

Proposed Mitigated Negative Declaration

Mission Union Elementary School Parking Lot

July 29, 2019



Prepared by
EMC Planning Group

PROPOSED MITIGATED NEGATIVE DECLARATION

MISSION UNION ELEMENTARY SCHOOL PARKING LOT

PREPARED FOR

Mission Union School District

Dr. Jinane Annous, Superintendent/Principal

36825 Foothill Road

Soledad, CA 93960

Tel 831.678.3524

PREPARED BY

EMC Planning Group Inc.

301 Lighthouse Avenue, Suite C

Monterey, CA 93940

Tel 831.649.1799

Fax 831.649.8399

Teri Wissler Adam, Senior Principal

wissler@emcplanning.com

www.emcplanning.com

July 29, 2019

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PROPOSED MITIGATED NEGATIVE DECLARATION
In Compliance with the
California Environmental Quality Act (CEQA)

Project Name	Mission Union Elementary School Parking Lot
Lead Agency	Mission Union School District
Project Proponent	Mission Union School District
Project Contact	Dr. Jinane Annous, Superintendent/Principal
Project Location	36825 Foothill Road, Unincorporated Monterey County
Project Description	<p>The proposed project includes the construction of a new gravel pavement parking lot to serve the existing Mission Union Elementary School on an existing vacant dirt lot. Public access to the project site is from Foothill Road and a private access is proposed for the abutting properties to the north; two new signs would be located at the Foothill Road entrance and one new sign would be located at the private access entrance. The proposed project includes a total of 69 gravel pavement parking stalls, each with one concrete bumper blocker at the front and markers at the front and rear. Vegetation is proposed along the northern, southern, and eastern borders of the project site.</p>
Public Review Period	July 31, 2019 – August 29, 2019
Written Comments To	Dr. Jinane Annous, Superintendent/Principal Mission Union School District 36825 Foothill Road Soledad, CA 93960
Proposed Findings	<p>The Mission Union School District is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based.</p> <p>The initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than</p>

significant level. There is no substantial evidence, in light of the whole record before the lead agency (Mission Union School District) that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:

Mitigation Measures

Air Quality

AQ-1 The school district will include the following language in all future grading and construction plans for the project prior to earth moving activities:

- a. Heavy-duty diesel trucks (gross vehicle weight rating over 26,000 pounds), older than 2010 model year and not retrofit for reduced particulate emissions, shall not be staged within 500 feet of occupied residences; and
- b. Construction equipment and heavy duty diesel trucks shall not idle in excess of five minutes.

AQ-2 All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications and shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall, at a minimum, meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, §89.112.

Biological Resources

BIO-1 If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 14 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding each work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently.

Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest).

If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. If pre-construction nesting bird surveys are necessary, based upon the requirements of this mitigation measure, then a survey report shall be prepared prior to commencement of construction activities.

Cultural Resources

CR-1 Due to the possibility that significant buried cultural resources might be found during construction, the following language will be included on all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with future development of the project site:

“If archaeological resources or paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated.”

CR-2 Due to the possibility that human remains may be discovered during construction activities, the following language shall be included in all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits:

“If human remains are found during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner is contacted to determine that no investigation of the cause of death is required.

If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the

Proposed Mitigated Negative Declaration

person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98.

The landowner or authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being allowed access to the site; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”

Geology and Soils

GEO-1 The school district will comply with all recommendations made in the 2016 geotechnical report prepared by Salem Engineering Group, Inc.

Noise

N-1 Noise generating construction operations will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday. Noise-generating construction operations will not occur on Sundays or holidays.

INITIAL STUDY

MISSION UNION ELEMENTARY SCHOOL PARKING LOT

PREPARED FOR

Mission Union School District

Dr. Jinane Annous, Superintendent/Principal

36825 Foothill Road

Soledad, CA 93960

Tel 831.678.3524

PREPARED BY

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- Appendix A Parking Lot Plans (prepared by C3 Engineering Incorporated dated October 18, 2016)
- Appendix B Mission Union Elementary School Parking Lot Project Biological Resources Evaluation (prepared by EMC Planning Group dated December 20, 2018)
- Appendix C Limited Geotechnical Engineering Investigation, Subgrade Evaluation and Pavement Recommendations, Proposed Gravel Paved Parking & Access Road (prepared by Salem Engineering Group, Inc. dated August 19, 2016)

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A. BACKGROUND

Project Title	Mission Union Elementary School Parking Lot
Lead Agency Contact Person and Phone Number	Dr. Jinane Annous, Superintendent/Principal Mission Union School District 831-678-3524
Date Prepared	July 29, 2019
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940 Teri Wissler Adam, Senior Principal Shoshana Wangerin, Assistant Planner Taylor Hawkins, Assistant Planner
Project Location	36825 Foothill Road, Unincorporated Monterey County
Project Sponsor Name and Address	Mission Union School District 36825 Foothill Road Soledad, CA 93960
General Plan Designation	Residential – Low Density 5-1 Acres/Unit
Zoning	Low Density Residential (LDR/2.5 Acres per Unit)

Setting

The approximately 0.65-acre site consists of APN 165-053-010 (“project site”) and is located in unincorporated Monterey County (“County”), approximately three miles southwest of the City of Soledad and approximately two miles east of the Santa Lucia Mountains. The project site, accessed by Foothill Road, is vacant and relatively flat, with an elevation ranging between approximately 250-260 feet above sea level. The project site is disturbed from periodic mowing or discing, with a drainage channel located north and just outside of the project site. An existing tank and shed are located in the eastern corner of the project site. Agricultural fields and residences surround the project site on all sides, with the Mission Union Elementary School located approximately 150 feet north.

Figure 1, Location Map, presents the regional location of the project site. Figure 2, Aerial Photograph, presents an aerial of the project site and surrounding land uses. Figure 3, Site Photographs, illustrates the existing setting of the project site. Figure 4, Site Plan, presents the parking lot layout.

Description of Project

The proposed project includes the construction of a new gravel pavement parking lot to serve the existing Mission Union Elementary School on an existing vacant dirt lot. Public access to the project site is from Foothill Road and a private access is proposed for the abutting properties to the north; two new signs would be located at the Foothill Road entrance and one new sign would be located at the private access entrance. The proposed project includes a total of 69 gravel pavement parking stalls, each with one concrete bumper blocker at the front and markers at the front and rear. Vegetation is proposed along the northern, southern, and eastern borders of the project site. See Appendix A for the full set of development plans.

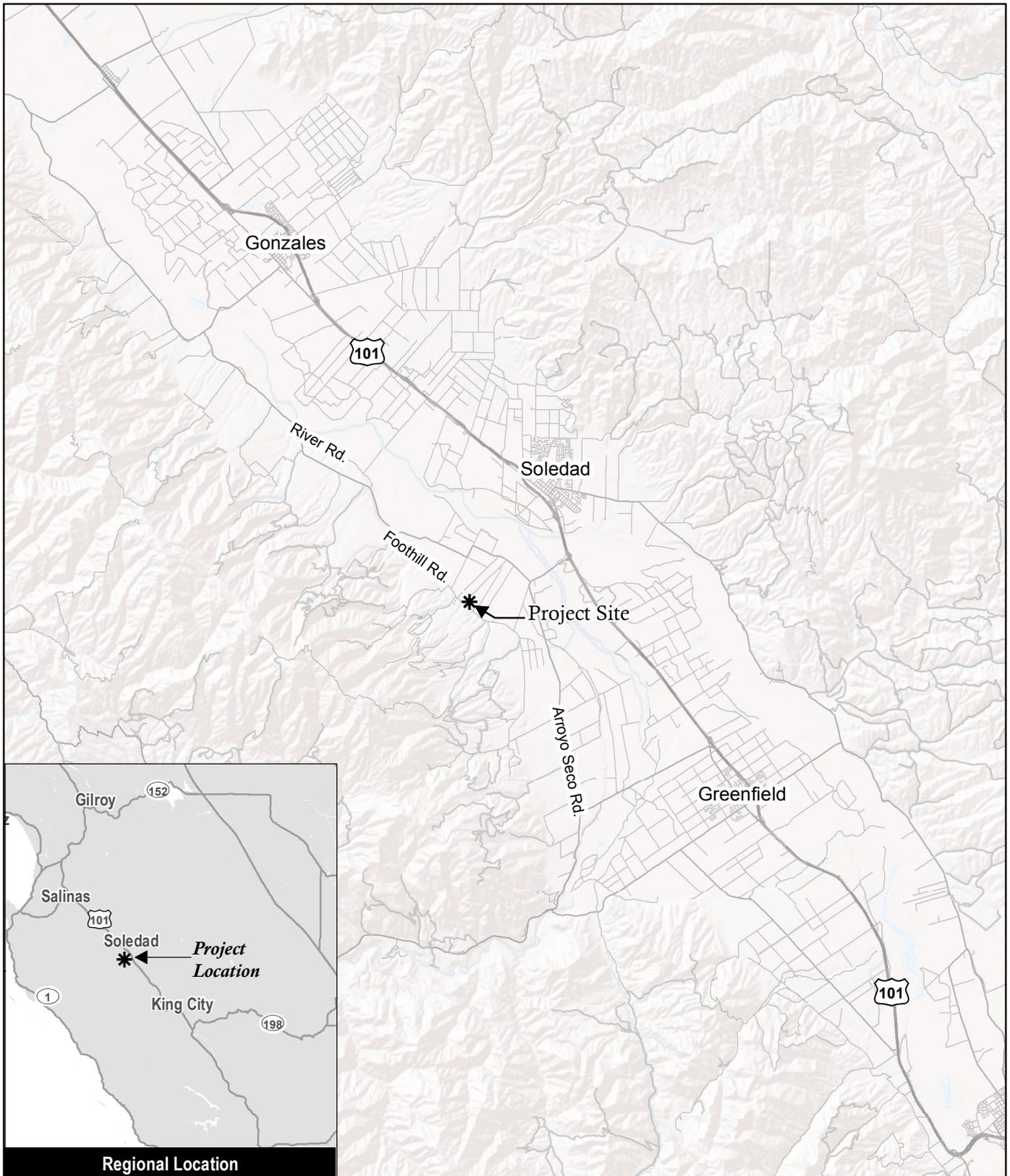
Other Public Agencies Whose Approval is Required

Division of the State Architect, Office of Public School Construction, and the Monterey County Public Works Department due to the improvements within the County's right-of-way requiring an encroachment permit.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The school district sent a letter to the Ohlone/Coastanoan-Esselen Nation on June 13, 2019 offering consultation in accordance with AB 52. To date, the school district has not received any responses.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

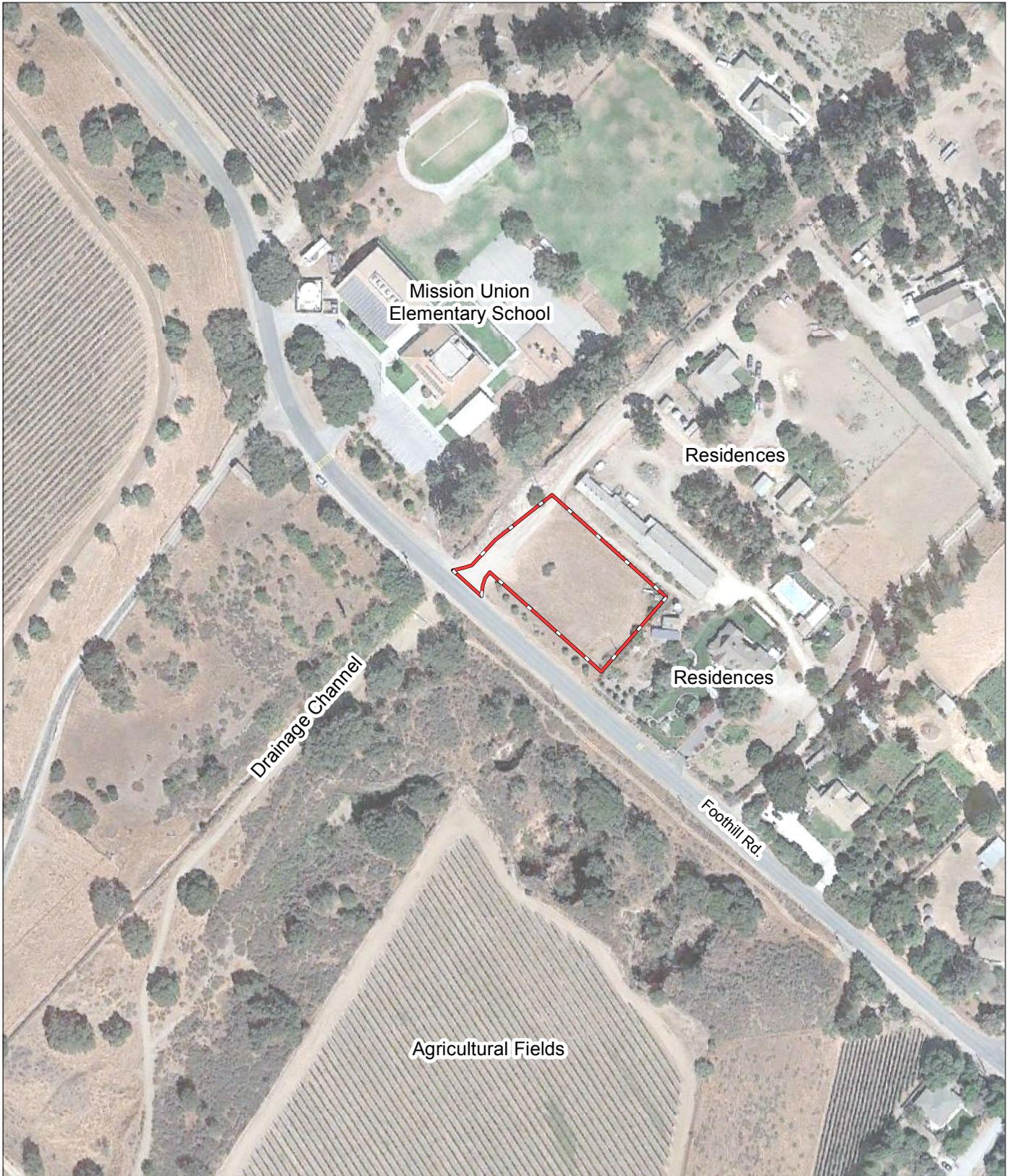


Source: ESRI 2018

Figure 1
Location Map



This side intentionally left blank.



Source: ESRI 2019. Google Earth 2018

Figure 2

Aerial Photograph



This side intentionally left blank.



① Looking northeast



 Project Site

Source: ESRI 2018

Photographs: EMC Planning Group 2018



③ On Foothill Road facing southeast

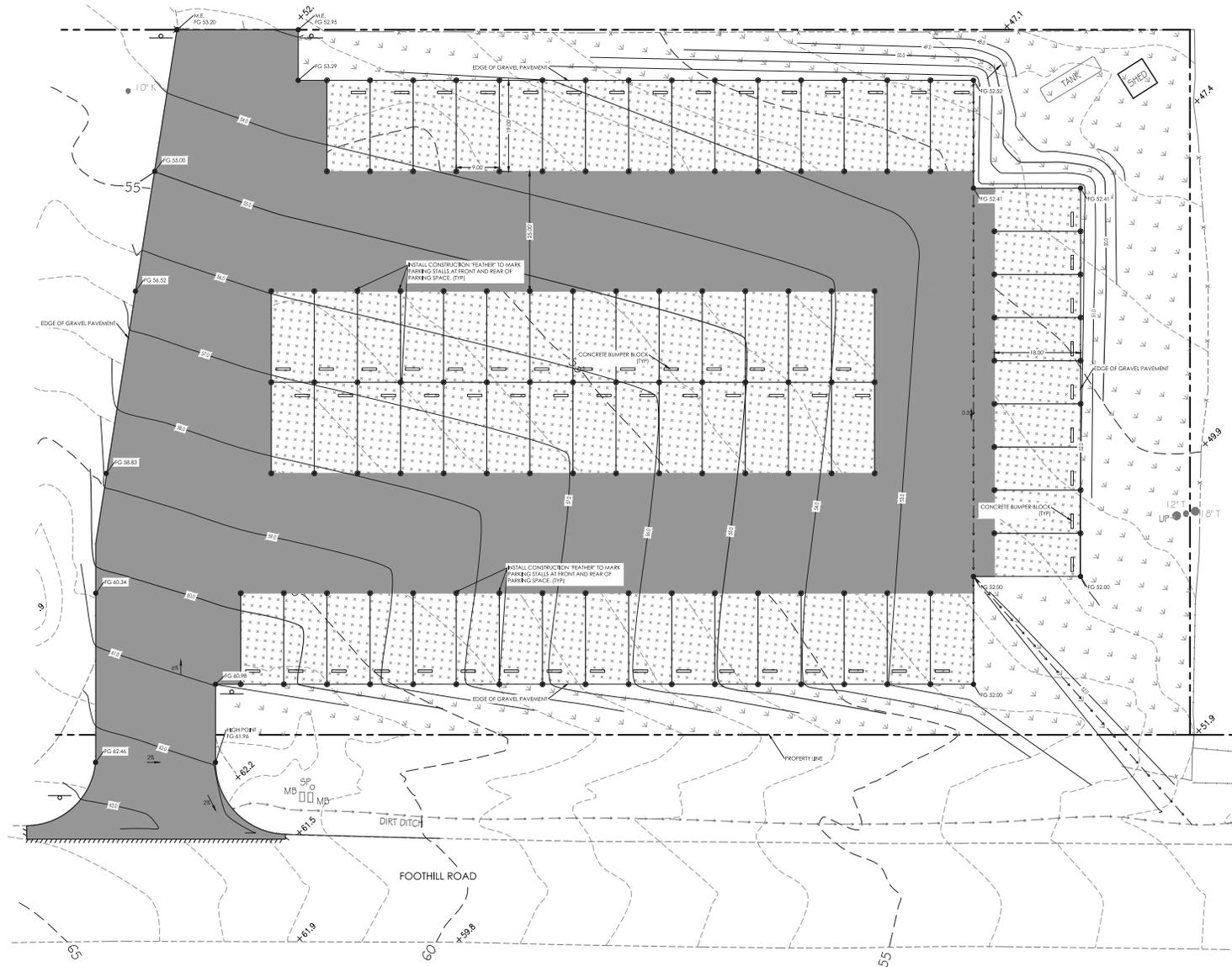


② Oak tree between project site and drainage channel



④ Drainage channel, looking southwest

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-  GRAVEL PAVEMENT (PARKING SPACE)
-  GRAVEL PAVEMENT (DRIVEWAY)
-  VEGETATION (HYDROSEED)

Source: C3 Engineering Inc. 2016

Figure 4
Site Plan



This side intentionally left blank.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

C. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) 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.

Dr. Jinane Annous, Superintendent/Principal

Date

D. EVALUATION OF ENVIRONMENTAL IMPACTS

Notes

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

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.
7. “Supporting Information Sources” — A source list is attached, and other sources used or individuals contacted are cited in the discussion.
8. This is a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected. This is the format recommended in the CEQA Guidelines as amended 2018.
9. The explanation of each issue identifies:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista? (1, 6, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (1, 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (1, 6, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The proposed project does not include the development of any structures that would have an adverse effect on a scenic vista.
- b. The proposed project is located on Foothill Road, which is not considered a state scenic highway. Further, the proposed project does not include the development of any structures that would have an adverse effect on scenic resources.
- c. The proposed project is located in a non-urbanized area and includes the development of a parking lot on an existing vacant dirt lot. Therefore, the proposed project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.
- d. The proposed project does not involve new sources of light or glare and, therefore, would not adversely affect day or nighttime views in the area.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, 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:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (1, 8, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (1, 8, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (1, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use? (1, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (1, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The proposed project is designated as “Other Lands” by the California Department of Conservation and, therefore, would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to nonagricultural use (California Department of Conservation 2016).
- b. The project site is zoned for Low Density Residential and is not in a Williamson Act contract (California Department of Conservation 2016); therefore, it would not conflict with zoning for agricultural use or a Williamson Act contract.
- c. See checklist question b) above. The proposed project would not conflict with zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production.
- d. See checklist question b) above. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use.
- e. See checklist question b) above. The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use.

3. AIR QUALITY

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

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan? (1, 14, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (1, 14, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations? (1, 7, 14, 15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. The project site is located in the North Central Coast Air Basin (“air basin”), which is under the jurisdiction of the Monterey Bay Air Resources District (hereinafter “air district”). Regional air districts must prepare air quality plans specifying how state air quality standards will be met. The air district’s most recent adopted plan is *2012-2015 Air Quality Management Plan* for the Monterey Bay Region. The air district specifies Air Quality Management Plan consistency for population-related projects only. The proposed project includes the construction of a new gravel pavement parking lot to serve the existing Mission Union Elementary School on an existing vacant dirt lot, which would not result in an increase in population. Therefore, the proposed project would not conflict with or obstruct the implementation of the applicable air quality plan.
- b. The air district is responsible for monitoring air quality in the air basin, which is designated, under state criteria, as a nonattainment area for ozone and inhalable particulate matter (PM₁₀). Under federal criteria, the air basin is at attainment (8-hour standard) for ozone and particulates. The air district’s CEQA Air Quality Guidelines (“air district CEQA Guidelines”) includes criteria pollutant emissions thresholds,

which are used to determine whether or not the proposed project would result in a cumulatively considerable net increase of criteria pollutants during operation and/or construction.

The proposed project includes the construction of a new gravel pavement parking lot to serve the existing Mission Union Elementary School on an existing vacant dirt lot.

Operational Impacts. The proposed project would not result in new sources of operational emissions because no operational sources of pollutants are proposed onsite. Therefore, operation of the proposed project would not have a cumulative air quality impact.

Construction Impacts. Construction emissions include mobile source exhaust emissions, emissions generated during the application of asphalt paving material and architectural coatings, as well as emissions of fugitive dust associated with earthmoving equipment. Air district CEQA Guidelines Table 5-2, Construction Activity with Potentially Significant Impacts, identifies the level of construction activity that could result in significant temporary fugitive dust impacts if not mitigated. Construction activities with grading and excavation that disturb more than 2.2 acres per day and construction activities with minimal earthmoving that disturb more than 8.1 acres per day are assumed to be above the 82 pounds of particulate matter per day threshold of significance. The proposed project includes earthmoving activities on less than one acre and therefore, would not exceed the 82 pounds of particulate matter per day threshold of significance. Therefore, the construction related air quality impact would be less than significant.

- c. According to the air district CEQA Guidelines, a sensitive receptor is generally defined as any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (K-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. The nearest sensitive receptors are the Mission Union Elementary School and the nearby residences, which are both located within 200 feet of the project site.

Operation of the proposed project (i.e., parking lot) is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels, because no significant operational sources of pollutants are proposed onsite. Construction activities would result in localized emissions of dust and diesel exhaust that could result in temporary impacts to adjacent land uses that include sensitive receptors. As discussed in "b" above, the short-term air quality effects related to dust emissions during project construction would be less than significant. The diesel construction equipment typically used to accomplish the grading and construction

required for the parking lot, and the heavy duty trucks used for delivery and off-haul, could expose these sensitive receptors to toxic air contaminants from heavy equipment diesel exhaust. Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

Mitigation Measures

- AQ-1 The school district will include the following language in all future grading and construction plans for the project prior to earth moving activities:
- a. Heavy-duty diesel trucks (gross vehicle weight rating over 26,000 pounds), older than 2010 model year and not retrofit for reduced particulate emissions, shall not be staged within 500 feet of occupied residences; and
 - b. Construction equipment and heavy duty diesel trucks shall not idle in excess of five minutes.
- AQ-2 All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications and shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall, at a minimum, meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, §89.112.
- d. The proposed project would not produce any objectionable odors during its operation. Construction activities associated with the proposed project, such as demolition and grading, may temporarily generate objectionable odors. Since odor-generating construction activities would be localized, sporadic, and short-term in nature, this impact would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (2, 6, 16, 17)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1, 2, 6, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means? (1, 2, 6, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (1, 6, 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

A biological resources evaluation was conducted by EMC Planning Group biologists Andrea Edwards and Gail Bellenger on November 13, 2018 (see [Appendix B](#)) to document existing

plant communities, nearby waterways, wildlife habitats observed, and whether there is a reasonable possibility for special-status biological resources to occur on the project site. Prior to the field survey, the project plans, aerial photographs, natural resource database accounts, and other relevant scientific literature were reviewed. Biological resources were documented in field notes, including species observed, dominant plant communities, and significant wildlife habitat characteristics.

A review of the National Wetlands Inventory (USFWS 2018) was conducted to identify the closest jurisdictional aquatic features to the project site. Results showed that there are no wetlands or jurisdictional waterways on the project site. The existing drainage channel between the Mission Union Elementary School and the project site was dry at the time of the site visit, with no evidence of wetland or riparian vegetation. Most natural drainage channels and wetlands are considered Waters of the U.S., and the U.S. Army Core of Engineers regulates the filling or grading of such jurisdictional waters by authority of Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. However, this channel does not appear to have connectivity to the Salinas River or other jurisdictional waters, nor does it have riparian vegetation that would qualify it as jurisdictional by the California Department of Fish and Wildlife. Therefore, disturbance to the drainage channel would not be regulated. Refer back to Figure 2, Aerial Photograph, for location of the existing drainage channel.

The on-site non-native grassland plant community is dominated by plant species including wild oat (*Avena* sp.), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), foxtail barley (*Hordeum murinum*), telegraph weed (*Heterotheca grandiflora*), cheeseweed (*Malva parviflora*), annual bursage (*Ambrosia acanthicarpa*), and horehound (*Marrubium vulgare*). Ornamental shrubs are located along the front part of the property parallel to Foothill Road, and also in a line along the back of the property. A few coyote brush (*Baccharis pilularis*) shrubs are also present. There is one mature coast live oak (*Quercus agrifolia*) which is regulated by the County (Monterey County 2019), adjacent to the drainage channel; located about 15-20 feet north of the project site next to a utility pole. However, no trees would be removed as a result of the proposed project.

The existing wildlife habitat is classified as annual non-native grassland, which can provide foraging for numerous avian species and small mammals such as California ground squirrel (*Otospermophilus beecheyi*), raccoon (*Procyon lotor*), or skunk (*Mephitis mephitis*). Evidence of brush rabbit (*Sylvilagus bachmani*) and raccoon was found on the project site. Numerous animal burrows (greater than 30) were observed throughout the site, ranging in diameter from one inch to four inches. Several areas adjacent to Foothill Road contained gopher mounds.

- a. **Special-Status Species.** Data obtained from the U.S. Fish and Wildlife Service, California Native Plant Society, and California Department of Fish and Wildlife's

California Natural Diversity Database are listed in the following tables, which include recorded sighting distances from the project site and whether or not the species has a reasonable possibility to occur at the site. In addition, non-native grassland on the site, as well as several saplings and shrubs, could provide nesting and foraging habitat for raptors and migratory birds. California lies within the Pacific Flyway, the migratory bird route extending north to south from Alaska to South America.

Table 1 Special Status Wildlife with the Potential to Occur on the Project Site

Species	Status (Federal/State)	Habitat Description	Reasonable Possibility to Occur at Site
Burrowing owl (<i>Athene cunicularia</i>)	California Species of Special Concern	Open, dry, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation; dependent on mammal burrows	Not expected to occur. Low quality habitat present. Surrounded by development on three sides. Record of nearest known occurrence is five miles to the northeast.
San Joaquin kit fox (<i>Vulpes macrotis mutica</i>)	Federally listed endangered and state-listed threatened species	Loose-textured soils, annual grassland (California Prairie), scrub and subshrub communities. Can occupy small portions of native habitat interspersed with development provided there is minimal disturbance, dispersal corridors, and sufficient prey-base.	Not expected to occur. No suitable habitat present. Record of nearest known occurrence is four miles to the east.
Western mastiff bat (<i>Eumops perotis californicus</i>)	California Species of Special Concern	Extensive open areas with abundant roost locations provided by crevices in rock outcrops and buildings. Crevices in cliff faces, high buildings, trees, and tunnels are required for roosting. Nursery roosts described as tight rock crevices at least 90 cm (35 in) deep and 5 cm (2 in) wide, or crevices in buildings.	Not expected to occur. No suitable habitat present. Record of nearest known occurrence is four miles to the north.
Townsend's big-eared bat (<i>Corynorhinus townsendii</i>)	California Species of Special Concern	Inhabits a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	Not expected to occur. No suitable habitat present and human presence on three sides of the site. Record of nearest known occurrence is three miles to the northeast.
San Joaquin coachwhip (<i>Masticophis flagellum ruddocki</i>)	California Species of Special Concern	Open, dry, treeless areas with little or no cover, including valley grassland and saltbush scrub. Avoids dense vegetation where it cannot move quickly, including mixed oak chaparral woodland. Takes refuge in rodent burrows, under shaded vegetation, and under surface objects.	Not expected to occur. Low quality habitat present. Record of nearest known occurrence is five miles to the south.

Species	Status (Federal/State)	Habitat Description	Reasonable Possibility to Occur at Site
Salinas pocket mouse (<i>Perognathus inornatus psammophilus</i>)	California Species of Special Concern	Open grassland, savanna, and desert shrub communities. Most abundant in uncultivated areas and often live in areas with sandy washes and finely textures soils.	Not expected to occur. No suitable habitat present due to mowing/discing of site. Record of nearest known occurrence is two miles to the east.
American badger (<i>Taxidea taxus</i>)	California Species of Special Concern	Dry, open grasslands, fields, shrub, forest, and pastures.	Not expected to occur. Low quality habitat present. Record of nearest known occurrence is two miles to the east.

SOURCE: CDFW 2018

Table 2 Special Status Plants with the Potential to Occur on the Project Site

Species	Status (Federal/State)	Habitat Description	Reasonable Possibility to Occur at Site
Congdon's tarplant (<i>Centromadia parryi</i> ssp. <i>congdonii</i>)	Rare Plant Rank 1B species	Alkaline valley and foothill grassland; elevation 1-230m. Also occurs in disturbed areas and ruderal habitats.	Potential to occur throughout project area due to presence of suitable habitat. Nearest known occurrence is five miles to the north.
Monterey spineflower (<i>Chorizanthe pungens</i> var. <i>pungens</i>)	Federally threatened. Rare Plant Rank 1B.2 species	Sandy soils in maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland; can tolerate disturbance; elevation 3-450m.	Not expected to occur in project area due to lack of sandy substrates in the project area. Nearest known occurrence is two miles to the northeast.

SOURCE: CDFW 2018

Congdon's Tarplant. The California Native Plant Society (CNPS) Rare Plant Rank 1B Congdon's tarplant is found on a range of substrates, and is tolerant of disturbed and ruderal (weedy) areas. It occurs in patches of non-native grassland. The species is known from the East San Francisco Bay Area, Salinas Valley, and Los Osos Valley. This low-growing annual herb is most observable during its peak blooming period, from late summer to early fall.

CNPS Rare Plant Rank 1B species are considered rare, threatened, or endangered in California and elsewhere. Impacts to such species require mitigation under the California Environmental Quality Act, because all CNPS 1B species meet the definitions of Sections 2062 and 2067 of the California Fish and Game Code pertaining to the California Endangered Species Act, and are considered eligible for state listing.

Congdon's tarplant has the potential to occur within the disturbed areas of the property. A known reference population of Congdon's tarplant located in the City of Salinas was checked just prior to the site visit; it was past the peak blooming season and the plants only had a few flowers remaining, but the annual species was still recognizable in open areas. Since the species was still in bloom and identifiable at the reference population, conditions were sufficient to conduct a focused survey for this species at the project site. Though it could be introduced to the site in the future, Congdon's tarplant was not observed during the focused survey. If project construction extends beyond five years from the survey date (November 13, 2018), it is recommended that the focused plant survey for Congdon's tarplant be repeated. As a result to no observance of the Congdon's tarplant during the site visit, no mitigation is required.

Nesting Birds. There is low potential that the mature eucalyptus trees along the drainage channel will provide roosting areas for special-status bat species that occur in the project vicinity. Therefore, proposed project development has a low potential to directly affect individual bats should they be roosting on or near the project site during construction activities.

Migratory birds are protected under the Migratory Bird Treaty Act. California lies within the Pacific Flyway, the migratory bird route that extends about 4,000 miles north to south from Alaska to South America. To avoid impacts to nesting birds during their nesting season (January through September), construction activities that include grading, grubbing, or demolition shall be conducted outside of the bird nesting season (October through December) to the greatest extent feasible. If this type of construction occurs during the bird nesting season, then a qualified biologist should conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction. Implementation of Mitigation Measure BIO-1 would reduce potential, significant impacts to nesting birds and special-status biological resources to less-than-significant level.

Mitigation Measure

BIO-1 If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 14 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding each work area is typically 250

feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently.

Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest).

If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. If pre-construction nesting bird surveys are necessary, based upon the requirements of this mitigation measure, then a survey report shall be prepared prior to commencement of construction activities.

- b. **Riparian Habitat or Sensitive Natural Communities.** As stated previously, the drainage channel between the Mission Union Elementary School and the project site was dry at the time of the site visit, with no evidence of riparian vegetation, and, therefore, no impacts would occur.
- c. **Wetlands and Waterways.** As stated previously, there are no wetlands or jurisdictional waterways on the project site; therefore, no impacts are anticipated.
- d. **Wildlife Movement.** Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. The project site includes habitat is classified as annual non-native grassland, which can provide foraging for numerous avian species and small mammals (listed previously). Numerous animal burrows were also observed throughout the project site and several areas adjacent to Foothill Road

contained gopher mounds. However, because the project site is largely vacant and the presence of non-native grassland exists, the proposed project would have a less than significant impact on wildlife movement.

- e. **Local Biological Resource Policies/Ordinances.** From a review of the proposed project's development plans, it appears as though the oak tree located between the existing drainage channel and the project site would not be removed. Therefore, there would be no conflicts with local ordinances or policies related to protecting biological resources.
- f. **Conservation Plans.** According to the general plan EIR, there are no adopted habitat conservation plans or natural community conservation plans within the areas covered by the County (Monterey County 2008, p. 4.9-2).

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (1, 8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries? (1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. The project site is currently vacant, and therefore, there are no historical resources that could be impacted as a result of the proposed project.
- b. According to the County’s GIS Basemap, the project site is located within an area that is considered to have low archaeological sensitivity. Although there are no known archaeological resources recorded on the project site, during earth-moving activities, it is always possible to accidentally discover buried archaeological resources. Disturbance of archaeological resources would be considered a significant adverse environmental impact. Implementation of Mitigation Measure CR-1 would reduce this potential impact to a less-than-significant level.

Mitigation Measure

CR-1 Due to the possibility that significant buried cultural resources might be found during construction, the following language will be included on all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with future development of the project site:

“If archaeological resources or paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated.”

Implementation of Mitigation Measure CR-1 would require construction to be halted and appropriate evaluation and actions be taken should archaeological resources be discovered during construction. Implementation of the mitigation measure would reduce potentially significant impacts associated with archaeological resources to a less-than-significant level.

c. Accidental Disturbance of Human Remains.

Although no evidence of potentially sensitive cultural resources are associated with the project site, there is the possibility of an accidental discovery of archaeological resources or human remains during construction activities. Disturbance of Native American human remains is considered a significant adverse environmental impact. Implementation of the following mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure

CR-2 Due to the possibility that human remains may be discovered during construction activities, the following language shall be included in all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits:

“If human remains are found during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner is contacted to determine that no investigation of the cause of death is required.

If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98.

The landowner or authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable

to identify a MLD or the MLD failed to make a recommendation within 48 hours after being allowed access to the site; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”

Implementation of Mitigation Measure CR-2 will ensure that potential impacts due to accidental discovery of buried human remains will be reduced to a less-than-significant level by requiring that if a find is made, activity is stopped, and appropriate measures are taken.

6. ENERGY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. The proposed project includes the construction of a new gravel pavement parking lot on a 0.65-acre vacant dirt lot to serve the existing Mission Union Elementary School and would not directly or indirectly result in inefficient, wasteful, and unnecessary consumption of energy. The project would not conflict with state or local plans for energy efficiency.

7. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) 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? (1, 7, 8, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Strong seismic ground shaking? (3, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(3) Seismic-related ground failure, including liquefaction? (3, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(4) Landslides? (3, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil? (3, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (1, 3, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, creating substantial direct or indirect risks to life or property? (1, 5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a-c. According to the County’s GIS Basemap, the project site is not located in an Alquist-Priolo Earthquake Fault Zone or a known local earthquake fault rupture hazard zone. The Fault Activity Map of California indicates the nearest active fault to the site is the Reliz Fault (California Department of Conservation 2019), which is located approximately two miles southwest of the project site. Considering the distance to this known active fault, the potential for surface fault rupture at the site due to a known active fault is considered low. Ground shaking that result from active faults would be of concern to development at the project site; however, the proposed project involves only the construction of a parking lot. Therefore, no impacts related to ground shaking would occur.

The County’s GIS Basemap indicates that the project site is located within an area of low susceptibility to landslides, liquefaction, and erosion hazards. Further, the County’s GIS Basemap indicates that the project site is located within a relatively stable area and, therefore, the proposed project would not be located on a site that is unstable or would become unstable as a result of the proposed project. Improvements to the project site would involve grading and ground disturbance activity, but not to the extent that would result in substantial soil erosion or the loss of topsoil.

- d. According to the *Limited Geotechnical Engineering Investigation* (“geotechnical report”) prepared by Salem Engineering Group, Inc., and included as [Appendix C](#) of this initial study, the project site contains various soil types including surface silty sand soils with gravel. In addition, no significant fill materials were encountered in test borings throughout the project site. However, the geotechnical report indicates that fill materials may be present onsite between the tested boring locations. The geotechnical report provided several recommendations for all pavement areas to conform to in order to reduce the potential for adverse impacts to occur. Implementation of Mitigation Measure GEO-1 would reduce any potential impacts related to expansive soils associated with construction grading to a less-than-significant level.

Mitigation Measure

GEO-1 The school district will comply with all recommendations made in the 2016 geotechnical report prepared by Salem Engineering Group, Inc.

- e. Development of the project site with a parking lot would not involve the use of septic systems.
- f. There are no unique geologic features located on or adjacent to the project site. According to the general plan EIR Exhibit 4.10.1, there are no known paleontological resources within or nearby the project site.

8. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (1, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (1, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. The California Legislature has enacted a series of statutes in recent years addressing the need to reduce greenhouse gas (GHG) emissions across the State. In September 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 was amended by Senate Bill (SB) 32. Effective January 1, 2017, SB 32 requires that statewide GHG emissions be reduced to 40 percent below 1990 levels by 2030. AB 32 and SB 32 represent the current state legislative framework commonly used by local and regional agencies across the state as guidance for reducing GHG emissions from activities within their respective jurisdictions.

The proposed project is located within the boundaries of the Monterey Bay Air Resources District (“air district”). To date, the air district has not adopted CEQA guidance for analysis of GHG effects of land use projects (e.g. numerical thresholds of significance,) nor has it prepared a qualified GHG reduction plan for use/reference by local agencies located within the air district. Further, the County has not adopted a GHG reduction emissions plan or climate action plan.

The proposed project would not result in new sources of operational GHG emissions because no operational sources of pollutants are proposed onsite. GHG emissions would be generated by equipment used during the site preparation and construction processes. During site preparation and construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker/builder supply vehicles, which typically use fossil-based fuels to operate. Project excavation, grading, and construction would be temporary, occurring only over the construction period, and would not result in a permanent increase in GHG emissions. The impact from construction GHG emissions associated with the proposed project, therefore, would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (1, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (1, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment? (1, 20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or a public-use airport, result in a safety hazard or excessive noise for people residing or working in the project area? (1, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (1, 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The proposed project would not involve the routine transport, use, or disposal of hazardous waste.

- b. The project site consists of an existing vacant, dirt lot. Based on historic aerial photographs, the project site appears to have remained as a vacant, dirt lot for at least the past decade. Therefore, the proposed project would not 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. Only nominal amounts of hazardous material in the form of fuels and other construction materials would be used during construction of the project, and these materials do not pose an elevated risk to the public.
- c. The proposed project is located immediately south of the existing Mission Union Elementary School and, therefore, is within one quarter mile of an existing school. However, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste.
- d. Government Code Section 65962.5 requires that the Department of Toxic Substances Control compile and regularly update a list of hazardous waste facilities and sites. A search of the Envirostar website (California Department of Toxic Substances Control 2019) revealed that the project site is not on the list.
- e. There are no public airports near to the project site. Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area.
- f. The proposed project does not include any changes to any roadways and, therefore, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- g. According to the California Department of Forestry and Fire Protection's *Very High Fire Hazard Severity Zones in Local Responsibility Areas* map, the project site is located within a Non-Very High Fire Hazard Severity Zone under the responsibility of unincorporated local fire protection (California Department of Forestry and Fire Protection 2008). In addition, the proposed project does not involve people or the construction of structures and, therefore, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

10. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(1) Result in substantial erosion or siltation on- or off-site; (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(3) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or(1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(4) Impede or redirect flood flows? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (1, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The proposed project includes the disturbance of less than one acre of soil and, therefore, is not required to obtain coverage under the Construction General Permit for Discharges of Storm Water Associated with Construction Activity per National Pollutant Discharge Elimination System requirements. However, as noted on Sheet C4 of the development plans, best management practices during construction of the project site would be implemented in order to reduce or prevent harmful pollutants to enter the storm drain system.
- b. The proposed project includes the construction of a new gravel pavement parking lot on a 0.65-acre vacant dirt lot to serve the existing Mission Union Elementary School and, therefore, would not decrease groundwater supplies or affect groundwater recharge.
- c. The project site does not contain any streams or rivers and, therefore, would not alter the course of an existing stream or river. Surface runoff infiltrates into the ground onsite as the dirt lot is currently a vacant and pervious site. Improvements to the project site for the creation of a parking lot will involve minimal grading and ground disturbance activity, but not to the extent that would result in soil erosion or siltation on- or offsite (refer to Section 7.0, Geology and Soils, checklist question b). Due to the nature of this project, and that no storm water drainage systems exist within the area, there would be no contributions of run-off water that would exceed the capacity of existing or planned storm water drainage systems within the proximity of the project site or provide additional sources of polluted run-off. Further, the proposed project would include permeable surfaces in addition to the proposed vegetated strips of land located on the southern, eastern, and western borders of the project site to facilitate water drainage and flood flows, ensure the capture of sediments and pollutants, and eliminate the potential for flooding on- or offsite.
- d. The proposed project is not located within a flood hazard zone, tsunami, or seiche zones, and therefore, would not risk release of pollutants due to project inundation.
- e. See checklist questions a) and b) above. The proposed project would not adversely impact water quality control plans nor would the proposed project involve the use of groundwater; therefore, the proposed project would not conflict with the applicable sustainable groundwater management plan that applies to the Salinas Valley Forebay Aquifer groundwater basin.

11. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community? (1,7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause any 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? (1, 19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The development of a parking lot on the currently vacant, dirt project site would not physically divide an established community because it is surrounded by the Mission Union Elementary School to the north and residential neighborhood to the east and south.
- b. The proposed project includes improvements in the Foothill Road right-of-way, which is County-controlled property. The County requires that an encroachment permit be obtained and approved for any work within the County's rights-of-way in order to ensure that the development is complying with existing County ordinances, the general conditions of County Municipal Code Chapter 14.04, and constructed to designated grades and specification requirements. However, the school district is not subject to any local land use plan, policy, or regulation and, therefore, would have no environmental impact.

12. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan? (1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. According to the County’s general plan EIR, there are no known mineral resources of value designated by the State Geologist within the project site vicinity (Monterey County 2008 Exhibit 4.5.1). Therefore, there would be no loss of availability of known mineral resources or locally important mineral resource recovery sites.

13. NOISE

Would the project result in:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies? (1, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground borne noise levels? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, expose people residing or working in the project area to excessive noise levels? (1, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

a. The proposed project involves the establishment of a parking lot on an existing vacant, dirt lot. Therefore, it would not result in the generation of substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the general plan. Further, the proposed project would not increase vehicular-related noises than what already exists in the project site vicinity.

However, the proposed project could result in temporary increases in ambient noise levels due to construction-related noises and may result in a nuisance to the nearby residences. Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction. Construction activities occurring during the more noise-sensitive nighttime hours may result in increased levels of annoyance to occupants of the nearby residences. Construction-generated noise is therefore a significant temporary noise impact to nearby noise-sensitive uses. Implementation of the following mitigation measure would ensure this impact would be less than significant.

Mitigation Measure

- N-1 Noise generating construction operations will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday. Noise-generating construction operations will not occur on Sundays or holidays.
- b. Vibration levels generated during project construction activities may at times be perceptible at neighboring land uses, but vibration levels would not be excessive. Further, the proposed project does not involve operations that would be a source of significant ground vibration. Therefore, no impacts related to excessive ground-borne vibration or ground borne noise levels would occur.
- c. The proposed project is not located within the vicinity of a private airstrip or an airport land-use plan and, therefore, would not expose people residing or working in the project area to excessive noise levels.

14. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. The proposed project involves the development of a parking lot to serve the Mission Union Elementary School and does not involve the addition of people or housing; therefore, the proposed project would not induce unplanned population growth, either directly or indirectly, and would not displace existing people or housing.

15. PUBLIC SERVICES

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

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a-e. The proposed project is the development of a parking lot on an existing vacant lot to serve the Mission Union Elementary School; therefore, the proposed project would not result in the need for additional fire or police protection, or the need for additional schools, park facilities, or other public facilities.

16. RECREATION

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. The proposed project is the development of a parking lot on an existing vacant lot to serve the Mission Union Elementary School; therefore, the proposed project would not increase the use of existing neighborhood and regional parks and does not require the need for constructing or expanding existing recreational facilities.

17. TRANSPORTATION

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (1, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreased the performance or safety of such facilities? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, f. The circulation system on and near the project site currently accommodates the existing Mission Union Elementary School and nearby residences and agricultural operations. Other than during construction activities, the proposed project would not result in increased traffic. Development of the proposed project would not result in a

substantial increase in vehicular traffic in ways that would conflict with the performance of the existing, surrounding circulation system. Therefore, the proposed project would not conflict with an applicable plan, ordinance or policy addressing the circulation system in the area, including transit, roadway, bicycle and pedestrian facilities.

- b. See the above checklist question(s). The proposed project would not conflict with the County's Congestion Management Program regarding levels of service standards and travel demand measures for designated roads or highways.
- c. The proposed project would not result in the change of any air traffic patterns.
- d, e. The proposed project does not include any geometric design features that would increase hazards nor does it include incompatible uses. In addition, the proposed project would not result in inadequate emergency access.

18. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. 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, or 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:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The school district sent a letter to the Ohlone/Coastanoan-Esselen Nation on June 13, 2019 offering consultation in accordance with AB 52. To date, the school district has not received any responses.

19. UTILITIES AND SERVICES SYSTEMS

Would the project:

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

Comments:

- a. The proposed project would not require the use of water or wastewater systems and, therefore, would not require the construction of new water treatment facilities or expansion of existing facilities. In addition, the project would not require the construction or relocation of new or expanded storm water drainage, electric power, natural gas, or telecommunications facilities.
- b, c. The proposed project would not involve the use of water or wastewater services; therefore, there would be no need for additional water or wastewater services.
- d, e. The proposed project would not generate solid waste and, therefore, would have no impact on landfill capacity or regulations related to solid waste.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan? (1, 3, 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

According to the California Department of Forestry and Fire Protection’s Very High Fire Hazard Severity Zones in Local Responsibility Areas map, the project site is located within a Non-Very High Fire Hazard Severity Zone under the responsibility of unincorporated local fire protection (California Department of Forestry and Fire Protection 2008). However, the proposed project is located adjacent to state responsibility areas and lands classified as very high fire hazard severity zones.

- a. The proposed project includes the development of a parking lot on an existing vacant lot to be used by the Mission Union Elementary School. The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
- b. The proposed project is relatively flat and, therefore, would not exacerbate wildfire risks due to slope or prevailing winds.

- c. The proposed project does not require the installation or maintenance of any infrastructure in a manner that would exacerbate fire risk.
- d. The proposed project does not involve people or the development of structures; therefore, the proposed project would not expose people or structures to significant risks related to as a result of runoff, post-fire slope instability, or drainage changes.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (1, 2, 6, 8, 16, 17)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) (1, 2, 6, 7, 14, 15, 16, 17, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (1, 7, 14, 15, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

a. As discussed in Section 4.0, Biological Resources, construction activities associated with the proposed project have the potential to impact nesting birds during construction activities. Implementation of Mitigation Measure BIO-1 would reduce this potential impact to a less-than-significant level.

As discussed in Section 5.0, Cultural Resources, construction activities associated with the proposed project also have the potential to disturb unknown cultural resources. Implementation of Mitigation Measures CR-1 and CR-2 would reduce these potential impacts to a less-than-significant level.

b. The proposed project has the potential to result in cumulatively considerable impacts in the areas of: sensitive biological resources (nesting birds), air quality (construction-

related impacts) and noise (construction-related impacts), should any other construction activities occur in the immediate vicinity at the same time. However, with the implementation of identified mitigation measures, impacts of the proposed project would not be cumulatively considerable.

- c. As discussed in Section 3.0, Air Quality, the proposed project could result in short-term air quality impacts from diesel emissions associated with construction equipment and vehicles. With the implementation of Mitigation Measures AQ-1 and AQ-2, this would be a less-than-significant impact.

As discussed in Section 13.0, Noise, development of the proposed project would temporarily increase the noise levels in the immediate vicinity during construction. Implementation of Mitigation Measure N-1 would be required to ensure short-term noise impacts are minimized.

E. SOURCES

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5. **Reich, Shaun, EIT, and Salem, R. Sammy, MS, PE, GE, REA, Salem Engineering Group, Inc. Letter to Tim Ryan, subject: Limited Geotechnical Engineering Investigation, Subgrade Evaluation and Pavement Recommendations, Proposed Gravel Paved Parking and Access Road, Mission Union Elementary School 36825 Foothill Road Soledad, California.**
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12. U.S. Fish & Wildlife Service (USFWS). 2018. "National Wetlands Inventory." Accessed November 19, 2018. <https://www.fws.gov/wetlands/>
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15. Monterey Bay Air Resources District. March 2017. *2012-2015 Air Quality Management Plan*. Monterey, CA. https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf
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17. California Native Plant Society (CNPS). 2018. Inventory of Rare and Endangered Plants. Records of occurrence for Gonzales, Mount Johnson, Bickmore Canyon, Palo Escrito Peak, Soledad, North Chalone Peak, Sycamore Flat, Paraiso Springs, and Greenfield quadrangle maps. Sacramento, CA. <http://www.cnps.org/inventory>. Accessed 6/4/18.
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All documents in **bold** are available for review at the **Mission Union School District, 36825 Foothill Road, Soledad, CA 93960, 831-678-3524** during normal business hours.

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