 2018.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Therefore, implementation of the projects would not result in a hazard to the public or the environment as a result of hazardous materials, and this impact would be **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Please see discussion under H-1 above. Project impacts would be considered **less than significant**. No mitigation would be required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: There are a number of schools located in close proximity to the project area. In the northern project area, the following educational facilities are located within 0.25 mile: Peninsula Center for Infant & Toddler Development (0.25 miles), Juan Cabrillo Head Start Center (0.3 miles), Sonshine Child Development Center (0.35 miles), Cypress Continuation High School (0.37 miles), Auburn's House Montessori School (0.6 miles), Little Ones Pre-School (0.73 miles), Seaside Child Center (0.74 miles), Monterey Bay Christian School (0.75 miles), Monterey Bay Charter School (0.78 miles) and Noche Buena School (0.8 miles).

In the southern project area, the following educational facilities are located within 0.25 mile: Cypress Continuation High School (0.21 miles) and Sonshine Child Development Center on the north and east side of the Harcourt Avenue (0.23 miles).

Additionally, there are several other educational facilities just beyond 0.25 miles from the project area. Other schools and facilities where children or adults may be regularly present in the surrounding project area include: Auburn's House Montessori School (0.5 miles), Monterey Bay Christian School (0.65 miles), Little Ones Pre-School (0.66 miles), Bay View Academy Lower Campus (0.69 miles), and Del Rey Woods Elementary School (0.8 miles).

Although there are many nearby schools and facilities, the project would not generate hazardous emissions. As described under **Impact H-1** above, spill prevention and containment measures would be in place in the event that wastewater is inadvertently discharged during the replacement

of the sewer pipeline. The project would also result in the abandonment of sewer lines in place, and therefore would transport minimal materials from the site along local roadways. Therefore, this impact is considered **less than significant**. No mitigation would be required.

4. *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?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: A government records search conducted in October 2018 revealed that there are no portions of the project area listed on the Cortese List⁵, a compilation of information from various sources listing potential and confirmed hazardous waste and hazardous materials sites in California (State of California, 2015; State of California, 2018).⁶

In the northern project area, there are no known hazardous materials sites identified on the Cortese List within 1,000 feet of the northern project area. There are a number of sites within and adjacent to the project area that have been previously reported, remediated, and closed. There is one active site approximately 1,300-feet away from the southern end of the project area adjacent to the Ichi-Riki Japanese Restaurant, where an ongoing cleanup is occurring for a site potentially contaminated with Total Petroleum Hydrocarbons (TPH). This site is located at the center of Del Monte Boulevard where the street intersects with Broadway Avenue, and would not be disturbed through project implementation.

In the southern project area, there are two hazardous materials sites that were identified on the Cortese List within 1,000 feet of the southern project area.

⁵ The California Environmental Protection Agency's Cortese List includes the following data resources. The State Water Resources Control Board's GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. The State Department of Toxic Substances Control's EnviroStor contains records for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination.

⁶ The Hazardous Waste and Substances Sites (Cortese) List is a planning resource used by the State, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code, Section 65962.5, requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substance Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies, including the State Water Resources Control Board and the California Integrated Waste Management Board, are required to provide additional hazardous material release information for the Cortese List.

- The GeoTracker database identified one known site located at 440 Harcourt Avenue. The site, Collection WDR-Seaside (#215129), is listed as a historical “Waste Discharge Requirement” (WDR) site. WDR Sites are sites that operate under WDRs issued by the State Water Resources Control Board or a Regional Quality Control Board, and WDRs address non-designated waste discharges that are usually applied to land. This site would not be impacted through project implementation and, therefore, would not result in the release of hazardous materials into the environment.
- The EnviroStor List included one site located at 1441 Canyon Del Rey Boulevard. The site, Embassy Suites Hotel (#27750002), is listed as a “State Response or National Priorities List” site. Land use restrictions were previously applied to the site (until 1997) due to groundwater and soil contamination with metals, TPH motor oil, and volatile organics from a pre-existing automobile junkyard. Although there may be land use restrictions that would be identified if the site were to be disturbed, implementation of the project would not impact this property. Therefore, the hazardous materials at this site would not impact implementation of the project.

Through implementation of the project BMPs, as discussed in Section II, Detailed Project Description, groundwater encountered during excavation would be tested to ensure that all water leaving the site and entering the storm or sewer water drainage systems is not contaminated with hazardous materials and meets the RWQCB requirements. If contaminated groundwater is daylighted as a result of project implementation, the collected water would be collected and disposed offsite at an EPA-approved facility, in coordination with the RWQCB.

Through the implementation of project BMPs, the project would not result in significant adverse impacts to the public or environment through the exposure of hazardous materials. This impact would be **less than significant**. No mitigation would be required.

5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ☐ ☐ ☒ ☐

Discussion: The Monterey Regional Airport is a public airport located within two (2) miles of the project area (**Figure 1**). The Monterey Regional Airport Master Plan was last revised in 2015, and the Cities of Seaside and Sand City are required by state statute to have general plans which are consistent with the Airport Land Use Compatibility Plan (ALUCP) portion of the Master Plan (Monterey Peninsula Airport District, 2015). The project areas are located within

the Traffic Overflight Zone of the Monterey Regional Airport (The Monterey Peninsula Airport District, 2015).

Implementation of the projects would not result in the addition of a safety hazard, including the addition of above ground structures within the flight zone, nor change the land uses or the population that would be supported by the existing land uses within or adjacent to the master plan area. The projects would also not result in conflicts with policies or programs associated with the Monterey Regional Airport (The Monterey Peninsula Airport District, 2015).

Consequently, the project would not conflict with an airport land use plan or operation of nearby airports, result in excessive noise, or pose a related air safety hazard to people living or working within the general vicinity of the project areas. Therefore, the impact would be **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 6. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Implementation of the project would not conflict with the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (Monterey County, 2014), for which the Cities of Seaside and Sand City are both included. Throughout project construction, temporary lane closures and slow-moving construction vehicles could delay or obstruct the movement of emergency vehicles. However, the proposed project includes implementation of traffic control plans for the northern and southern project areas, which would include measures to notify emergency service providers of construction activities to allow for the retention of emergency access throughout the project areas at all times. Emergency personnel would be alerted to the duration of construction activities, and the effects that those activities would have on local traffic. Therefore, implementation of the project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 7. <i>Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The northern and southern project areas are located in an area that is predominately commercial development within an urban environment, with the exception of Laguna Grande Park that is located directly south of Canyon Del Rey Boulevard in the southern project area. There are no wildlands located adjacent to the project areas.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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The CAL Fire Hazard Severity Zone Map designates the project areas as being in Local Responsibility Area, under the jurisdiction of Monterey County (California Department of Forestry, 2008). The County of Monterey has not identified the project areas or surrounding lands as being located within a Fire Hazard Area (County of Monterey, 2018b). Therefore, there would be **no impact**.

J. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would replace aged sewer pipelines within local public roadways, and would not result in an increase in impermeable surfaces, which could reduce groundwater recharge, as all work would occur within the paved roadways and associated paved shoulders.

There are no waterways within or adjacent to the northern project area. Within the southern project area, Laguna Grande Lake is located just south of Canyon Del Rey Boulevard. Laguna Grande is a freshwater lake that is hydrologically connected to Roberts Lake, which includes an outfall to the Monterey Bay.

The project does not include commercial, industrial or other activities that would generate contaminants or discharge runoff either directly or indirectly into a public or private water supply, or reduce water quality in local water bodies. During construction, stormwater runoff could contain soil and other pollutants such as fuels, oils, grease, lubricants, solvents and other materials associated with construction equipment and activities. As described in Section II under the Detailed Project Description, the construction contractor would be required to implement BMPs in accordance with the County of Monterey Construction Best Management Practices Handbook (July 2015 edition). These measures (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging areas, watering down the construction sites to minimize excess dust) would contain those construction related materials on-site.

Also in accordance with the project BMPs, as discussed in Section II, Detailed Project Description, groundwater encountered during excavation would be tested to ensure that all water leaving the site and entering the storm or sewer water drainage systems is not contaminated with hazardous materials and meets the RWQCB requirements. If contaminated groundwater is daylighted as a result of project implementation, the collected water would be collected and disposed offsite at an EPA-approved facility, in coordination with the RWQCB.

Following sewer line installation, soils would be refilled into the open trenches, and the disturbed ground would be repaved to return the entire project area to pre-project conditions. Disturbed areas that are not repaved would be seeded or planted with native ground cover to maintain minimal surface erosion, as necessary.

Therefore, no water quality standards or waste discharge requirements would be violated, and the project would not result in the degradation of ground water quality. As a result, the impact would be **less than significant**. No mitigation would be required.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Implementation of the project would not result in an increase in impermeable surfaces throughout the project areas, as the majority of the project would occur within existing paved public roadways, and these areas would be returned to pre-project conditions following the replacement of the sewer lines and decommissioning of the Tioga Lift Station.

Unpaved lands throughout the project areas would remain unpaved following project implementation. Therefore, there would be no change in impervious surfaces throughout the project areas, and therefore no change in the ability of the area to support groundwater recharge.

The proposed project would not use groundwater or require any additional water supply in the northern and southern project areas exceeding existing conditions. However, there is the potential for ground disturbing activities to result in the daylighting of groundwater throughout project implementation, as trenching depths would range between five (5) and 24 feet. Based on the geotechnical design report prepared for the Canyon Del Rey Sewer Line Replacement project, groundwater was found along the alignment from 13 to 23 feet below the ground surface (Cal Engineering & Geology, 2018). Through the implementation of the Monterey Regional Storm Water Management Program (MRSWMP) (July 2015 edition), all groundwater that is encountered would be tested and routed through the existing stormwater or sewer drainage systems to ensure that the groundwater supply would not be substantially depleted and/or contaminated. Further, coordination with the RWQCB, as necessary, would require that adequate measures were implemented to preserve and protect groundwater throughout implementation of the project. Therefore, this impact would be **less than significant**. No mitigation would be required.

3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
A. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The proposed project would not include grading or changes in topography or new impervious surfaces that would alter the existing overall drainage pattern throughout the northern and southern project areas.

A. The northern and southern project areas are relatively flat in nature, and project implementation would occur within paved local roadways that do not support exposed soils. Additionally, as described in Section II under the Detailed Project Description, the construction contractor would be required to implement BMPs in accordance with the County of Monterey Construction Best Management Practices Handbook (July 2015 edition) to minimize sedimentation from the project areas. Following sewer pipeline installation, soils would be backfilled into the open trenches, and the roadways would be repaved to return the project area to pre-project conditions. Therefore, the potential for substantial soil erosion or loss of topsoil would be **less than significant**. Therefore, the impact would be **less than significant**. No mitigation would be required.

B. As described above, the project would not result in an increase in impermeable surfaces that could result in an increase in surface runoff. Additionally, according to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated June 21, 2017, the project areas are located within a 500-year flood hazard area and has a 0.2% chance of annual flooding. Following project implementation, all disturbed roadways would be backfilled and graded to a similar gentle sloping characteristic as pre-project conditions. Therefore, this impact would be **less than significant**. No mitigation would be necessary.

C. The project would not result in the addition of impervious surfaces throughout the project areas that would create or contribute to additional runoff and impacts to the capacity of existing or planned storm water drainage systems. The project would also not result in substantial additional sources of polluted runoff, as the construction contractor would be required to

implement BMPs, as described in the Detailed Project Description in Section II, in accordance with the Monterey Regional Storm Water Management Program (MRSWMP) (July 2015 edition). The construction specifications would include BMPs to control erosion, sediment and stormwater pollution (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging area and watering down the site to minimize excess dust) of the nearby waterbodies, including the Laguna Grande Lake, Roberts Lake, and the Monterey Bay. Therefore, this impact would be **less than significant**. No mitigation would be necessary.

D. The proposed project does not include the construction of any above ground structures and thus would not impede or redirect flood flows. Furthermore, as stated above, the northern and southern project areas are located within paved roadways that would be returned to pre-construction conditions immediately following project completion. Therefore, there would be **no impact**.

4. *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?* ☐ ☐ ☒ ☐

Discussion: The northern and southern project areas are both located outside of the 100-year flood zone, but are within the 500-year flood zone (FEMA, 2017). Both the City of Seaside and the City of Sand City are at an elevated risk of tsunamis due to their close proximity to Monterey Bay. Tsunamis can be generated as the result of an earthquake along one of the many earthquake faults in the seismically active region. Even a moderate earthquake could cause a local source tsunami from submarine landsliding in Monterey Bay. The southern project area is also at an increased risk of a seiche due the close proximity of Laguna Grande and Roberts Lakes (Seaside General Plan, 2004b; City of Seaside, 2013).

Although the project area is in close proximity to the Monterey Bay, Pacific Ocean, and Laguna Grande and Roberts Lakes, where a seiche, tsunami, or mudflows may occur, project implementation would not affect any physical features within the project areas, or between the project areas and nearby water bodies.

Additionally, as described in the discussion for #3 above, BMPs would reduce pollutants from leaving the project site, and the project would not result in the generation or release of pollutants, as the areas would be returned to pre-project conditions following implementation. Therefore, there would be no change in the risk of the release of pollutants due to project inundation, and this impact would be **less than significant**. No mitigation would be required.

5. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?* ☐ ☐ ☒ ☐

Discussion: The Cities of Seaside and Sand City do not have water quality control plans that address water quality measures related to construction or infrastructure maintenance. However, Policy NCR-CZ of the City of Seaside's Local Coastal Land Use Plan (adopted June 2013) emphasizes the protection of the Laguna Grande Lake, adjacent to the southern project area, and states the City's role in regulating construction on unstable slopes to prevent erosion. Additionally, the City of Seaside's Seaside Basin Watermaster Annual Report (2017) provides an assessment of the Seaside Basin's water quality, withdrawals, projects, and related goals and management, but does not include management strategies for protecting groundwater during construction in the City of Seaside.

Regionally, the projects are located within the Water Quality Control Plan for the Central Coastal Basin (Region 2) that was developed by the Central Coast Regional Quality Control Board in 2017 to outline a plan to sustain clean water for the Central Coast. As described above, the project includes BMPs to minimize any potential sedimentation, erosion or the emission of hazardous materials that could result in water quality degradation as a result of ground disturbing activities throughout or adjacent to the project areas. Implementation of the projects would also not result in the addition of impermeable surfaces that may reduce groundwater recharge. Therefore, implementation of the project would comply with the Water Quality Control Plan for the Central Coastal Basin, and this impact would be **less than significant**. No mitigation would be required.

K. LAND USE AND PLANNING

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed projects would reroute and replace underground sewer lines and would abandon and decommission the Tioga Lift Station. The project would not include any elements that would physically divide the existing neighborhoods within the Cities of Seaside or Sand City, or the larger Monterey Bay community. Furthermore, the project does not include any barriers or changes in local roadways as a result of implementation. Therefore, there would be **no impact**.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The northern project area is located within both the Cities of Sand City and Seaside and is within the coastal zone for the City of Seaside. The Del Monte Boulevard, Auto Center Parkway and The Mall portions of the northern project area are zoned for automotive commercial (CA), heavy commercial (CH), and regional commercial (CRG). The Tioga Avenue portion of the northern project area is located within the City of Sand City and is zoned for manufacturing (M).

The southern project area is located within the City of Seaside and is partially inside the Seaside coastal zone. The Seaside coastal zone includes those lands within 500-feet of the ocean; the coastal zone also extends inland and encircles Roberts Lake and Laguna Grande Regional Park (City of Seaside, 2013). The Canyon Del Rey Boulevard alignment is zoned for public institutional (PI) to the east of the project and as open space recreation (OSR) to the west of the project area.

The project would reroute and replace aging sewer lines located below public roadways throughout the project areas, and decommission the Tioga Lift Station, with no permanent changes to land uses (**Figures 2 and 3**). The Cities of Sand City and Seaside General Plans land use and zoning plans, policies and regulations allow for utility infrastructure management and replacement (City of Seaside 2017, City of Sand City 2013).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Although portions of the northern and southern project areas are within the City of Seaside and City of Sand City Coastal Zones, the sewer line replacements along Canyon Del Rey Boulevard and Tioga Avenue would be restricted to the paved roadways, and would result in no changes in land uses within the project areas. The SCSD would obtain Coastal Administrative Permits through both cities prior to the onset of construction activities to ensure that the proposed projects would be consistent with the City of Seaside General Plan and Local Coastal Program. Additionally, implementation of the projects would not conflict with any planning regulations or policies that have been developed to avoid or mitigate environmental impacts, and would not impede future development plans as outlined in the City of Seaside and City of Sand City General Plans (City of Seaside 2017, City of Sand City 2002). Therefore, this impact is considered **less than significant**. No mitigation would be required.

L. MINERAL RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project area has not been identified as an area that contains any known mineral resources that would be of value to the region and to the residents of the state (Monterey County General Plan, 2010c; Conservation Biology Institute, 2011). The project would involve open trenching to replace aging sewer pipelines within the northern and southern project areas. However, this would occur within public roadways that are already highly disturbed, and in areas where no mineral resources have been identified. Therefore, implementation of the project would not 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. There would be **no impact**.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The land use designations in the northern and southern project areas are for a variety of urban land uses including public institutional (PI), open space recreation (OSR), automotive commercial (CA), heavy commercial (CH), regional commercial (CRG) and manufacturing (M), which are not considered to be extractive use zones for mineral resources (Seaside General Plan, 2004a; Sand City General Plan Map, 2015). Therefore, no potential significant loss of availability of a known mineral resource recovery site delineated on a local general plan, specific plan or other land use plan would occur as a result of project implementation. There would be **no impact**.

M. NOISE

Would the project result in:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The proposed project would reroute and replace aging sewer pipelines throughout the northern and southern project areas in the Cities of Seaside and Sand City. These areas are predominately urbanized and commercial, and there are no project components that would produce a permanent increase in noise. However, the project would result in short-term construction-related noise increases in the immediate vicinity of construction activities associated with the implementation of both projects.

The Cities of Seaside and Sand City have not established quantitative noise thresholds in their respective noise ordinances, so the project would follow the guidelines set forth in Section 10.60.030 of the Monterey County Code, which state that daytime noise that exceeds 85 dBA (A-Weighted Decibels) within 50 feet is prohibited within 2,500 feet of an occupied dwelling unit.

As discussed in Section II, Project Description, construction equipment that may be required for implementation of the project includes an excavator, grader, dozer, scraper, loader/backhoe, roller, trucks and pump. The Federal Highway Administration Roadway Noise Model was used to estimate worst-case construction noise. Due to the limited size of the daily construction area, it is assumed that a maximum of up to two pieces of construction equipment would be operating at the same time. The noise level from simultaneous operation of the two noisiest pieces of construction equipment (dozer and scraper) is estimated to be 83.4 dB at 50 feet. Therefore, noise would generally not be expected to exceed 85 dB at 50 feet from areas of active construction on a daily basis, although construction noise would likely be audible by nearby receptors. The northern and southern project areas include residences, commercial developments, and Laguna Grande Park; accordingly, sensitive receptors may include residents, workers and recreators. Individual receptors throughout the project areas would be exposed to construction noise for increments of a few days as the project is linear in nature.

Operation of the heavy construction equipment necessary for the installation of the replacement sewer lines and the construction associated with the project would be in accordance with the Noise Ordinance parameters discussed above. As described in Section II under Detailed Project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Description, construction implementation may occur throughout both daytime and nighttime hours. For daylight hours, construction hours have been defined as 7:00 a.m. to 7:00 p.m., Monday through Friday, and between 9:00 a.m. and 7:00 p.m. on Saturdays, Sundays, and holidays in accordance with City of Seaside Code 9.12.030(D). For nighttime construction, as determined necessary, authorization would be required in writing from the City of Seaside building official. To obtain authorization, the building official would have to determine that construction activities would not impair the peace, comfort or tranquility of residents. As previously demonstrated, noise levels from project construction would not be expected to reach levels at nearby receptors that would be considered excessive during the daytime. However, **Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures During Construction** would be implemented to further reduce audible noise, and would also be implemented for nighttime construction noise. These measures would be expected to reduce these temporary noise levels by at least 10 dBA compared to unmitigated noise levels and would limit disturbance of the peace, comfort and tranquility of surrounding receptors. Therefore, this impact would be **less than significant with mitigation**.

Following construction, there are no project components that would produce a permanent increase in noise in the northern or southern project areas. The main source of existing ambient noise in the project areas is traffic noise along Del Monte Boulevard, Tioga Avenue, and Canyon Del Rey Boulevard. However, no substantial increase in traffic trips would be anticipated as a result of the proposed projects, outside of routine maintenance trips which would be similar to existing conditions. Therefore, operational impacts would be **less than significant**. No mitigation would be required following construction.

Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures During Construction. Prior to initiating active construction, the following noise and vibration control measures will be implemented to minimize construction-related noise impacts on nearby sensitive receptors (e.g., residents, workers, recreators).

- Signs will be posted near the construction areas that include contact information for the SCSD noise coordinator to answer project related construction noise questions.
- Stationary construction noise sources will be located as far from nearby noise-sensitive receptors as possible.
- One piece of construction equipment will be operating at a time, avoiding simultaneous use of multiple pieces of construction equipment in the same location, to the extent feasible and practicable.
- Trucks will be prohibited from idling along streets serving the construction site where noise-sensitive residences are located.
- Noise-reducing enclosures will be used around noise-generating equipment, as feasible.
- Barriers will be constructed, as feasible, between noise sources and noise-sensitive land uses, and the contractor will take advantage of existing barrier features (terrain, structures) to block sound transmission.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- Construction activities that could generate high noise and vibration levels adjacent to residences will be scheduled during times that will have the least impact on receptor locations. This may include restricting construction activities in the areas of potential impact to middle hours of the work day, such as from 10:00 a.m. to 4:00 p.m. Monday to Friday, when residents are least likely to be home.
- The contractor will prohibit the use of ancillary equipment (i.e. backhoe, truck, air compressor, and pump) during nighttime hours.
- Equipment and trucks used for project construction will be equipped, as feasible, with advanced noise control techniques (improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds).

2. *Generation of excessive groundborne vibration or groundborne noise levels?*

☐ ☒ ☐ ☐

Discussion: Land uses in which groundborne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations are considered vibration-sensitive (Federal Transportation Authority, 2006). There are no vibration sensitive land uses within the project areas.

The main concern associated with the proposed project would be groundborne vibration that results in individual residential annoyance within the northern project area. There are no residences adjacent to the southern project area (Federal Transportation Authority, 2006).

The FTA has published vibration impact criteria to determine whether vibration would result in an annoyance to residents. Construction vibration is subject to the FTA's infrequent event criteria because operation of vibration-generating equipment is anticipated to be intermittent in the vicinity of an individual receptor. Residences fall into FTA Land Use Category 2, which is a receptor where people normally sleep. The FTA identifies 80 VdB as the generation level from infrequent events that would potentially disturb residents.

Representative typical vibration levels for construction equipment required for the proposed projects are provided in **Table NOI-1**. As shown in **Table NOI-1**, vibration levels from all construction equipment would be reduced to a maximum of 80 VdB beyond 45-feet from the construction area. Although the majority of the project areas do not support residential land uses, there are a few residential units that are along Tioga Avenue, within the northern project area, where sewer line replacement would occur. Residential yards provide a 45-foot setback for some homes within the project area; however, the majority of homes along the alignment are located within 45 feet of the construction area. Therefore, residents would have the potential to be exposed to vibration levels in excess of 80 VdB that would potentially result in sleep disturbance.

For the proposed project, construction would be linear and receptors along the project corridors would generally be exposed to construction vibration for only a day or two. Therefore, exposure to groundborne vibration to individuals within the project areas would be limited and short in duration. Furthermore, through the implementation of **Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures During Construction**, impacts that may result from project vibration would be further minimized through limitations in the equipment used, and the times in which the equipment would be used. Therefore, this impact would be **less than significant with mitigation**.

Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures During Construction. This mitigation measure is discussed above.

Table NOI-1. Vibration Source Levels for Construction Equipment		
Construction Equipment	Approximate VdB at 25 feet	Approximate VdB at 45 feet ⁽¹⁾
Large Bulldozer	87	79
Loaded Trucks	86	78
Small Bulldozer	58	49
Jackhammer	79	71
⁽¹⁾ Based on the formula $VdB = VdB(25 \text{ feet}) - 30 \log(d/25)$ provided by the FTA (2006) Source: FTA 2006		

3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐ ☐ ☒ ☐

Discussion: The northern and southern project areas are located within two (2) miles of the Monterey Regional Airport. The northern project area is located approximately a mile and a half (1.5) from the Airport, and the southern project area is located approximately three quarters of a mile (.75) away from the Airport (**Figure 1**). The proposed project is not within two miles of a private airstrip.

Operation of the project would not introduce any new receptors to the airport planning area. During construction throughout the northern and southern project areas, construction workers

may experience noise from overflights, but would not be located in areas where airplanes are present on the ground. The Airport Master Plan has defined noise abatement procedures for arrivals and departures to and from the Monterey Regional Airports to minimize noise impacts to the surrounding area. Construction would be limited to those areas in which the noise abatement procedures are in place for project implementation; furthermore, construction sites are noise generating in themselves. Therefore, this impact would be **less than significant**. No mitigation would be required.

N. POPULATION AND HOUSING

Would the project:

1. *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* ☐ ☐ ☒ ☐

Discussion: The proposed project would not induce substantial population growth in the project area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in the project area. The project proposes only to replace and reroute the existing aging sewer pipelines within the project areas, increasing the capacity of individual pipes to meet current standards and for consistency with the rest of the system, but not substantially changing the system's operational capacity. The decommissioning of the Tioga Lift Station would also improve the efficiency of flows from the City of Sand City through the wastewater system. The increased capacity and efficiency would be consistent with and accommodate the planned growth that has been analyzed in the general plan EIRs for the Cities of Seaside and Sand City (City of Seaside 2017, City of Sand City 2002). Thus, the project would not substantially induce unplanned population growth. The impact would be **less than significant**. No mitigation would be required.

2. *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?* ☐ ☐ ☐ ☒

Discussion: The proposed project would not involve or result in the displacement of housing units or people through construction or operation. There would be **no impact**.

O. PUBLIC SERVICES

Would the project:

1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

A. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E. Other public facilities; including the maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The proposed project would replace and reroute existing deteriorating sewer lines, and decommission the Tioga Lift Station in urban areas of the Cities of Seaside and Sand City in the northern and southern project areas. The projects would minimally increase the operational capacity of the system, while substantially improving the efficiency of the wastewater conveyance system. The projects would not result in any new permanent facilities, structures, roads, or uses that would generate the need for additional fire or police services, or that would generate additional students in the Monterey Peninsula Unified School District. The project would also not generate new or increased demand for parks or other public facilities. There would be **no impact**.

P. RECREATION

Would the project:

1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: As described in Sections N and O above, the project would not result in a population increase or increased use of parks, but rather is improving aging infrastructure and system efficiency for planned population growth. Therefore, the project is not expected to result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, or accelerated physical deterioration of such facilities. There would be **no impact**.

2. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: Implementation of the projects would not include recreational facilities and would not result in a population increase or otherwise require the expansion of existing or the generation of new recreational facilities. Further, there are no recreational facilities located within the northern project area. Within the southern project area, the Canyon Del Rey roadway alignment is located adjacent to the Laguna Grande Regional Park, which supports a playground and local trails that connect to the wider trail network that spans the Monterey Bay Area. These facilities would remain open throughout project construction activities. There would be **no impact**.

Q. TRANSPORTATION

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would result in minor increases in construction-related traffic in and near the northern and southern project areas throughout project implementation. Once project construction activities are completed, the number of trips to and from the project areas would be similar to existing conditions, as operation of the project would require similar maintenance trips to and from the areas as are currently required.

Construction activities would require construction vehicles for site preparation, excavation, materials delivery, installing sewer lines, backfilling of the open trenches, and paving. There would also be workers commuting to the project area. Workers and construction vehicles would access the project areas primarily from Highway 1, Canyon Del Rey Boulevard and Del Monte Boulevard. Construction vehicles entering or exiting the project areas could cause temporary delays or stoppage of through traffic on Canyon Del Rey and Del Monte Boulevards, and within the vicinity of the general project areas, which could adversely affect traffic circulation and safety. The increase in vehicles on the roadway would be relatively small, dispersed throughout the day, and short term (i.e., limited to the construction period for one project area at a time). Further, as described in Section II under Detailed Project Description, the SCSD and contractor would prepare and implement a traffic control plan, which would minimize construction-related impacts. Therefore, the impact from construction-related traffic would be **less than significant**.

As part of the traffic control plan discussed under Section II, Detailed Project Description, alternative pedestrian and bicycle routes would be identified to continue to provide access throughout the project areas during project implementation. Limitations in pedestrian and bicycle access would be temporary and intermittent, depending on the extent that the roadways are altered to ensure public safety during construction. Throughout the northern project area, adjacent roadways, including Fremont Avenue, may be utilized to bypass the project area. Within the southern project area, the Transportation Agency of Monterey County's (TAMC) Monterey County Active Transportation Plan (adopted 2018) has identified the Laguna Grande Regional Park Trail east of Francis Avenue that would provide a bypass to Harcourt Avenue around the project area throughout construction. Because impacts to pedestrian and bicycle access would be intermittent and alternative routes would be identified to ensure access throughout project implementation, this impact would be **less than significant**.

Mass transit for the project area's vicinity is provided by Monterey-Salinas Transit (MST), and the project areas are supported by the Ryan Ranch-Sand City route. This route includes both Canyon Del Rey and Del Monte Boulevards; however, no bus stops would be impacted during project construction or implementation, and therefore this impact would be **less than significant** (MST, 2018).

For operations and maintenance, the maintenance staff who currently visit the pipelines would continue to visit the project areas for periodic inspections with no substantial increase in trips when compared with current conditions. Because the number of trips attributable to operations and maintenance would be similar to existing conditions, there would be no substantial change in trips and the project would not degrade the operation on local roadways. As such, the impact from operations and maintenance traffic would be **less than significant**.

Anticipated traffic would not conflict with applicable plans or policies measuring effectiveness of the circulation system or programs supporting alternative transportation. This impact would be **less than significant**. No mitigation would be required.

2/3 Conflict or be inconsistent with CEQA
Guidelines section 15064.3, subdivision
(b)(1) or (b)(2)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The projects would reroute and replace the existing degraded sewer lines throughout the project areas that are located underground and would decommission the Tioga Lift Station in place. Although construction activities may cause a slight deviation or redistribution in vehicle miles traveled by the public, as well as construction workers commuting to the site, the roadways be backfilled, graded, and will retain the same level of service as pre-project conditions. Land uses would remain the same, and only temporary changes in the existing circulation system along Canyon Del Rey and Del Monte Boulevards, are proposed or anticipated. Therefore, the vehicle miles traveled would be similar to and not substantially change from those under existing conditions. The impact would be **less than significant**. No mitigation would be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
4. <i>Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The project would not include any permanent design features that would increase any type of traffic hazards throughout the project areas. Project construction would involve open trenching within the public roadways. Implementation of the traffic control plan, as discussed in Section II of the Detailed Project Description, would include safety features that would minimize any risks that could occur through open trenching and the presence of construction equipment. Following the placement of the sewer lines, the roadways would be repaved and returned to pre-project conditions. Therefore, this impact would be **less than significant**. No mitigation would be required.

5. <i>Result in inadequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Implementation of the projects would not alter the public roadways throughout the project areas in any way that would impair implementation of an adopted emergency response plan or emergency evacuation plan. Throughout project construction, temporary lane closures and slow-moving construction vehicles could delay or obstruct the movement of emergency vehicles. However, the project includes the implementation of a traffic control plan, as discussed in Section II of the Detailed Project Description, which would include notifying emergency service providers of construction activities and retaining emergency access at all times throughout project implementation. Therefore, this impact would be **less than significant**. No mitigation would be required.

R. TRIBAL CULTURAL RESOURCES

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

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| A. <i>Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources Code section 5020.1(k), or</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. <i>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion: In accordance with Assembly Bill 52 (AB 52), CEQA was amended to mandate consultation with California Native American tribes during the CEQA process to determine whether a proposed project would have impacts on Tribal Cultural Resources, because California tribes are experts in their Tribal Cultural Resources and heritage. Therefore, in compliance with AB 52, SCSD initiated consultation with tribes, and consultation is concluded when SCSD and the tribes agree on appropriate mitigation measures to mitigate and/or avoid any significant impacts.

On January 18, 2019, as part of the tribal consultation process with Native American groups and individuals, Albion, in representation of the SCSD, mailed project initiation letters,

including a project map and description, to the following Native American contacts listed for the Cities of Seaside and Sand City's area of jurisdiction by the NAHC.

- Valentin Lopez, Amah Mutsun Tribal Band
- Irene Zwierlein, Ohlone/Coastanoen
- Patrick Orozco, Coastanoen Rumsen Carmel Tribe
- Tony Cerda, Costanoan Rumsen Carmel Tribe
- Tom Nason, Esselen Tribe of Monterey County
- Ann Marie Sayers, Indian Canyon Mutsun Band of Costanoan
- Louise Miranda-Ramirez, Ohlone/Coastanoen-Esselen Nation
- Christianne Arias, Ohlone/Coastanoen-Esselen Nation

As of March 3, 2019, tribal representatives expressed concern that an underground resource may be identified, and two (2) members recommended that the project have Native American monitoring during project construction, and one (1) tribal member recommended sensitivity training for the construction crew.

There are no resources that have been listed in the California Register of Historic Resources, or in a local register of historic resources, as defined by Public Resources Code, Section 5020.1(k) located in the northern or southern project areas. However, the historic Southern Pacific Railroad line that crosses Tioga Avenue in the northern project area may be eligible for listing; however, this resource would not be impacted through implementation of the project, as discussed above in Section E, Cultural Resources.

AB 52 established that a substantial adverse change to a Tribal Cultural Resource would have a significant impact on the environment. Based on archival and field-based research of the northern and southern project areas, it is not anticipated that tribal resources would be impacted through project implementation. However, there always remains the potential for ground-disturbing activities to expose and/or impact unknown tribal cultural resources, which could result in significant impacts to tribal cultural resources. With implementation of **Mitigation Measure CR-1**, this impact would be **less than significant with mitigation**.

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural or Historic Resources during Construction. This mitigation measure is described above in Section E, Cultural Resources.

S. UTILITIES AND SERVICE SYSTEMS

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed projects would replace aging sewer pipelines within existing local roadways and decommission the Tioga Lift Station. The projects would not require nor result in the construction of new stormwater drainage facilities or the expansion of existing facilities. As analyzed in Section J, Hydrology, Water Supply, and Water Quality, the project would not result in any additional structures or impervious surfaces that would change drainage patterns or otherwise generate additional stormwater runoff. Additionally, the project does not include the relocation or construction of electric power, natural gas, or telecommunications facilities. Therefore, the project would not result in the need for new or expanded utility facilities, and the impact would be **less than significant**. No mitigation would be required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed projects would use small amounts of water throughout construction related activities (e.g., dust control), which the construction contractor would obtain through approved sources and entitlements. No additional water use would be required to implement the projects, and no new or expanded entitlements would be needed. Therefore, the impact would be **less than significant**. No mitigation would be required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. Result in 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As described above, the projects would reroute and replace existing wastewater collection lines and would not generate additional wastewater or otherwise affect wastewater treatment plant capacity. Additionally, continuous sewage conveyance would continue during construction activities, so there would be no change in flows to the treatment plant. Therefore, the impact would be **less than significant**. No mitigation is required.

4. *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?* ☐ ☐ ☒ ☐

Discussion: Implementation of the projects would not generate substantial solid waste during construction, as existing pipelines and the Tioga Lift Station would be abandoned in place, with the exception of the above ground tower that would be hauled offsite. Other dirt and small rock materials excavated during pipeline replacement would be stockpiled and then backfilled into the open trench.

The project areas fall within the jurisdiction of the Monterey Regional Waste Management District (MRWMD) who is responsible for the 315-acre Monterey Peninsula Landfill, 20 acres of resource recovery facilities, and a 12-acre Community Franchise Collection Facility. The Monterey Peninsula Landfill is located two miles north of Marina and has the capacity to accommodate 100 years of waste at current disposal rates (MRWMD, 2017). Construction and demolition debris are sorted at the MRWMD facility where non-recyclable, non-compostable, and non-hazardous materials are sorted out and taken to the landfill for disposal. All materials generated as a result of project construction would be transported to the Monterey Peninsula Landfill and properly disposed.

Therefore, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. This impact would be **less than significant**. No mitigation would be required.

5. *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?* ☐ ☐ ☒ ☐

Discussion: Project construction activities are not expected to result in a substantial amount of solid waste, as existing sewer lines and the Tioga Lift Station would remain in place following abandonment, with the exception of the above ground tower which would be hauled offsite. All refuse, including recyclable materials, that would be generated by the projects would

be hauled offsite to the Monterey Peninsula Landfill in compliance with relevant statutes and regulations, which require recycling and reuse of materials, when feasible. The projects would not result in the permanent generation of solid waste over time. Therefore, this impact is considered **less than significant**. No mitigation would be required.

T. WILDFIRE

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Implementation of the projects would not conflict with the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (Monterey County, 2014), for which the Cities of Seaside and Sand City are both included. Throughout project construction, temporary lane closures and slow-moving construction vehicles could delay or obstruct the movement of emergency vehicles. However, emergency personnel would be alerted to the duration of construction activities, and the effects that those activities would have on local traffic through implementation of the traffic control plan. Furthermore, following construction activities the project areas would retain the same pre-project characteristics and would not change the traffic patterns in the northern or southern project areas. Therefore, implementation of the project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The CAL Fire Hazard Severity Zone Map designates the project areas as being in Local Responsibility Area, under the jurisdiction of Monterey County (California Department of Forestry, 2008). The County of Monterey has not identified the project areas or surrounding lands as being located within a Fire Hazard Area (County of Monterey, 2018b).

The project areas are located in an area that is predominately commercial development within an urban environment. The project areas are relatively flat in nature, and there are no slopes exceeding 30% that are proposed for sewer line replacement. Once the upgraded and replaced sewer lines are installed underground, the surface of the affected roadways would be returned to pre-project conditions.

Implementation of the projects would not result in the addition of habitable structures, or an increase in the population that resides or works within the Cities of Seaside or Sand City. Furthermore, hazardous materials, or materials that may become hazardous when exposed to

fire, would not be introduced into the project area as the materials and the site characteristics would be similar to existing conditions.

Therefore, the project would not exacerbate wildfire risks or expose occupants within the project area to pollutant concentrations from wildlife; this impact would be **less than significant**. No mitigation would be required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. <i>Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The projects are located within a developed, urban area, and would replace deteriorating sewer lines and decommission the Tioga Lift Station, which would reduce the risk of sewage leaks throughout the Cities of Seaside and Sand City. Following project implementation, the project areas would be returned to pre-project conditions. Therefore, implementation of the project would not require additional installation or maintenance of infrastructure that may exacerbate fire risks. There would be **no impact**.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. <i>Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: As described above under Sections G. Geology and Soils and J. Hydrology, Water Supply and Water Quality, the project areas do not support lands that are at risk for flooding and/or landslides. The project areas would remain relatively flat nature following the implementation of the projects, and not alter drainage patterns from existing conditions. Therefore, implementation of the projects would not result in the exposure of people or structures to significant risks, including downslope flooding or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. There would be **no impact**.

U. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 1. Does the project 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 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The discussions presented in Section III (A through T) above address 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.

The following mitigation has been included that reduces potential effects on these resources to a level below significance.

- BIO-1: Implement Preconstruction Surveys for Nesting Birds
- CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrences of Cultural or Historic Resources during Construction
- CR-2: Stop Work in the Event of Unexpected Occurrences of Human Remains during Construction

As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, the project impacts would be **less than significant with mitigation**.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: In addition to project specific impacts, this evaluation considered the potential incremental effects of the projects that could contribute to a significant cumulative impact. The significant cumulative impacts to which the project would contribute are air quality, greenhouse gas/climate change, and traffic.

Both air quality and greenhouse gas analyses above (in Sections C, Air Quality, and H, Greenhouse Gas Emissions) are cumulative in nature in that the analysis of individual impacts is undertaken in the context of the air quality basin and global climate change arena, respectively. The short-term construction emissions would be minimized through best management practices and measures described in Section II under Detailed Project Description, and the projects would not exceed MBARD emissions thresholds for criteria pollutants. Therefore, the projects would not result in a considerable contribution to significant cumulative impacts for air quality and greenhouse gas.

As discussed in Section Q, Transportation, none of the roads serving the project areas are expected to be significantly affected by project implementation. Short term impacts that would occur during construction would be minimized through the traffic control plan, as described in Section II under Detailed Project Description.

Therefore, the project would not result in a considerable contribution to significant cumulative impacts, and the impact would be **less than significant**. No mitigation is required.

3. <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: The potential for adverse direct or indirect effects to human beings was considered in the evaluation of environmental impacts in Section III. Based on this evaluation, construction-related noise and vibration could adversely affect human beings due to the proximity of construction activities to residences, particularly during nighttime construction

activities. The following mitigation has been included that would reduce potential effects on these receptors to a level below significance.

- NOI-1: Implement Noise and Vibration Control Measures During Construction

Through implementation of these measures, the project would not cause substantial adverse effects on human beings, and the impact would be **less than significant with mitigation**. Further, the project would replace deteriorating sewer lines and decommission the Tioga Lift Station, substantially reducing the risk of sewage leaks throughout the Cities of Seaside and Sand City, which is beneficial to human beings.

IV. REFERENCES USED IN THE COMPLETION OF THIS INITIAL STUDY

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