City of Salinas
PUBLIC WORKS DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901
(831) 758-7241 • (831) 758-7935 (Fax) • www.ci.salinas.ca.us

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

DATE: **JUNE 30, 2020**

TO: **INTERESTED PARTIES**

FROM: **CITY OF SALINAS PUBLIC WORKS DEPARTMENT**

SUBJECT: **ENVIRONMENTAL REVIEW/REQUEST FOR COMMENTS**
East Boronda Road from just east of Dartmouth Way to just east of Independence Boulevard / Capital Improvement Project (CIP) No. 9510

The City of Salinas proposes to widen East Boronda Road from two lanes to four lanes from east of Dartmouth Way to east of Independence Boulevard. Roundabouts with associated landscaping would be incorporated at the four major intersections of McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard. Environmental impacts of this project have been analyzed in accordance with the California Environmental Quality Act (CEQA) and a Mitigated Negative Declaration (MND) has been prepared for the project. Based on the environmental document, the project will not have a significant effect on the environment.

Copies of the MND and Initial Study are available at the following locations:

- City of Salinas website at : https://www.cityofsalinas.org/our-city-services/public-works/documents-public-review
- City of Salinas Public Works Department, 200 Lincoln Avenue. If you have questions or would like to review the hard copy documents, please contact the project engineer, **Josie Lantaca** at (831) 758-7241 to make an appointment.

Written comments on the environmental document will be received from **June 30, 2020** through **July 30, 2020.** Comments should be sent to Josie Lantaca at the address listed below. Comments can also be presented at the following tentatively scheduled meetings. These dates are estimated. If you are interested in attending one or more of these meetings, please confirm prior to attendance.

- Traffic and Transportation Commission may be held **on August 13, 2020 at 6:00 p.m.** at the Salinas City Council Chambers at 200 Lincoln Avenue;
- Planning Commission public hearing may be held on **September 2, 2020 at 3:30 p.m**. located at the Salinas City Council Chambers at 200 Lincoln Avenue; and
- City Council public hearing may be held on **October 13, 2020 at 4:00 p.m.** located at the Salinas City Council Chambers at 200 Lincoln Avenue

For Responding Agency Use: An Initial Study and draft MND are attached for your review. The space below may be used to indicate that your agency has no comments, or to state brief comments.

____ No Comments provided

____ Comments noted below

____ Comments provided in separate letter

COMMENTS_____
_____
_____

Return to: Josie Lantaca, Assistant Engineer
City of Salinas
Public Works Department
200 Lincoln Avenue
Salinas, CA 93901
diosefe@ci.salinas.ca.us

From: Agency Name: _____
Contact Person: _____
Phone Number: _____

DISTRIBUTION

1. Applicant: City of Salinas
2. Permit Center Public Notice Board (post)
3. City Clerk Public Notice Board (post)
4. County Clerk's Office
5. State Clearinghouse
6. Association of Monterey Bay Area Governments
7. Alisal Union School District
8. Salinas City Elementary School District
9. Salinas Union High School District
10. Santa Rita Union School District

11. Alco Water Service
12. California Water Services Company
13. Pacific Gas & Electric
14. AT&T Engineering
15. Comcast
16. Monterey- Salinas Transit
17. Department of Transportation – District 5 - Systems Planning and Programming Branch
18. Transportation Agency for Monterey County
19. Monterey County Department of Public Works
20. California Native Plant Society
21. Salinas Valley Solid Waste Authority
22. Central Coast Regional Water Quality Control Board (Region 3)
23. Monterey County Agriculture Commissioner
24. Monterey County Resource Conservation District
25. Monterey Bay Air Resources District
26. Monterey County Planning Department
27. U.S. Army Corps of Engineers
28. Land Watch
29. Native American Heritage Commission
30. Ohlone/Coastanoan-Esselen Nation
31. Amah Mutsun Tribal Band – Edward Ketchum
32. Amah Mutsun Tribal Band – Valentin Lopez
33. Indian Canyon Mutsun Band of Coastanoan
34. Xolon Salinian Tribe
35. Amah Mutsun Tribal Band of Mission San Juan Bautista
36. Torres Martinez Desert Cahuilla Indians
37. Coastanoan Rumsen Carmel Tribe
38. U.S. Fish and Wildlife Service
39. National Marine Fisheries Service

City of Salinas
PUBLIC WORKS DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901
SALINAS
RICH IN LAND / RICH IN VALUES
(831) 758-7241 • (831) 758-7935 (Fax) • www.ci.salinas.ca.us

PROPOSED (MITIGATED) NEGATIVE DECLARATION

The project described below has been reviewed in accordance with the California Environmental Quality Act (CEQA) and has been determined to have an insignificant effect upon the environment.

Project's Common Name: Boronda Road Congestion Relief Project
File No.(s): Capital Improvement Project (CIP) No. 9510

Project Applicant: City of Salinas Department of Public Works

Project Location: East Boronda Road in northern Salinas.

Project Description: The City of Salinas is proposing to widen East Boronda Road from Dartmouth Way to Independence Boulevard. In order to accommodate current and anticipated future traffic demands and localized growth, the improvements include widening East Boronda Road from two lanes to four lanes from east of Dartmouth Way to east of Independence Boulevard. Roundabouts with associated landscaping would be incorporated at the four major intersections of McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard. Within the Salinas Future Growth Areas, Boronda Road would be widened along the north edge of the existing roadway into areas currently under active agricultural cultivation, and planned for future development unrelated to this road improvement project. The full project description is included in the attached initial study.

Determination: The attached initial study has been prepared for the above project in accordance with the California Environmental Quality Act and procedures established in the *CEQA Guidelines* adopted by the City of Salinas. On the basis of the initial study, the City of Salinas makes the following determination:

☐ The above project will not have a significant effect on the environment, and a NEGATIVE DECLARATION is hereby approved.

☒ The above project could have a significant effect on the environment, but WILL NOT have a significant effect in this case because the attached mitigation measures will be implemented by the city to avoid the effects or mitigate the effects to a point where clearly no significant effects will occur. Furthermore, there is no substantial evidence before the City of Salinas that the proposed project, as mitigated, may have a significant effect on the environment. A (MITIGATED) NEGATIVE DECLARATION is hereby approved.

Mitigation measures included in the project to avoid potentially significant effects: See attached Mitigation Monitoring Program.

Further information about this project and about its probable environmental impact will be on file in the Department of Public Works, 200 Lincoln Avenue, Salinas, CA 93901.

David Jacobs, P.E., L.S.
Director of Public Works

By: _____

Date: 6-22-20

Attachment: Initial Study and Mitigation Monitoring Program

BORONDA ROAD CONGESTION RELIEF PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM
(CIP No. 9510)

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
1.b Air Quality	To reduce dust emissions from grading and construction activities, the following language shall be included on all grading and construction plans, and implemented during grading and construction: Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used: a. Water areas of active disturbed soils at least twice daily or as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible. b. Apply chemical soil stabilizers or dust suppressants on disturbed soils that will not be actively graded for a period of four or more consecutive days c. Apply non-toxic binders and/or hydro seed disturbed soils on which grading is completed, but on which more than four days will pass prior to paving, foundation construction, or placement of other permanent cover. d. Cover or otherwise stabilize stockpiles which will not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible. e. Maintain at least 2'0" of freeboard and cover all trucks hauling dirt, sand, or loose materials.	Reduce dust emissions during construction	City of Salinas	City of Salinas	Prior to ground disturbance or construction; and during construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	f. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces. g. Stop grading and earth moving if winds exceed 15 miles per hour. These measures shall be incorporated into project plans, subject to review and approval by the City Public Works Department, prior to issuance of grading permits.				
2. b Air Quality	Prior to commencement of construction activities, the contractor shall appoint a construction foreman to act as site monitor to ensure that the dust control measures are implemented. Evidence of implementation shall be submitted to the Salinas Public Works Department within three days of commencement of grading, and monthly thereafter as long as grading occurs. The foreman shall post a publicly visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with Rule 402 (Nuisance).	To minimize air quality impacts.	City of Salinas	City of Salinas	Prior to ground disturbance or construction
3. c,d Air Quality	The contactor shall prepare a Construction Staging Management Plan. The plan will include the following restrictions: a. Heavy-duty diesel vehicles shall have 2010 or newer model year engines, in compliance with the California Air Resources Board's Truck and Bus Regulation, and will be staged as far away from the adjacent residential neighborhoods and	To minimize air quality impacts.	City of Salinas	City of Salinas	Prior to ground disturbance or construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	schools as possible; and b. Construction equipment and heavy-duty diesel trucks idling shall be avoided, where feasible, and if idling is necessary, it will not exceed five minutes. Contractors shall submit evidence demonstrating compliance with this measure to the City of Salinas Public Works Department for review and approval.				
4. c,d Air Quality	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. Further, where feasible, construction equipment shall include the use of alternative fuels such as compressed natural gas, propane, electricity or biodiesel. This information shall be included on all grading and construction plans. Proof of implementation shall be provided to the City Public Works Department during construction.	To minimize air quality impacts	City of Salinas	City of Salinas	Prior to ground disturbance or construction
1. a Biological Resources	Construction activities that include any tree removal, pruning, grading, grubbing, or demolition shall be conducted outside of the bird nesting season (January 15 through September 15) to the greatest extent feasible. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project construction.	To minimize impacts on nesting birds	City of Salinas	City of Salinas	Prior to ground disturbance or construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	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 within 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				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	cease all construction work in the area until the young have fledged and the nest is no longer active.				
2. a Biological Resources	If proposed construction activities may result in habitat loss or "take" (harass, harm, pursue, wound, kill, trap, or capture) of steelhead within Gabilan Creek, the City of Salinas will obtain federal Incidental Take Permits, and comply with all stipulated conditions to protect special-status steelhead including, but not limited to, those identified below: a. To avoid conflicts with fish, instream construction activities will be planned for periods between June 1 and October 31, or periods when the work area is dry. b. A NOAA Fisheries-approved biologist will provide construction worker awareness training prior to the start of construction. c. A NOAA Fisheries-approved biologist will monitor installation of any stream diversions, initial dewatering activities and sediment control devices to identify and rectify any conditions that may adversely affect steelhead or their habitat. d. A NOAA Fisheries-approved biologist will identify steelhead relocation sites with adequate water quality, cover and living space. e. Within 10 days of the initiation of any work within surface water, a qualified fisheries biologist will complete a survey for steelhead. f. If pumping is required to dewater the construction work area and juvenile steelhead are present,	To protect special-status steelhead	City of Salinas	City of Salinas	Prior to Ground Disturbance near Gabilan Creek

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	pump intakes will be fitted with a wire mesh screen with a 5 mm mesh or smaller. g. Any steelhead found in the work area will be recaptured and relocated by a NOAA Fisheries-approved biologist to suitable relocation sites. h. If instream construction must be conducted when surface water is present, stream diversion will be implemented such that diverted surface flow is returned to Gabilan Creek immediately downstream of the project site. i. The diversion berm and pipeline will be in place prior to beginning diversion of surface flow. j. Non-erosive materials (e.g., sandbags, sheet pile, rubber/plastic tubes) will be used to construct the diversion berm. k. An energy dissipater and sediment trap (straw bales, or equivalent) will be used at the diversion pipeline outlet. l. Excavated material will be stored away from the low-flow channel to prevent incidental discharge. m. Any streambed access points will be stabilized using a pad of coarse aggregate underlain by filter cloth, crane mats or equivalent materials to reduce erosion and tracking of sediment. n. Disturbed areas of the stream channel will be re-compacted to pre-construction conditions prior to restoring flow to the active channel. o. Silty or turbid water produced from dewatering or other activities will not be discharged into Gabilan				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	Creek until filtered or allowed to settle prior to discharge. p. Use of heavy equipment in flowing water will be prohibited. q. The bed and banks of Gabilan Creek will be restored immediately following the completion of instream construction work. r. Riparian habitat removed by the project will be restored and/or enhanced to improve fish habitat.				
3.a Biological Resources	A qualified biologist, as defined in measure BIO-5 below, shall conduct pre-construction surveys for western pond turtle (WPT) within 14 days as well as within 24 hours prior to the start of ground-disturbance activities. Surveys shall be conducted where suitable aquatic and upland nesting habitat exists for WPT on the project site, as well as within 100 feet of these areas. If no WPT or their nests are observed during the pre-construction surveys, then no further mitigation is required. If construction activities are halted or delayed for 30 days or longer, additional pre-construction surveys for WPT shall be conducted in this same manner by the qualified biologist. In the event that WPT and/or their nests are observed during pre-construction surveys, coordination with CDFW regarding appropriate mitigation to reduce impacts to these species will be required prior to issuance of a grading permit. Prior to the commencement of work in potential habitat areas, a Salvage and Relocation Plan will be submitted and approved by the CDFW. The qualified	To minimize impacts on the western pond turtle	City of Salinas	City of Salinas	Prior to ground disturbance or construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	biologist shall also remain present on-site to monitor construction activities within any areas identified as suitable habitat for WPT. A 300-foot no-work buffer zone surrounding any WPT nests within the project site boundary shall be established and marked with temporary flagging. Construction activities will not be allowed to take place within this buffered area until the hatchlings have emerged from the nest and vacated the area of their own volition or if the nest is determined to be inactive by the qualified biologist. During any construction activities taking place within areas identified as suitable habitat by the pre-construction surveys, a qualified biological monitor who has been approved by the CDFW to handle WPT shall be present on-site. In the event that WPT are observed at any time in the construction areas during project activities, construction shall halt in the vicinity of the WPT individual and the qualified biological monitor shall be notified. Construction activities shall not re-commence in this area until the WPT individual has left on its own accord or the approved biologist relocates the turtle. If Phase 3 construction activities for this project are carried out in such a way that construction equipment will be positioned in-stream at Gabilan Creek, the equipment shall be inspected daily in order to ensure that no WPT individuals are caught in the work area. If any WPT individuals are found in the equipment, they will be relocated by the qualified biologist to a suitable habitat area downstream of the project site. Observations of WPT will be reported to CDFW as outlined in the Salvage and Relocation Plan.				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
4. a Biological Resources	To protect California red-legged frog (CRLF) and California tiger salamander (CTS) potentially present within the project area, the project proponent shall obtain Incidental Take Permits from the USFWS and CDFW for potential project impacts to CRLF and CTS. All avoidance, minimization, and compensatory mitigation measures required by these permits shall be implemented. Unless otherwise specified by the permit(s), the project proponent shall also implement mitigation measures BIO-5 through BIO-8 below in order to minimize the potential for "take" of CRLF and CTS.	To protect the red-legged frog and California tiger salamander	City of Salinas	City of Salinas	Prior to ground disturbance or construction
5. a Biological Resources	At least 15 days prior to ground disturbance, the City of Salinas Public Works Department will submit the name(s) and credentials of biologists who will conduct activities specified in the measures BIO-3, BIO-4, and BIO-6 through BIO-8 ("qualified biologist"). No project activities will begin until the City of Salinas Public Works Department has received written approval from the USFWS and CDFW that the biologist is qualified to conduct the work. The qualified biologist will supervise and/or implement all protection measures. Construction contracts shall expressly include language requiring compliance with the protection measures.	To protect biological resources	City of Salinas	City of Salinas	Prior to ground disturbance or construction
6. a Biological Resources	Before construction activities begin, the qualified biologist will conduct a worker environmental awareness training session for all construction personnel. At a minimum, the training will include a description of California red-legged frog, California tiger salamander, and western pond turtle and their habitats, general measures that are being	To protect the red-legged frog, California tiger salamander, and western	City of Salinas	City of Salinas	Prior to ground disturbance or construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	implemented to protect these species as they relate to the project, and the boundaries within which the project occurs. Informational handouts with photographs clearly illustrating the species' appearances will be used in the training session. The training session will include information about steps to take if a special-status species is encountered, including contact information for the biological monitoring staff and measures to protect species during construction. Additionally, the biological monitor will be available to answer any questions about the protected species. All new construction personnel will undergo this mandatory worker environmental awareness training when they start work on the project site. Training will occur prior to the start of construction and periodically as needed if new construction personnel begin work at the project work site. Each worker shall sign a statement that they received training and the statement will be posted or easily available for viewing at the project work site.	pond turtle and their habitats			
7. a Biological Resources	During construction the qualified biologist will be present during all initial ground disturbance activities. Only the qualified biologist will be allowed to handle California red-legged frog, California tiger salamander, and western pond turtle. The qualified biologist will have the authority to halt construction work at any time to prevent harm to California red-legged frog, California tiger salamander, or western pond turtle when any protection measures have been violated. Work will re-commence only when authorized by the qualified biologist. If work is stopped due to potential harm to California red-	To protect the red-legged frog, California tiger salamander, and western pond turtle and their habitats	City of Salinas	City of Salinas	Prior to ground disturbance or construction; and during construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	legged frog, California tiger salamander, or western pond turtle, the qualified biologist will contact the USFWS and/or CDFW by telephone or email on the same day to communicate the event and coordinate appropriate action. The qualified biologist will train biological monitors designated by the construction contractor. Before the start of work each day, the monitors will check for animals under any equipment such as vehicles and stored pipes within active construction zones that are fenced. The monitors will also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If a California red-legged frog, California tiger salamander, and western pond turtle is observed within an active construction zone, the qualified biologist will be notified immediately and all work within 100 feet of the individual will be halted and all equipment turned off until the biologist has captured and removed the individual from the work area. California red-legged frog, California tiger salamander, and western pond turtle will be relocated to a USFWS/CDFW-approved off-site location.				
8.a Biological Resources	BIO-8. If the project will result in impacts to California tiger salamander and/or California red-legged frog, compensation for the permanent loss of aquatic and/or upland habitat may be required. Subject to final incidental take permit conditions, the City of Salinas Public Works Department will preserve or purchase in-kind habitat that is known to provide aquatic and upland habitat for California tiger salamander and/or California red-legged frog. Mitigation ratios vary depending on the type of	To compensate for potential permanent loss of aquatic and/or upland habitat	City of Salinas	City of Salinas	Prior to ground disturbance or construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	habitat affected, typically at a 1:1 to 2:1 ratio of acres of habitat preserved to habitat lost (USFWS 2020). Compensatory mitigation may be accomplished through one of the following options: ▪ Establishing a conservation easement on or off site in a suitable Monterey County location and providing a non-wasting endowment for management and monitoring of the property in perpetuity. Lands placed in a conservation easement must be documented to support California tiger salamander and/or California red-legged frog; ▪ Depositing funds into an USFWS- and CDFW-approved in-lieu fee program; or ▪ Purchasing credits in a USFWS- and CDFW-approved conservation bank that includes the project site in its service area.				
9. a Biological Resources	To avoid/minimize potential impacts to burrowing owls occurring within the project site, the City of Salinas Public Works Department will retain a qualified biologist to conduct a two-visit (i.e. morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site no less than 14 days prior to the start of construction. Surveys will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (28). If these pre-construction "take avoidance" surveys performed during the breeding season (February through August) or the non-breeding season (September through January) locate occupied burrows in or near construction areas, consultation with the CDFW would be required	To avoid/minimize potential impacts to burrowing owls	City of Salinas	City of Salinas	Prior to ground disturbance or construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	to interpret survey results and develop a plan for project-specific avoidance, minimization, and compensation. Where there is insufficient habitat on, adjacent to, or near project sites where burrowing owls will be impacted, acquisition of off-site mitigation lands with occupied burrowing owl habitat may be required in consultation with CDFW. Compensation may take the form of: a. Acquiring and dedicating lands into conservation easements; b. Purchasing mitigation credits at compensation ratios that have been approved by the CDFW; or c. Preserving area contiguous or near the acreage lost.				
10. a Biological Resources	Approximately 14 days prior to tree removal or structure disturbance activities, the City of Salinas Public Works Department will retain a qualified biologist to conduct a habitat assessment for bats and potential roosting sites in trees to be removed, in trees within 50 feet of the development footprint, and within and surrounding any structures that may be disturbed by the project. These surveys will include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the project site, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed	To protect bats and potential roosting sites in trees to be removed	City of Salinas	City of Salinas	Prior to ground disturbance or construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit. Potential roosting features found during the survey shall be flagged or marked. If no roosting sites or bats are found, a letter report confirming absence will be submitted to the City of Salinas and no further mitigation is required. If bats or roosting sites are found, a letter report and supplemental documents will be provided to the City of Salinas prior to grading permit issuance and the following monitoring, exclusion, and habitat replacement measures will be implemented: a. If bats are found roosting outside of the nursery season (May 1 through October 1), they will be evicted as described under (b) below. If bats are found roosting during the nursery season, they will be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats will be evicted as described under (b) below. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if determined in consultation with the CDFW) will be established around the roosting site within which no construction activities including tree removal or				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	structure disturbance will occur until after the nursery season. b. If a non-breeding bat hibernaculum is found in a tree or snag scheduled for removal or on any structures scheduled to be disturbed by project activities, the individuals will be safely evicted, under the direction of a qualified bat biologist. If pre-construction surveys determine that there are bats present in any trees to be removed, exclusion structures (e.g. one-way doors or similar methods) shall be installed by a qualified biologist. The exclusion structures shall not be placed until the time of year in which young are able to fly, outside of the nursery season. Information on placement of exclusion structures shall be provided to the CDFW prior to construction. If needed, other methods could include: carefully opening the roosting area in a tree or snag by hand to expose the cavity and opening doors/windows on structures, or creating openings in walls to allow light into the structures. Removal of any trees or snags and disturbance of any structures will be conducted no earlier than the following day (i.e., at least one night will be provided between initial roost eviction disturbance and tree removal/structure disturbance). This action will allow bats to leave during dark hours, which increases their chance of finding new roosts with a minimum of potential predation.				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
11. a Biological Resources	A qualified biologist will conduct pre-construction surveys for woodrat nests within the area proposed for disturbance along Gabilan Creek, including a 30-foot buffer around project impact areas. All woodrat nests will be flagged for avoidance of direct construction impacts and a 10-foot equipment exclusion buffer will be established around dens that will not be removed and are in proximity to the construction area. If avoidance of active woodrat nests is not feasible, woodrat nests will be dismantled by the qualified biologist no more than three days prior to construction. Woodrats will be evicted from their nests prior to the removal of the nests and onset of any clearing or ground disturbing activities to avoid direct injury or mortality of the woodrats. The nests will be dismantled and the nesting material and/or food caches moved to a new location outside of the project impact area. Prior to nest deconstruction, each active nest will be disturbed by the qualified biologist such that all woodrats leave the nest and seek refuge out of the project impact area. Nests are to be slowly dismantled by hand in order to allow the occupants to disperse. Should young prior to the age of weaning be found in the nest, the nest will be reconstructed in place and left undisturbed for three weeks or a period of time deemed adequate by the qualified biologist for the young to wean. All vegetation and duff materials will be removed from three feet around the nest prior to dismantling so that the occupants do not attempt to rebuild within the project impact area. Nesting materials will be	To protect woodrate nests	City of Salinas	City of Salinas	Prior to Ground Disturbance near Gabilan Creek

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	placed nearby in a location similar to the original location (e.g. the base of a nearby hardwood tree or shrub, near a downed log, or in the open), if such a location is readily available. The spacing between active relocated nests will not be less than 100 feet, unless the qualified biologist has determined that the habitat can support higher densities of nests, or if the original nests were closer than 100 feet to one another.				
12. b, c, d Biological Resources	To determine whether the various on-site ditches are jurisdictional, the City of Salinas will retain a qualified biologist/wetland regulatory specialist to initiate discussions with the USACE, RWQCB, and CDFW for this purpose. If impacts to a federal jurisdictional feature may occur, a Clean Water Act Section 404 Nationwide Permit may be needed. If the proposed activity would not otherwise qualify for a Nationwide Permit, the City of Salinas Public Works Department will proceed with obtaining an Individual Permit from the USACE. For either permit, a wetland delineation report will first be submitted to the USACE for a jurisdictional determination. If impacts to a wetland not subject to federal jurisdiction but subject to state jurisdiction may occur, fill authorization will be sought from the Central Coast Regional Water Quality Control Board. For any wetland impacted, the City of Salinas Public Works Department will take steps necessary to comply with City General Plan Policy COS-18, including the minimum ratios set forth therein for impacts to wetlands and other waters. Mitigation will be sufficient to ensure no net loss of wetland area,	To protect potential jurisdictional onsite ditches	City of Salinas	City of Salinas	Prior to Ground Disturbance or Construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	function, or value, either through wetland creation, restoration, or the purchase of wetland credits through an approved wetland mitigation bank. A Water Quality Certification (Section 401 of the Clean Water Act) from the Central Coast Regional Water Quality Control Board and/or Lake or Streambed Alteration Agreement from the California Department of Fish and Wildlife will also be obtained if determined necessary through the wetland assessment and subsequent regulatory agency consultation.				
1. a,b Cultural Resources	Due to the possibility that previously unknown buried significant historical or unique archeological resources could be uncovered during construction activities, the following language will be included in all construction documents and on any permits issued for the project site: “If historical resources or unique archaeological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Public Works Department and Planning Department notified, 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, with the concurrence of the City of Salinas, and implemented.”	To protect significant historical or unique archaeologic al resources	City of Salinas	City of Salinas	During construction
2. c Cultural Resources	Due to the possibility that previously unknown Native American human remains could be discovered during future construction activities, the following language will be included in all construction documents and on any permits issued for the proposed project, including, but not limited to, grading permits:	To protect the potential for exposing and disturbing unknown	City of Salinas	City of Salinas	During Construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	"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 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 descendant from the deceased Native American. The most likely descendant 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 his authorized representative shall 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 most likely descendant or the most likely descendant failed to make a recommendation within 48 hours after being notified by the commission; b) the descendant identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."	buried Native American human remains			

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
1. f Geology and Soils	Due to the possibility that previously unknown buried unique paleontological resources could be uncovered during construction activities, the following language will be included in all construction documents and on any permits issued for the project site: “If unique paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Public Works Department and Planning Department notified, until it can be evaluated by a qualified professional paleontologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated, with the concurrence of the City of Salinas, and implemented.”	To protect unique paleontological resources	City of Salinas	City of Salinas	During Construction
1. a Noise	The Public Works Department will include the following measures in construction documents and will monitor their implementation during construction: a. All construction equipment shall be properly maintained and equipped with intake and exhaust mufflers that are in good condition and recommended by the vehicle manufacturer; b. Unnecessary idling of internal combustion engines shall be strictly prohibited; c. Wheeled earth moving equipment shall be used rather than track equipment; d. A detailed construction plan shall be prepared and submitted with the grading and improvement plans identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so	To minimize noise levels.	City of Salinas	City of Salinas	Prior to ground disturbance or construction

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	that construction activities can be scheduled to minimize noise disturbance; e. A noise disturbance coordinator shall be designated to handle complaints and the site shall be posted with a phone number and email address so that the nearby residents have a contact person in case of a noise problem; f. Vehicle routes must be kept clean and smooth both on site and off site to minimize noise and vibration from vehicles rolling over rough surfaces; g. Stationary equipment, such as compressor and generators shall be housed in acoustical enclosures and placed as far from sensitive receptors as feasible; h. Utilize "quiet" air compressors and other stationary noise sources where technology exists; and i. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.				
1. a Tribal Cultural Resources	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Section 21083.2 of the California Public Resources Code.	To protect tribal cultural resources	City of Salinas	City of Salinas	During construction

City of Salinas
PUBLIC WORKS DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901
(831) 758-7241 • (831) 758-7935 (Fax) • www.ci.salinas.ca.us

1. BACKGROUND

Project Name: Boronda Road Congestion Relief Project; Capital Improvement Project (CIP) No. 9510

Project Location: East Boronda Road from just east of Dartmouth Way to just east of Independence Boulevard

Assessor Parcel Number: n/a, see attached Figure 1

☒ **See Figure 1**

Current Land Use: Major Arterial

Surrounding Land Uses/Zoning Districts:

North: Agricultural lands / New Urbanism Interim Zoning District
South: Existing residential development / Residential Low and Medium Residential Zoning Districts and a small portion of Commercial Retail Zoning District
East: n/a, subject site is a major arterial
West: n/a, subject site is a major arterial

Lead Agency Contact Person: Josie Lantaca, Assistant Engineer
Telephone: (831) 758-7185

Location and Existing Setting: The project site is located within the city limits of the City of Salinas (City); Figure 1, Project Location shows the vicinity and regional location of the project site. The section of East Boronda Road proposed for improvements is generally bordered on the south by existing development and on the north by agricultural lands, which are planned for urban development as shown in the 2002 Salinas General Plan (General Plan), and evaluated in the Salinas General Plan Final EIR (Cotton/Bridges/Associates 2002) and the Final Supplement for the Salinas General Plan Final Program EIR (Cotton/Bridges/Associates 2007). Figure 2, Site Photographs A and Figure 3, Site Photographs B present the existing conditions on and adjacent to the site.

The General Plan calls for East Boronda Road to be widened from two lanes to six lanes with standard signalized intersection improvements. However, based upon studies documented in the May 16, 2017 staff report to the City Council regarding Measure X and Senate Bill 1 Update and Roundabout Concept for East Boronda Road Widening Project, CIP No. 9510, City staff recommended widening the road from two lanes to four lanes with roundabouts at the intersections. These improvements would

address existing traffic congestion, currently operating at an unacceptable level of service of E as reported in the staff report as well as accommodate increases in traffic volumes as development continues in the area. The City Council approved the roundabout concept and other changes in the planned improvements by Resolution 21169. East Boronda Road may need to be widened in the future, depending upon how and when growth occurs in Future Growth Areas and other areas of Salinas.

Project Description: The City of Salinas is proposing to widen East Boronda Road from Dartmouth Way to Independence Boulevard in northern Salinas. In order to accommodate current and anticipated future traffic demands and localized growth, the improvements include widening East Boronda Road from two lanes to four lanes from east of Dartmouth Way to east of Independence Boulevard. Roundabouts with associated landscaping would be incorporated at the four major intersections of McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard. Within the Salinas Future Growth Areas, Boronda Road would be widened along the north edge of the existing roadway into areas currently under active agricultural cultivation, and planned for future development unrelated to this road improvement project.

This widening would occur in three phases as shown in Figure 4, Project Plans. The first phase is to widen East Boronda Road from just east of Dartmouth Way to approximately 1,900 feet east of McKinnon Street for approximately 3,500 feet. A roundabout would be constructed at the intersection of McKinnon Street and East Boronda Road. The second phase is to widen East Boronda Road from just east of McKinnon Street to approximately 1,100 feet east of Natividad Road for approximately 6,000 feet. Roundabouts would be constructed at the intersections of East Boronda Road with El Dorado Drive and Natividad Road. The third phase is to widen East Boronda Road from just east of Natividad Road to approximately 1,100 feet east of Independence Blvd, including the bridge crossing at Gabilan Creek, for approximately 2,200 feet. A roundabout would be constructed at the intersection of Independence Boulevard and East Boronda Road. The full set of project plans is included as Appendix A. Roundabout concept plans are included as Appendix B. A full-sized set of the plans are available for review by contacting Josie Lantaca with the City of Salinas Public Works Department at (831) 758-7185.

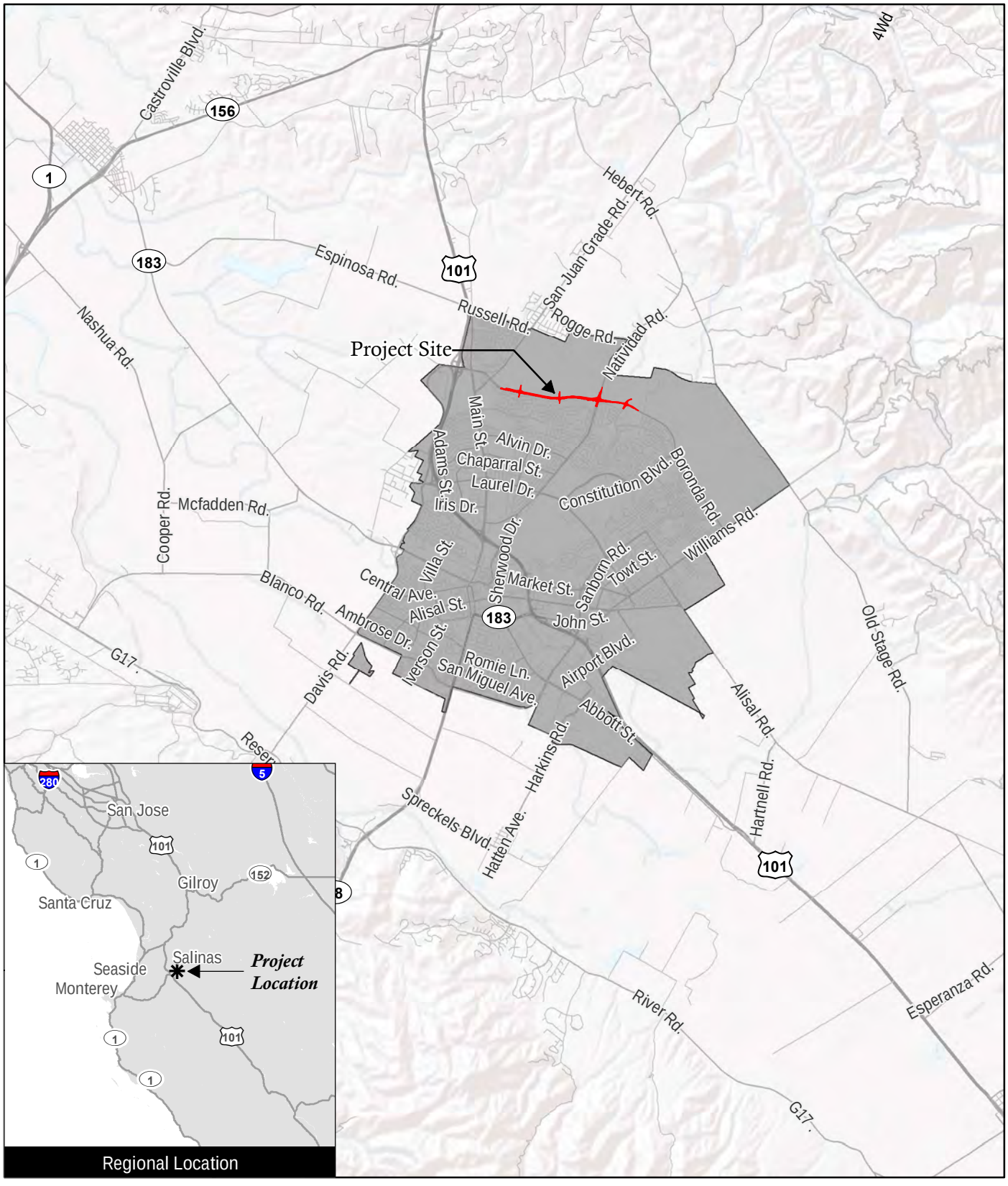


Figure 1

Project Location

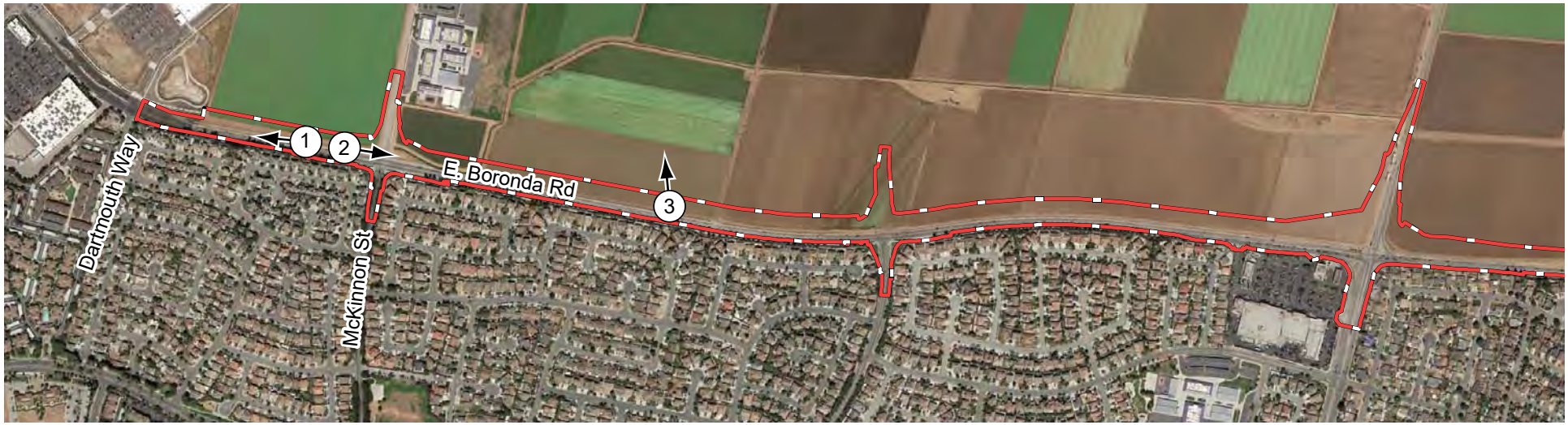
Boronda Road Congestion Relief Project CIP No. 9510 Initial Study

This side intentionally left blank.

1 Western view from East Boronda Road between Dartmouth Way and McKinnon Street

2 Eastern view of the McKinnon Street intersection from East Boronda Road

3 Northern view towards agricultural fields from East Boronda Road



Project Site

Source: ESRI 2017
Photographs: EMC Planning Group August, 2017

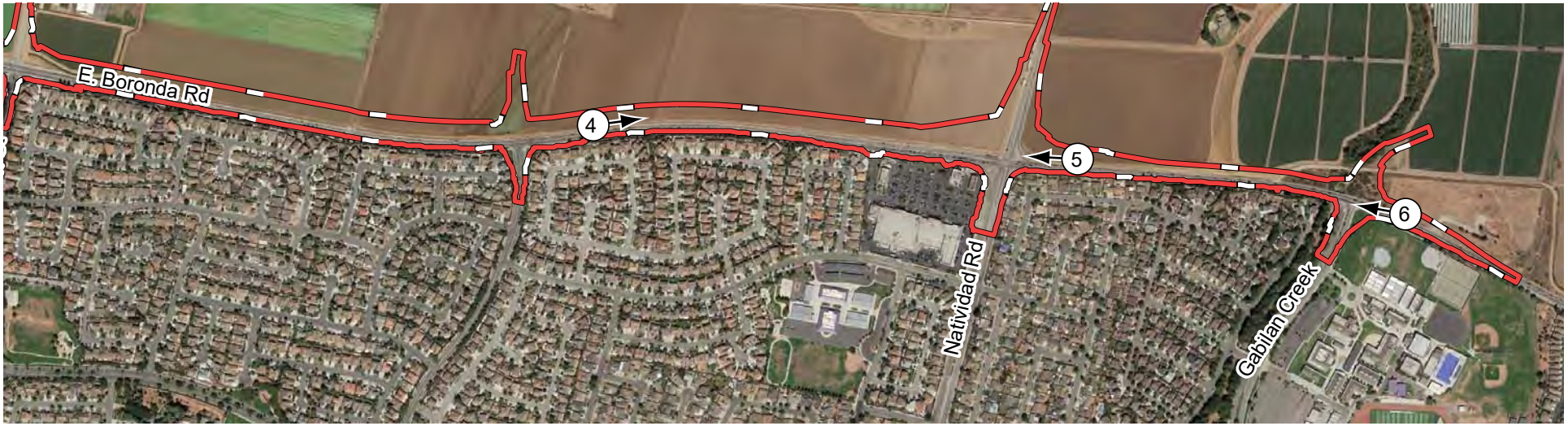
Figure 2
Site Photographs A

This side intentionally left blank.

4 Eastern view from East Boronda Road inbetween El Dorado Drive and Natividad Road

5 Western view of the Natividad Road intersection from East Boronda Road

6 Western view of the Independence Boulevard intersection from East Boronda Road

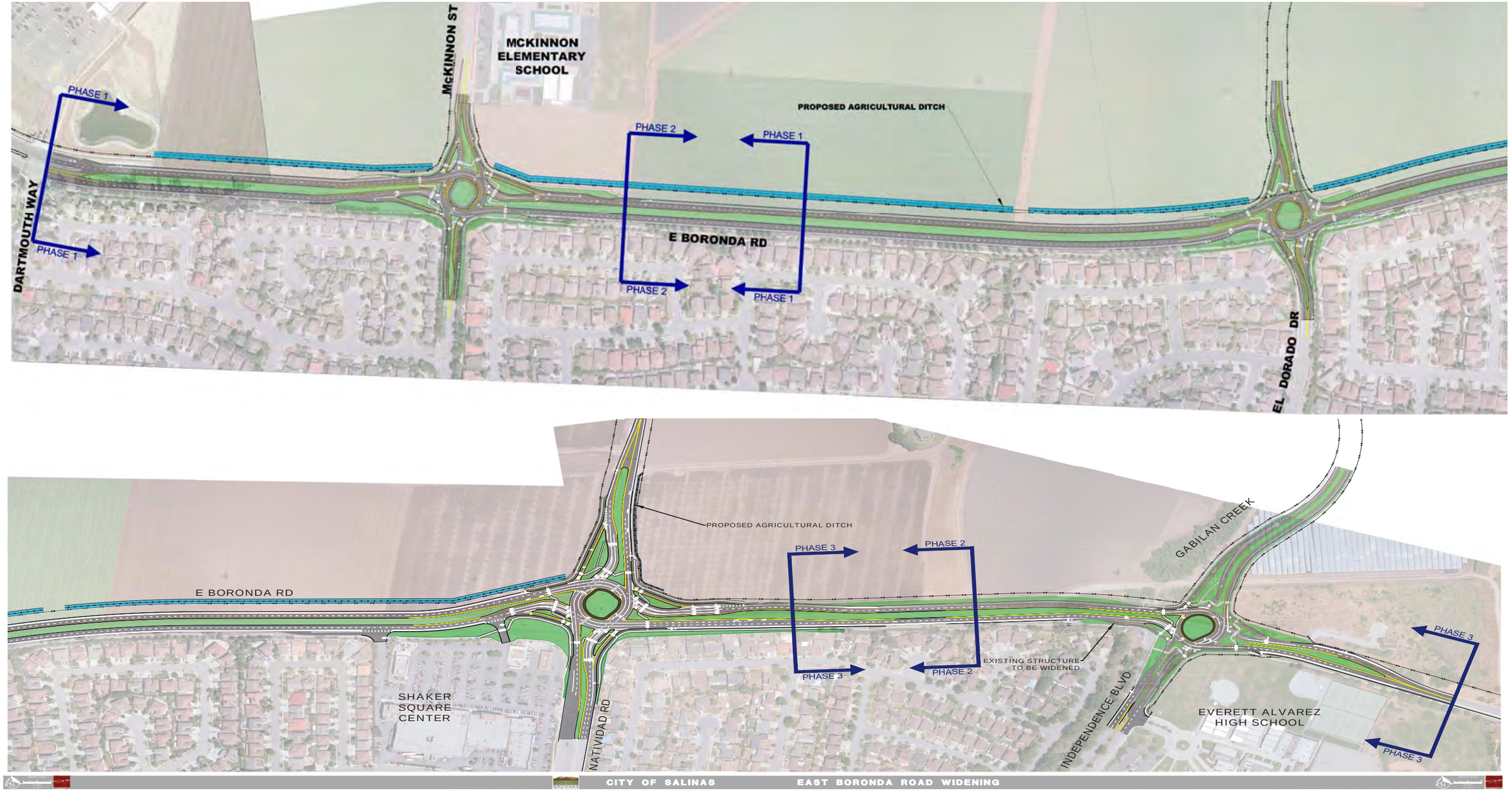


Project Site

Source: ESRI 2017
Photographs: EMC Planning Group August, 2017

Figure 3
Site Photographs B

This side intentionally left blank.



0 350 feet

Source: Wallace Group 2020

Figure 4
Project Plans

This side intentionally left blank.

The proposed project includes the following improvements to East Boronda Road from just east of Dartmouth Way to just east of Independence Boulevard:

1. Widen East Boronda Road from just east of Dartmouth Way to just east of Independence Boulevard from two lanes to four lanes;
2. Construct multi-lane roundabouts at McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard;
3. Relocate existing agricultural ditches along the north side of East Boronda Road to the north;
4. Relocate existing agricultural ditch along the east side of Natividad Road to the east;
5. Construct storm water treatment facilities and bioretention facilities in the roadway medians, islands, and adjacent to sidewalks;
6. Construct buffered bike lanes;
7. Construct shared-use paths around the perimeter of the roundabouts;
8. Install a Rectangular Rapid Flashing Beacon (RRFB) or some other approved pedestrian activated beacon at the single-lane crossings (see details below);
9. Widen the East Boronda Road Bridge over Gabilan Creek to accommodate the road widening and roundabout (see details below);
10. Construct bus pullouts, replace sidewalk, ADA compliant pedestrian access ramps at all crosswalks; and storm drain lines, sanitary sewer mainline installation and extensions, and pavement delineation and updated signs; and
11. Install landscaping.

A Rectangular Rapid Flashing Beacon (RRFB) is a crosswalk enhancement tool which may help alert drivers to a pedestrian intending to cross but keeps the crosswalk uncontrolled. Pedestrians can choose to activate the RRFB if they choose to or feel they need assistance crossing. This is consistent with the City's crosswalk policy.

The proposed widening and roundabout at the intersection of East Boronda Road and Independence Boulevard would necessitate widening of the existing crossing over Gabilan Creek. The existing creek crossing consists of a buried three-bay box culvert with a trapezoidal concrete-lined channel both upstream and downstream of the box culvert.

Widening of the creek crossing to accommodate a multi-lane East Boronda Road section would be accomplished on the northerly (upstream) side of the existing box culvert. Two alternatives for widening the creek crossing are currently being considered: (1) extension of the existing three-bay box culvert with possible extension of the trapezoidal concrete-lined channel; or (2) spanning of the upstream silting basin by construction of a buried flat slab bridge over the upstream concrete-lined channel.

For the box culvert extension alternative, it is possible that drainage calculations may require extending the silting basin directly upstream of the crossing. For the spanning alternative, construction may or may not avoid the extension of the silting basin by

spanning over it. Figure 4, Project Plans, shows the maximum project impact boundary that would be taken by either approach. Hydrologic analysis would be required for either option, in addition to coordination with regulatory and permitting agencies to determine permit and mitigation options for the crossing.

Development of the proposed project would result in an estimated 7,000 cubic yards of fill and 118,000 cubic yards of cut for grading activities. The following illustrates the estimated construction schedule for the proposed project:

- Phase 1 – McKinnon Street
    - Detailed Design – Start: April 2019, End: December 2020 (21 months)
    - Construction – Start: April 2021, End: October 2022 (15 months)
- Phase 2A – El Dorado Drive
    - Design – Start: December 2020, End: September 2020 (10 months)
    - Construction – Start: February 2022, End: March 2023 (14 months)
- Phase 2B – Natividad Road
    - Design – Start: January 2023, End: March 2024 (15 months)
    - Construction – Start: August 2024, End: April 2026 (20 months)
- Phase 3 – Independence Boulevard
    - Design – Start: January 2025, End: June 2026 (18 months)
    - Construction – Start: November 2027, End: April 2029 (18 months)

Other Public Agencies Whose Approval may be Required:

- Regional Water Quality Control Board
- United States Army Corps of Engineers
- California Department of Fish and Wildlife
- United States Fish and Wildlife Service
- National Marine Fisheries Service

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, has consultation begun?

On August 25, 2017, the City of Salinas sent a notification to the Ohlone/Coastanoan-Esselen Nation tribal representative regarding the proposed project and offered early consultation to the tribe. A consultation meeting between City staff, consultants, and Louis Miranda Ramirez, the OCEN tribal representative, occurred in Salinas on October 10, 2017 to discuss the proposed project and the tribe's concerns regarding possible burial grounds and buried tribal resources. See section 17, Tribal Cultural Resources, for a discussion of the consultation process.

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 21083.3.2.) 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.

Environmental Factors Potentially Affected:

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

2. CHECKLIST

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, *would the proposal:*					A1, A2, O1, O2, O4
(a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐	
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐	
(c) Substantially degrade the existing visual quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐	

Discussion

a. **Scenic Vistas**. A scenic vista is generally described as a clear, expansive view of significant regional features possessing visual and aesthetic qualities of value to the community. There are no individual scenic vista points or locations identified in the City's General Plan or 2002 Salinas General Plan Environmental Impact Report (General Plan EIR) that warrant specific protection. Therefore, the proposed project would have no impact on a scenic vista.

b. **Scenic Resources within State Scenic Highway**. None of the roadways adjacent to or in the vicinity of the proposed project are designated as scenic highways by Caltrans; therefore, improvements to the roadway would not have potential to adversely affect scenic resources within a state scenic highway corridor.

c. **Visual Character**. The City's General Plan EIR identifies the City's immediate agricultural surroundings as its defining visual character. According to the general plan, a primary goal of the Community Design Element is to maintain sharply defined urban edges (p. 5.11-2, 3). The City works to preserve these edges by using roadway segments to form distinct boundaries between urban and agricultural uses. The City also uses natural features, tree plantings, and agricultural buffers to form the boundary between urban development and open space or agriculture to prevent incompatibilities in visual character between agricultural and non-agricultural land uses. The proposed project consists of improvements to an existing roadway that largely borders agricultural land to the north and urban development to the south. This road would continue to serve as a distinct boundary between the agricultural land and urban development until the development of Future Growth Areas immediately north of the project. While the proposed project would widen East Boronda Road, and add roundabouts and landscaping, it would not conflict with applicable zoning and other regulations governing scenic quality nor would it alter the visual character from agricultural to urban or degrade the visual character of the area. The amount of landscaping proposed with the project could actually improve the visual character of the site and its surroundings. Refer to the illustrative roundabout plans in Appendix C.

d. **Light and Glare**. The project site is on the border between urban development and agricultural land, and contains existing lighting and traffic signals along the East Boronda roadway. Traffic signals would be removed at the proposed roundabout locations; however, new lighting would be installed along roundabout approaches and exits and the north side of Boronda Road. Therefore, while improvements to the existing roadway would include new sources of light, they would replace existing sources of light. Regardless, street lighting is not a substantial source of light or glare and lighting under post-project conditions would not adversely impact day or nighttime views in the area.

Mitigation

No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
2. AGRICULTURAL RESOURCES. *Would the proposal:*					A1, A2, A3, A4, O4, O5, O6,
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☒	☐	☐	
(b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☒	☐	☐	☐	
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☒	☐	☐	☐	
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	☒	☐	☐	☐	
(e) Involve other changes in the existing environment which, due	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					

Discussion

a. **Conversion of Important Farmland**. According to the California Department of Conservation 2014 Important Farmland Map, approximately 18.6 acres of the project site is designated as Prime Farmland. This acreage would be converted from agricultural land to roadway improvements. While the project would result in the direct loss of important farmland, this loss was anticipated by the General Plan EIR as the General Plan includes widening this road, and the properties to the north, identified as Future Growth Areas, were anticipated for development. CEQA Guidelines section 15183 states "CEQA mandates that projects consistent with the development density established by existing zoning, community plan, or General Plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies." Therefore, because the proposed project is consistent with the general plan, and the General Plan EIR adequately addresses the loss of important farmland, no further analysis of the loss of important farmland is necessary.

b-d. **Williamson Act/Zoning Conflict/Conversion of Forestland**. The project site is not under Williamson Act contact and is not zoned for agricultural, forestland, or timberland uses. Therefore, the proposed project would not conflict with forestry timberland production, or forest land or agricultural zoning.

e. **Other Conversion of Farmland**. The proposed project is partially located within, and directly adjacent to, active agricultural lands. Nuisance conflicts are typically associated with locating sensitive residential uses adjacent to existing agricultural operations. The proposed improvements to East Boronda Road would not be sensitive to nuisances from adjacent agricultural operations, and conversely, serve as a buffer between agricultural land and adjacent sensitive residential

uses. The City encourages the use of agricultural buffers to form the boundary between urban development and open space or agriculture to prevent incompatibilities between agricultural and non-agricultural land uses. The road widening would serve as an additional buffer and continue to be a distinct boundary between the agricultural land and urban development until the development of Future Growth Areas. Therefore, 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.

Mitigation

No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
3. AIR QUALITY. *Would the proposal:*					A1, A2, F1, F2, O4, O7
(a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	
(b) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐	
(c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	

Discussion

a. **Consistency with the Air Quality Management Plan**. The air district adopted the 2012-2015 Air Quality Management Plan (Monterey Bay Air Resources District 2016). Based on population projections for the air district, population-related emissions have been estimated and accounted for in the Air Quality Management Plan. Projects related directly to population growth generate population-related emissions (e.g., motor vehicle emissions, residential heating and cooling emissions). Population-related projects that are consistent with these forecasts are consistent with the Air Quality Management Plan. Projects not related directly to population growth are considered by the air district to be consistent with the Air Quality Management Plan. Because the proposed project is not population-related, it would not conflict with the Air Quality Management Plan.

b. **Cumulative Effects**. The proposed project would only result in air quality impacts during its construction. Emissions produced during grading and construction activities are considered short-term as they occur only during the construction phase of the project. Construction emissions include mobile source exhaust emissions, emissions generated during the application of asphalt paving material, and emissions of fugitive dust associated with earthmoving equipment. Worst case construction phase emissions typically occur during initial site preparation, including grading and excavation, due to the increased amount of surface disturbance that can generate dust and due to construction equipment emissions with the use of heavier equipment used at this phase.

According to the air district CEQA Guidelines, construction activities (e.g. excavation, grading, on-site vehicles) which directly generate 82 pounds per day or more of PM_{10} emissions would have a significant air quality impact. Table 5-2 of the air district CEQA guidelines 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 per day of PM_{10} threshold of significance.

The project would have a total impact area of approximately 46 acres, and is likely to result in soil disturbance that exceeds the air district's thresholds of 2.2 acres per day and 8.1 acres per day, resulting in a significant impact on air quality. Implementation of mitigation measures AQ-1 and AQ-2 would reduce potential construction-related PM_{10} air quality impacts to a less-than-significant level by incorporating the air district's basic construction mitigation measures during construction activities. Therefore, the cumulatively considerable impact of the proposed project would be less-than-significant with mitigation.

c. **Sensitive Receptors**. According to the air district's CEQA guidelines, a sensitive receptor is generally defined as a location where human populations, especially children, seniors, and sick persons, are located where there is reasonable expectation of continuous human exposure. These typically include residences, hospitals, and schools. Significant portions of the improvements would take place within close proximity to residential neighborhoods and several portions of the project would be adjacent to schools.

Construction activities associated with the project could expose sensitive receptors to construction equipment emissions including diesel exhaust. Diesel engines emit a complex mix of pollutants including nitrogen oxides, particulate matter, and toxic air contaminants. Diesel exhaust is the predominant toxic air contaminant in urban air and is estimated to represent about two-thirds of the cancer risk from toxic air contaminants. Diesel exhaust is especially common during the grading stage of construction (when most of the heavy equipment is used). The most visible

constituents of diesel exhaust are very small carbon particles or "soot," known as diesel particulate matter. Short-term exposure to diesel particulate matter is associated with variable irritation and inflammatory symptoms (Office of Environmental Health Hazard Assessment 2015).

Diesel-powered construction equipment is regulated by both the Environmental Protection Agency (EPA) and California Air Resources Board (CARB). Beginning in 1996, new diesel equipment engines were required to meet EPA Tier 1 emission standards. EPA Tier 2 diesel engine standards were implemented from 2001 to 2006, Tier 3 standards from 2006 to 2008, Engines are now in Tier 4 designs, reducing emissions of NO_x and PM_{10} significantly since the first requirements were introduced. CARB requires that equipment fleets' average emissions meet increasingly stringent standards, and requires the phase-in of diesel particulate matter filters on older equipment. With exemptions for some specialized equipment, CARB restricts engine idling time to five minutes. California's Regulation for In-use Off-road Diesel Vehicles establishes a state program to reduce nitrogen oxides and particulate emissions from older construction equipment. Several provisions of the regulation are in force (idling restrictions and reporting), and other provisions are being phased in through 2029 (fleet composition).

Construction activities associated with the proposed project would likely involve use of the heavy-duty off-road equipment and large trucks that use diesel fuel and emit diesel particulate matter. CARB's Regulation for In-use Off-road Diesel Vehicles establishes a state program to reduce emissions from older construction equipment. Equipment built to EPA Tier 4 diesel engine standards and utilizing ultralow sulfur fuel would result in diesel emissions that are substantially lower than older equipment. However, older equipment not meeting the Tier 4 standards would result in greater emissions and increased risks of exposure to them, which is a potentially significant air quality impact. Implementation of mitigation measures AQ-3 and AQ-4 would reduce construction equipment exhaust emissions from older vehicles (NO_x and diesel particulate matter) to less than significant.

d. **Odors**. Operational nuisance odors are commonly associated with refineries, landfills, sewage treatment, agriculture, etc. While improvements to East Boronda Road would not result in odors upon completion, there may be some temporary operational nuisance odors during the construction phases, primarily odors from asphalt paving and diesel exhaust. Due to the location of sensitive receptors in proximity to the project site, the proposed project would result in the exposure of some sensitive receptors to odors during construction. Asphalt odors would be a temporary impact, not likely affecting any given receptor for more than two days. Asphalt odor impacts would be less than significant. Potentially significant diesel exhaust odors would be reduced to a less-than-significant level through implementation of mitigation measures AQ-3 and AQ-4.

Mitigation

AQ-1. To reduce dust emissions from grading and construction activities, the following language shall be included on all grading and construction plans, and implemented during grading and construction:

Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used:

a. Water areas of active disturbed soils at least twice daily or as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible.
b. Apply chemical soil stabilizers or dust suppressants on disturbed soils that would not be actively graded for a period of four or more consecutive days
c. Apply non-toxic binders and/or hydro seed disturbed soils on which grading is completed, but on which more than four days would pass prior to paving, foundation construction, or placement of other permanent cover.
d. Cover or otherwise stabilize stockpiles which would not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible.
e. Maintain at least 2'0" of freeboard and cover all trucks hauling dirt, sand, or loose materials.
f. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces.
g. Stop grading and earth moving if winds exceed 15 miles per hour.

These measures shall be incorporated into project plans, subject to review and approval by the City Public Works Department, prior to issuance of grading permits.

AQ-2. Prior to commencement of construction activities, the contractor shall appoint a construction foreman to act as site monitor to ensure that the dust control measures are implemented. Evidence of implementation shall be submitted to the Salinas Public Works Department within three days of commencement of grading, and monthly thereafter as long as grading occurs. The foreman shall post a publicly visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with Rule 402 (Nuisance).

AQ-3. The contactor shall prepare a Construction Staging Management Plan. The plan would include the following restrictions:

a. Heavy-duty diesel vehicles shall have 2010 or newer model year engines, in compliance with the California Air Resources Board's Truck and Bus Regulation, and would be staged as far away from the adjacent residential neighborhoods and schools as possible; and
b. Construction equipment and heavy-duty diesel trucks idling shall be avoided, where feasible, and if idling is necessary, it would not exceed five minutes.

Contractors shall submit evidence demonstrating compliance with this measure to the City of Salinas Public Works Department for review and approval.

AQ-4. 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. Further, where feasible, construction equipment shall include the use of alternative fuels such as compressed natural gas, propane, electricity or biodiesel. This information shall be included on all grading and construction plans.

Proof of implementation shall be provided to the City Public Works Department during construction

.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
4. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*					A1, A2, A3, O7, O12, O13, O14, O15, O17, O18, O20, O30, O31, 036
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service	☐	☐	☒	☐	
(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?	☐	☐	☒	☐	
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established	☐	☐	☒	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐	
(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?	☒	☐	☐	☐	

Discussion

This section is based on biological field surveys conducted by EMC Planning Group biologists Andrea Edwards and Emily Malkauskas on June 29 and August 11 and 14, 2017 to document existing plant communities/wildlife habitats and evaluate the potential for special-status species occurrence at the project site. These surveys were performed in conjunction with partial drainage ditch mapping and focused special-status plant surveys. Biological resources were documented in field notes, including species observed, dominant plant communities, and significant wildlife habitat characteristics. Qualitative estimations of plant cover, structure, and spatial changes in species composition were used to determine plant communities and wildlife habitats, and habitat quality and disturbance level were described.

The project site includes an existing segment of East Boronda Road, developed and ornamental (landscaped) areas immediately south of the road, and active agricultural fields immediately north of the road. The eastern end of the project site also includes a small area of Gabilan Creek willow woodland riparian habitat, along with adjacent upland coyote brush (*Baccharis pilularis*) scrub/non-native grassland habitat. The project site is positioned on the Salinas and Natividad U.S. Geological Survey (USGS) quadrangles, with an elevation range of approximately 100 to 130 feet.

a. **Special-Status Species**. A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was conducted for the Moss Landing, Prunedale, San Juan Bautista, Marina, Salinas, Natividad, Seaside, Spreckles, and Chualar USGS quadrangles in order to evaluate potentially occurring special-status plant and wildlife species in the project vicinity. Records of occurrence for special-status plants were reviewed for those same USGS quadrangles in the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants*. A U.S. Fish and Wildlife Service (USFWS) threatened and endangered species list was also generated for Monterey County. Special-status species in this report are those listed as Endangered, Threatened, or Rare, or as candidates for listing by the USFWS and/or CDFW; or as special-status by the CNPS (Rare Plant Rank 1B or 2B). Special-status species are generally rare, restricted in distribution, declining throughout their range, or have a critical, vulnerable stage in their life cycle that warrants monitoring.

The *Boronda Road Congestion Relief Project CIP No. 9510 California Tiger Salamander and California Red-Legged Frog Habitat Assessment* (EMC Planning Group 2020) was prepared to assess the potential presence of two special-status amphibian species: California tiger salamander (*Ambystoma californiense*), and California red-legged frog (*Rana draytonii*). The report is included as Appendix D.

The General Plan's Conservation/Open Space (COS) Element contains the following relevant policy:

> Policy COS-21: Protection and Enhancement of Special Status Species. Require project developers to protect and enhance special status species habitat through setbacks and open space easements within new development and/or redevelopment areas. Protection and enhancement of special status species habitat shall require management of the habitat to ensure persistence of the species within the setback areas.
>
> Surveys shall be conducted at the appropriate season to ascertain whether the habitats within the proposed project area support special status species. If special status species are observed, avoidance measures shall be implemented.
>
> A qualified biologist shall conduct a biological assessment of all habitat areas to assess the potential for the following special status species: Congdon's tarplant, Contra Costa goldfields, Pinnacles buckwheat, Alkali milk-vetch, Santa Cruz clover, Hutchinson's larkspur, Kellogg's horkelia, Burrowing owl, and /or California tiger salamander. If suitable habitat for any of these species is observed, then focused surveys during the appropriate season should be conducted. Such surveys would include

winter and spring surveys for tiger salamander, protocol presence/absence surveys for burrowing owl, and spring/summer surveys for special status plant species. The California Department of Fish and [Wildlife] shall be consulted regarding the appropriate level of effort and protocol prior to conducting focused wildlife species surveys. If any of these species are found to inhabit the survey area, the City may require the preparation and implementation of a Habitat Management Plan to provide protection for the habitat. If impacts to occurrences are deemed unavoidable, the plan shall identify mitigation measures to compensate for impacts to the species. As part of the Habitat Management Plan, a 100-foot buffer shall be established around rare plant occurrences. The plan shall include measures to manage the rare plant occurrences for their protection and persistence at the site. The Habitat Management Plan shall be reviewed and approved by the California Department of Fish and [Wildlife] and/or USFWS prior to issuance of any permits by the City.

Prior to any proposed development within 150 feet of the stream corridors, protocol presence/absence surveys for California red-legged frog, southwestern pond turtle, and nesting birds should be conducted.

If these species are observed, the CDFW and the USFWS should be consulted regarding appropriate measures to avoid and mitigate potential impacts of the project on these species. The City shall not issue any permits prior to obtaining written approval from the CDFW and/or USFWS that the proposed mitigation plan has been approved.

Prior to any proposed development within or adjacent to oak woodland, a qualified biologist should conduct surveys to determine if protected wildlife species are nesting in the oak woodland, e.g., nesting raptors. If trees are to be removed, a qualified bat biologist should evaluate the trees as potential bat roost sites prior to removal, and recommend measures to avoid impacts to bats, such as exclusionary devices.

Special-Status Plants. One special-status plant species had potential to occur on the project site. Therefore, focused plant surveys were conducted on August 11 and 14, 2017 to determine presence/absence for CNPS Rare Plant Rank 1B Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*). This species had potential to occur in proposed project impact areas along the northern shoulder of East Boronda Road, along the edges of agricultural fields and ditches, and within upland areas adjacent to Gabilan Creek. A nearby Congdon's tarplant reference population in Salinas was observed on August 11, 2017 to confirm that the species was observable and in peak blooming condition at the time of survey. Congdon's tarplant was not present on the project site during the 2017 focused plant surveys. Focused plant survey results are generally considered valid for about five years.

Nesting Birds. Vegetation and open areas located within and adjacent to the linear project site have the potential to provide nesting habitat for native birds. If active nest(s) of native bird species should be present, construction and site preparation activities conducted during the nesting season close to active nests could result in the direct loss of nests, including eggs and young, or the abandonment of an active nest by the adults. The loss of individuals or abandonment of their nests due to project implementation would be a significant impact. Implementation of mitigation measure BIO-1 would reduce this potential impact to a less-than-significant level. The City of Salinas Public Works Department would be responsible for implementing this mitigation measure. Compliance with this measure would be documented prior to ground disturbance.

Implementation of mitigation measure BIO-1 would ensure that potential impacts to nesting birds are reduced by requiring pre-construction surveys and requiring avoidance measures to ensure development activities would not take or destroy any nesting bird or bird of prey or disrupt the nesting activities of such birds. With implementation of this mitigation measure, the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, this impact is less than significant with mitigation incorporated.

Special-Status Wildlife. Based on the database searches and field survey work, thirteen species were identified with the potential to occur within the project vicinity. Each of these species is discussed in detail, below.

Steelhead (*Oncorhynchus mykiss irideus*). The Federally threatened (South-Central California Coast Evolutionary Significant Unit) and State Species of Special Concern Steelhead is an anadromous fish that relies on streams, rivers, estuaries, and marine habitats during its lifecycle. Adult steelhead migrate from the ocean up streams and rivers where they lay eggs (spawn) in areas with small- to medium-sized gravel in riffles with good oxygen flow. The eggs take from 1.5 to 4 months to hatch. Hatchlings remain in the gravel until their yolk is absorbed, and then emerge and actively feed. Young steelhead typically remain in freshwater creeks and rivers from one to four years before migrating to the ocean where they spend two to three years before returning to their natal stream to spawn. Spawning typically occurs between December and June. Gabilan Creek is USFWS-designated Critical Habitat for this species.

Steelhead were documented in the headwaters of Gabilan Creek in 2001, although it remains unclear if these were of the anadromous life-history type. In March 2004, a gravid adult female steelhead was found dead in Gabilan Creek approximately 1-2 km upstream of Carr Lake at the base of a concrete grade control structure. The fish was identified and deemed healthy by California

Department of Fish and Wildlife staff and died because it was unable to navigate the structure. In early 2006, two adult Chinook salmon were found dead at the base of the same structure. Gabilan Creek was officially designated as Critical Habitat for steelhead by National Oceanic and Atmospheric Administration (NOAA) Fisheries in 2005 as part of the South-Central California Coast Evolutionary Significant Unit (ESU). The habitat listing was based on Gabilan Creek's proximity to the Salinas River drainage, the presence of O. mykiss in upper Gabilan Creek, and the finding of the dead adult gravid female. To date studies have not been conducted to determine whether or not an anadromous population exists in the watershed. NOAA Fisheries was contacted to determine the status of Gabilan Creek and whether more recent survey data is available. Although additional observational data was not provided, it was reiterated that potentially suitable habitat anadromous steelhead exists in Gabilan Creek. Therefore, NOAA Fisheries indicated they would assume jurisdiction and require a permit if impacts to steelhead would occur as a result of this project.

Disturbance to steelhead habitat within Gabilan Creek may result in the harassment, habitat removal, or direct mortality of steelhead, a federally listed Threatened and California Species of Special Concern. If steelhead were killed, injured, or harassed this would also constitute a 'take' under the Endangered Species Act (ESA), and an incidental take permit from NOAA Fisheries would be required to proceed with work. An unauthorized "take" represents a potentially significant impact. Implementation of mitigation measure BIO-2 would reduce this potential impact to a less-than-significant level. The City of Salinas Public Works Department would be responsible for implementing this mitigation measure. Compliance with this measure would be documented prior to ground disturbance near Gabilan Creek.

Implementation of mitigation measure BIO-2 would ensure that potential impacts to federally and state-listed fish species are reduced by obtaining regulatory permits from NOAA Fisheries via the incidental take permitting process, if impacts cannot be avoided. With implementation of this mitigation measure, the proposed project would not substantially reduce the number or restrict the range of an endangered, rare or threatened species. Therefore, this impact is less than significant with mitigation incorporated.

Western Pond Turtle (*Emys marmorata*). A state Species of Special Concern, western pond turtle occurs in both perennial and intermittent waters, including marshes, streams, rivers, ponds, and lakes. It favors habitats with emergent logs or boulders, where individuals aggregate to bask. Western pond turtle may lay their eggs as far as one-half mile from the nearest source of water, but most nests are within 300 feet from water. Western pond turtle has low potential to occur within Gabilan creek and/or along the agricultural drainages.

Disturbance to aquatic and upland habitat may result in the harassment, habitat removal, or direct mortality of western pond turtle. If a western pond turtle were killed, injured, or harassed this would also constitute a 'take' under the CESA, and incidental take permits from the CDFW may be required to proceed with work. An unauthorized "take" represents a potentially significant impact. Implementation of mitigation measure BIO-3, as well as measures BIO-5 through BIO-8 would reduce this impact to a less-than-significant level.

California Red-legged Frog (*Rana draytonii*). A federally listed Threatened species and California Species of Special Concern, California red-legged frog occurs in lowlands and foothills primarily in perennial or ephemeral ponds, pools, and streams where water remains long enough (14-28 weeks) for breeding and metamorphosis of tadpoles. Specific breeding sites include streams, creeks, ponds, marshes, sag ponds, deep pools, backwater areas, dune ponds, lagoons, and estuaries. California red-legged frog may disperse from their aquatic breeding habitats to upland habitats during the dry season. They prefer upland habitats that provide moisture to prevent desiccation and protection from predators, including downed logs, woody vegetation, boulders, moist leaf litter, or other refugia during the dry season. In areas where upland habitats do not contain structure, they take refuge in burrows. However, if there is sufficient water at their breeding location, they may remain in aquatic habitats year-round instead of moving to adjacent uplands.

During wet seasons, frogs can move long distances between habitats, traversing upland areas or ephemeral drainages. Dispersal distances are typically less than 0.5 km (0.3 mile), with a few individuals moving 2.0-3.6 kilometers (1.2-2.2 miles). Seeps and springs in open grasslands can function as foraging habitat or refugia for wandering frogs.

This species has been detected in a tributary to Natividad Creek to the northeast of Salinas, and has potential to occur in Natividad Creek Park, Carr Lake, and in isolated stock ponds or drainage canals present throughout the City and vicinity. It may also occur in the Gabilan Creek drainage system, potentially on the project site where East Boronda Road crosses over Gabilan Creek. It requires emergent vegetation to breed, and ponds free of invasive predators. While many of the stock ponds that were observed during the field reconnaissance visits either had little emergent vegetation or contained predators, there remains a low potential for them to occur on and surrounding the project site in ponds that do provide these habitat requirements. Migrating individuals could also occur on site when traveling between breeding and upland habitats.

Disturbance to aquatic and upland habitat may result in the harassment, habitat removal, or direct mortality of California red-legged frog, a federally listed Threatened and California Species of Special Concern. If a California red-legged frog were killed, injured, or harassed this would also constitute a 'take' under the

ESA and CESA, and incidental take permits from the USFWS and CDFW would be required to proceed with work. An unauthorized "take" represents a potentially significant impact. Implementation of mitigation measures BIO-4 through BIO-8 would reduce this potential impact to a less-than-significant level.

California Tiger Salamander (*Ambystoma californiense*). The federally and state-listed Threatened California tiger salamander is a large terrestrial salamander. It occurs in central California from the Sacramento Valley to the south-central San Joaquin Valley, and in the surrounding foothills of both the Coast Ranges and the Sierra Nevada Mountains. California tiger salamanders are also recorded from the San Francisco Bay region, Sonoma County, the Monterey Bay region, and the valleys and foothills of San Luis Obispo and Santa Barbara counties.

California tiger salamanders breed in temporary wetland pools, such as vernal pools, and other seasonal wetland bodies where ponded water is present for a minimum of three to four months, extending into the early spring. Such ponds and temporary wetlands provide necessary breeding and larval-stage habitat for the species. Adults spend most of the year in aestivation, underground in the burrows of small mammals, such as the California ground squirrel and/or Botta's pocket gopher, or within other suitable subterranean retreats. They emerge at night during winter rain events for brief periods to breed. Aquatic juveniles (larvae) are mostly herbivorous. California tiger salamanders normally begin to reproduce after three to five years.

CNDDB records from 1990 to 2007 included documented occurrence of a metapopulation of hybrid tiger salamanders in the Natividad Creek and Gabilan Creek drainages and surrounding stock ponds and agricultural ponds outside of the immediate project site. A metapopulation is a population of populations, or a group of groups, that is made up of the same species. Each subpopulation, or subgroup, is separated from all other subpopulations, but movement of individuals from one population to another occurs regularly. This species may also occur within the project site, where upland aestivation habitat and some breeding habitat exist.

Disturbance to aquatic and upland habitat may result in the harassment, habitat removal, or direct mortality of California tiger salamanders, a federally and state-listed Threatened species; California red-legged frog, a federally listed Threatened and California Species of Special Concern (discussed below), and western pond turtle, a state-listed Species of Concern. If a California red-legged frog, California tiger salamander, or western pond turtle were killed, injured, or harassed this would also constitute a 'take' under the ESA and/or California Endangered Species Act (CESA), and incidental take permits from the USFWS and/or CDFW would be required to proceed with work. As discussed further below, based on delineation work and guidance from Keith Hess, Regulator with

the USACE (at a site visit on November 2, 2017 and through subsequent discussions), impacts to federally protected wetland and aquatic resources were identified as a result of the proposed project. Because a permit would be required from the USACE, they would act as the lead federal agency and conduct informal consultation with the USFWS. Measures to protect federally regulated biological resources and incidental take authorization would be included in a Biological Opinion (BO) as part of the USACE permit.

An unauthorized "take" represents a potentially significant impact. Implementation of mitigation measures BIO-4 through BIO-8, as well as mitigation measure BIO-3, would reduce this potential impact to a less-than-significant level. The City of Salinas Public Works Department would be responsible for implementing these mitigation measures. Compliance with these measures would be documented prior to ground disturbance.

Implementation of mitigation measures BIO-3 through BIO-8 would ensure that potential impacts to federally and/or state-listed amphibian and reptile species are reduced by determining whether they are likely to occur within areas proposed for construction, by requiring avoidance measures, environmental awareness training, and biological construction monitoring if impacts can be avoided, or obtaining regulatory permits from the USFWS and/or the CDFW via the incidental take permitting process, if impacts cannot be avoided. With implementation of these mitigation measures, the proposed project would not substantially reduce the number or restrict the range of an endangered, rare or threatened species. Therefore, this potential impact is less than significant with mitigation incorporated.

Burrowing Owl (*Athene cunicularia*). Western burrowing owl is a state Species of Special Concern. Burrowing owls live and breed in burrows in the ground, especially in abandoned ground squirrel burrows. Optimal habitat conditions include large open, dry, and nearly level grasslands or prairies with short to moderate vegetation height and cover, areas of bare ground, and populations of burrowing mammals. Resident burrowing owls are known to occur near the Salinas Municipal Airport and the farms south of Salinas, where the agricultural fields, hedgerows, and remnant patches of grassland provide suitable foraging habitat for burrowing owls. Areas with active colonies of California ground squirrels or manmade structures that could be utilized for nesting such as culverts provide suitable nesting habitat. Burrowing owls are likely to occur in areas with burrows and suitable foraging habitat, which includes grassland or ruderal vegetation found within the project site.

Construction of the proposed project could result in significant impacts to western burrowing owls. Ground disturbance and development could result in the destruction of burrows occupied by burrowing owls. Implementation of mitigation measure BIO-9 would reduce this potential impact to a less-than-significant level.

The City of Salinas Public Works Department would be responsible for implementing this mitigation measure. Compliance with this measure would be documented prior to ground disturbance.

Implementation of mitigation measure BIO-9 would ensure that potential impacts to special-status burrowing owls are reduced by requiring avoidance measures and/or pre-construction surveys to ensure development activities would not disrupt nesting activities. With implementation of this mitigation measure, the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, this potential impact is less than significant with mitigation incorporated.

Northern Harrier (*Circus cyaneus*). A state Species of Special Concern, northern harrier nests in large areas of wetlands and grasslands with low, thick vegetation. They breed in freshwater and brackish marshes, lightly grazed meadows, farm fields, old fields, and riparian areas. Northern harriers forage in a wide variety of habitats with short vegetation, such as salt marsh, freshwater marsh, grassland, coastal scrub, ruderal, and agricultural fields with available prey such as small mammals, reptiles, amphibians, and birds.

Northern harrier may breed within the vicinity of Gabilan Creek, however frequently disturbed agricultural vegetation found within the majority of the project site is unlikely to support breeding activity. This species may forage within agricultural fields, annual grassland, marsh, or riparian habitats within the project site. If active Northern harrier nest(s) are present, construction and site preparation activities conducted during the nesting season close to active nests could result in the direct loss of nests, including eggs and young, or the abandonment of an active nest by the adults. The loss of individuals or abandonment of their nests due to project implementation would be a significant impact. Implementation of mitigation measure BIO-1 would reduce this impact to a less-than-significant level.

White-tailed Kite (*Elanus leucurus*). A state Fully Protected Species, the white-tailed kite occurs in rolling foothills, valley margins with scattered oaks, savannas, open woodlands, and marshes or river bottomlands near deciduous woodlands. White-tailed kites hunt in lightly grazed or ungrazed fields where there may be larger prey populations than in more heavily grazed areas.

This species has been recorded in the marsh and riparian areas around Carr Lake, south of the project site, and may forage within annual grassland, ruderal, or riparian habitats within the project site. If active white-tailed kite nest(s) are present, construction and site preparation activities conducted during the nesting season close to active nests could result in the direct loss of nests, including

eggs and young, or the abandonment of an active nest by the adults. The loss of individuals or abandonment of their nests due to project implementation would be a significant impact. Implementation of mitigation measure BIO-1 (above) would reduce this potential impact to a less-than-significant level.

Yellow Warbler (*Setophaga petechial*). A federal and state Species of Special Concern, the yellow warbler is a neo-tropical migrant that nests in the United States and Canada and overwinters in Central and South America. This species typically nests in willow riparian vegetation in California.

This species may occur within riparian vegetation along Gabilan Creek. If active yellow warbler nest(s) are present, construction and site preparation activities conducted during the nesting season close to active nests could result in the direct loss of nests, including eggs and young, or the abandonment of an active nest by the adults. The loss of individuals or abandonment of their nests due to project implementation would be a significant impact. Implementation of mitigation measure BIO-1 would reduce this potential impact to a less-than-significant level.

Yellow-breasted Chat (*Icteria virens*). A state Species of Special Concern, the yellow-breasted chat is a neo-tropical migrant that nests in the United States and Canada and overwinters in Central America. This species nests in areas with dense vegetation, including abandoned farm fields, clearcuts, powerline corridors, fencerows, forest edges and openings, swamps, and riparian areas near streams and ponds. It nests in low, dense vegetation such as blackberry thickets in riparian zones.

This species may occur within riparian vegetation along Gabilan Creek. If active yellow-breasted chat nest(s) are present, construction and site preparation activities conducted during the nesting season close to active nests could result in the direct loss of nests, including eggs and young, or the abandonment of an active nest by the adults. The loss of individuals or abandonment of their nests due to project implementation would be a significant impact. Implementation of mitigation measure BIO-1 would reduce this potential impact to a less-than-significant level.

Pallid Bat (*Antrozous pallidus*). Pallid bats are listed as a state Species of Special Concern. Pallid bats can be found in a variety of habitats, and are not considered migratory, preferring to move within a region on a seasonal basis. Day roosts are found in buildings, crevices, caves, mines, and hollow trees. Maternity roosts are colonial and sensitive to noise and disturbance.

This species may roost within riparian vegetation or trees found along Gabilan Creek, and forage in ruderal grassland habitats within the project site. Construction of the proposed project could result in in significant impacts to

special-status bats, including pallid bat, Townsend's big-eared bat (discussed below), and Yuma myotis (discussed below). Development could result in the destruction of roost and natal sites occupied by special-status bats. Vegetation clearing and building demolition could destroy occupied habitat, if present. Implementation of mitigation measure BIO-10 would reduce this potentially significant impact to a less-than-significant level. The City of Salinas Public Works Department would be responsible for implementing this mitigation measure. Compliance with this measure would be documented prior to ground disturbance.

With implementation of mitigation measure BIO-10, the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, potential impacts to special-status bat species are less than significant with mitigation incorporated.

Townsend's Western Big-eared Bat (*Corynorhinus townsendii*). The Townsend's western big-eared bat is a California Species of Special Concern and state Candidate Threatened species. This species occurs in a variety of habitats throughout California, including coastal conifer and broad-leaf forests, oak and conifer woodlands, arid grasslands, and high-elevation forests. In coastal California, this species is typically associated with riparian forests. Roosting sites include limestone caves, lava tubes, mine tunnels, buildings, and other artificial structures within 100 meters of riparian habitat. Roosting sites are easily disturbed by noise and activity.

This species may occur within riparian vegetation found along Gabilan Creek. Construction of the proposed project could result in in significant impacts to special-status bats, including Townsend's big-eared bat. Development could result in the destruction of roost and natal sites occupied by special-status bats. Vegetation clearing and building demolition could destroy occupied habitat, if present. Implementation of mitigation measure BIO-10 would reduce this potential impact to a less-than-significant level.

Yuma Myotis (*Myotis yumanensis*). The Yuma myotis is a California Species of Special Concern. This species occurs in a variety of habitats throughout California, and typically forages over the surface of calm waters of ponds, streams, and rivers.

This species may occur within riparian vegetation found along Gabilan Creek. Construction of the proposed project could result in significant impacts to special-status bats, including Yuma myotis. Development could result in the destruction of roost and natal sites occupied by special-status bats. Vegetation clearing and building demolition could destroy occupied habitat, if present. Implementation of

mitigation measure BIO-10 would reduce this potential impact to a less-than-significant level.

Monterey Dusky-footed Woodrat (*Neotoma fuscipes luciana*). A state Species of Special Concern, the Monterey dusky-footed woodrat occurs in a variety of woodland and scrub habitats in Monterey County. Woodrats occur in riparian and oak woodland forests or thick chaparral habitat. Dusky-footed woodrats build large, complex nests of sticks and other woody debris. Nests are typically located near the bases of trees or shrubs, under snags, under dense brush, in the lowest branches of trees, and are often found within riparian areas. Dusky-footed woodrats favor dense canopy cover and areas with poison oak. The breeding season generally begins in February and continues through September, and females have a single brood per year.

Woodrat nests are known to occur within the Gabilan Creek watershed and this species may occur within riparian vegetation along the creek corridor. If present within the project site, significant impacts to this species could occur as a result of direct mortality or nest loss during construction clearing and grading activities. Implementation of mitigation measure BIO-11 would reduce this potential impact to a less-than-significant level. The City of Salinas Public Works Department would be responsible for implementing this mitigation measure. Compliance with this measure would be documented prior to ground disturbance near Gabilan Creek.

With implementation of mitigation measure BIO-11, the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, potential direct impacts to special-status Monterey dusky-footed woodrat are less than significant with mitigation incorporated.

b. **Sensitive Natural Communities**. General Plan measure COS-16 requires project developers to protect and enhance riparian corridors through setbacks and open space easements within development areas along Gabilan and Natividad creeks and other streams. A 100-foot setback area must be established along Gabilan and Natividad creeks, other unnamed creeks, and wetlands not associated with creeks (i.e., seasonal wetland swales or ponds). No building or structure is to be developed in the setback area; however, the City will consider exceptions for passive recreational uses (i.e., trails, playfields, and picnic areas).

Based on the results of the reconnaissance-level survey and aerial imagery review, the proposed project will disturb riparian and/or freshwater marsh vegetation. Both plant communities are considered sensitive by the CDFW. With implementation of mitigation measure BIO-12, below, the proposed project would

not 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 CDFW or USFWS. Therefore, this impact is less than significant with mitigation incorporated.

c. **Wetlands and Waterways**. The USFWS National Wetlands Inventory includes Gabilan Creek with its associated riparian habitat, and also includes on-site man-made ditches south and southwest of McKinnon School, and immediately west and east of Gabilan Creek. The existing man-made agricultural and roadside drainage ditches would be shifted north for widening of the roadway by the proposed project, with construction of new drainage ditches.

The first phases of the proposed project have surface drainage flow to the west. This portion of the site lacks direct hydrologic connectivity to the Reclamation Ditch system based on the lengthy underground storm drainage system pathway, and the ditches were constructed to drain uplands. After a long and indirect path underground, the flow discharges into Markeley Swamp that connects to the Reclamation Ditch system, which ultimately drains to Monterey Bay at Moss Landing Harbor. Though these ditches are not expected to fall under CDFW jurisdiction because they are not part of a natural drainage feature, it has not yet been determined whether they will be considered jurisdictional by the U.S. Army Corps of Engineers (USACE) and/or the Regional Water Quality Control Board (RWQCB).

The last phase of the proposed project includes widening the Gabilan Creek crossing at the eastern end of the site, which may impact the creek, to some degree, as well as impact man-made drainage ditches to the west and east that drain into the creek. These features are likely under jurisdiction of the CDFW, USACE, and RWQCB.

City Zoning Code Section 37-50.180(h)(1)(A) requires a 100-foot setback from creeks. However, Zoning Code Section 37-50.180(h)(1)(D) states that projects with activities proposed within the setback area may be considered if the City planner determines encroachment will not have a significant adverse impact on riparian and wetland resources if so indicated by a biotic resources study conducted for the project.

The General Plan's Conservation/Open Space (COS) Element contains the following relevant policies:

Policy COS-5.1: Protect and enhance creek corridors, river corridors, the reclamation ditch, sloughs, wetlands, hillsides and other potentially significant biological resources for their value in providing visual amenity, flood protection, habitat for wildlife and recreational opportunities.

Policy COS-16: Coordination with the Agencies: Work closely with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and the California Department of Fish and Game during the discretionary project permitting and CEQA review of any project that may result in the alteration of a stream bed, involve the removal of vegetation in wetland and riparian habitats, or disturb Waters of the United States.

Policy COS-18: Riparian/Wetland Habitat Mitigation and Management: Require project developers to retain creeks and wetlands in their natural channels rather than placing them in culverts or underground pipes, where feasible…The project applicant shall receive authorization to fill wetlands and "other" waters from the U.S. Army Corps of Engineers, pursuant the requirements of the Clean Water Act. The project applicant shall also obtain a water quality certification (or waiver) from the Regional Water Quality Control Board, consistent with requirements of this State agency. The project applicant shall also obtain a 1601/1603 Streambed Alteration Agreement from the California Department of Fish and Game, pursuant to Fish and Game Code. These permits shall be received prior to any site grading that may occur in or immediately adjacent to creeks or wetlands…Pursuant to provisions of the Section 404 permit, 1601/1603 Streambed Alteration Agreement and State water quality certification (or waiver), the project applicant shall implement a riparian/wetland mitigation plan, and any other measures so identified by regulatory agencies. This plan shall identify measures for the applicant to compensate for unavoidable impacts to riparian or wetland resources…

The loss of wetlands/waterways under CDFW, USACE, and RWQCB regulatory agency jurisdiction due to project implementation would be a significant impact. Implementation of the zoning code requirement, General Plan policies, and mitigation measure BIO-12 would reduce this impact to a less-than-significant level. The City of Salinas Public Works Department will be responsible for implementing this mitigation measure. Compliance with this measure will be documented prior to ground disturbance.

Implementation of mitigation measure BIO-12 will ensure that impacts to potentially jurisdictional wetlands and waterways are mitigated by requiring a wetland assessment/jurisdictional determination and associated permitting. With implementation of this mitigation measure, the proposed project would not have a substantial adverse effect on federally or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, this potential impact is less than significant with mitigation incorporated.

d. Wildlife Movement. Though most of the project site is already developed, Gabilan Creek at the eastern end of the site contains aquatic and riparian habitat, which typically attract wildlife and therefore consists of a wildlife movement corridor. To the minimal extent that locally common, urban-adapted wildlife species may move through the majority of the project site, temporary disturbance due to construction activities and permanent increase in the roadway width may cause increased levels of impediment to wildlife movement as compared to existing conditions. Project implementation at Gabilan Creek would likely also impede wildlife movement to a minor extent through temporary disturbance during construction activities.

As discussed above under Wetlands and Waters of the U.S., General Plan measure COS-16 requires project developers to protect and enhance riparian corridors through setbacks and open space easements within development areas along Gabilan and Natividad creeks and other streams. A 100-foot setback area must be established along Gabilan and Natividad creeks, other unnamed creeks, and wetlands not associated with creeks (i.e., seasonal wetland swales or ponds). No building or structure is to be developed in the setback area; however, the City would consider exceptions for passive recreational uses (i.e., trails, playfields, and picnic areas).

With implementation of mitigation measure BIO-12, which requires protection of the stream corridor and implementation of avoidance, protection, and compensatory measures required by the resource agencies, the proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, this potential impact is less than significant with mitigation incorporated.

e. **Local Policies**. The General Plan's Conservation/Open Space (COS) Element contains policy COS-20: "Oak Tree Retention. Require project developers to retain coast live oak and valley oak trees within the planning area, including oaks within new development areas..." Most trees present along the southern edge of the road are non-native ornamental species, and trees in Gabilan Creek are mainly native red willow (*Salix laevigata*) and arroyo willow (*Salix lasiolepis*), along with emergent western sycamore (*Platanus racemosa*). No oak trees are slated for removal by the proposed project. As addressed through the biological resources section above, no conflicts with local ordinances protecting biological resources will occur as a result of the proposed project.

f. **Conservation Plans**. The project site is not located within the boundaries of any habitat conservation plan area. Therefore, it would not conflict with any adopted habitat conservation plan.

Mitigation

BIO-1 Construction activities that include any tree removal, pruning, grading, grubbing, or demolition shall be conducted outside of the bird nesting season (January 15 through September 15) to the greatest extent feasible. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project construction.

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 within 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.

BIO-2. If proposed construction activities may result in habitat loss or “take” (harass, harm, pursue, wound, kill, trap, or capture) of steelhead within Gabilan Creek, the City of Salinas will obtain federal Incidental Take Permits, and comply with all stipulated conditions to protect special-status steelhead including, but not limited to, those identified below:

a. To avoid conflicts with fish, instream construction activities will be planned for periods between June 1 and October 31, or periods when the work area is dry.

b. A NOAA Fisheries-approved biologist will provide construction worker awareness training prior to the start of construction.
c. A NOAA Fisheries-approved biologist will monitor installation of any stream diversions, initial dewatering activities and sediment control devices to identify and rectify any conditions that may adversely affect steelhead or their habitat.
d. A NOAA Fisheries-approved biologist will identify steelhead relocation sites with adequate water quality, cover and living space.
e. Within 10 days of the initiation of any work within surface water, a qualified fisheries biologist will complete a survey for steelhead.
f. If pumping is required to dewater the construction work area and juvenile steelhead are present, pump intakes will be fitted with a wire mesh screen with a 5 mm mesh or smaller.
g. Any steelhead found in the work area will be recaptured and relocated by a NOAA Fisheries-approved biologist to suitable relocation sites.
h. If instream construction must be conducted when surface water is present, stream diversion will be implemented such that diverted surface flow is returned to Gabilan Creek immediately downstream of the project site.
i. The diversion berm and pipeline will be in place prior to beginning diversion of surface flow.
j. Non-erosive materials (e.g., sandbags, sheet pile, rubber/plastic tubes) will be used to construct the diversion berm.
k. An energy dissipater and sediment trap (straw bales, or equivalent) will be used at the diversion pipeline outlet.
l. Excavated material will be stored away from the low-flow channel to prevent incidental discharge.
m. Any streambed access points will be stabilized using a pad of coarse aggregate underlain by filter cloth, crane mats or equivalent materials to reduce erosion and tracking of sediment.
n. Disturbed areas of the stream channel will be re-compacted to pre-construction conditions prior to restoring flow to the active channel.
o. Silty or turbid water produced from dewatering or other activities will not be discharged into Gabilan Creek until filtered or allowed to settle prior to discharge.
p. Use of heavy equipment in flowing water will be prohibited.
q. The bed and banks of Gabilan Creek will be restored immediately following the completion of instream construction work.
r. Riparian habitat removed by the project will be restored and/or enhanced to improve fish habitat.

BIO-3 A qualified biologist, as defined in measure BIO-5 below, shall conduct pre-construction surveys for western pond turtle (WPT) within 14 days as well as within 24 hours prior to the start of ground-disturbance activities. Surveys shall be conducted where suitable aquatic and upland nesting habitat exists for WPT on the project site, as well as within 100 feet of these areas. If no WPT or their nests are observed during the pre-construction surveys, then no further mitigation is required. If construction activities are halted or delayed for 30 days or longer, additional pre-construction surveys for WPT shall be conducted in this same manner by the qualified biologist.

In the event that WPT and/or their nests are observed during pre-construction surveys, coordination with CDFW regarding appropriate mitigation to reduce impacts to these species will be required prior to issuance of a grading permit. Prior to the commencement of work in potential habitat areas, a Salvage and Relocation Plan will be submitted and approved by the CDFW. The qualified biologist shall also remain present on-site to monitor construction activities within any areas identified as suitable habitat for WPT. A 300-foot no-work buffer zone surrounding any WPT nests within the project site boundary shall be established and marked with temporary flagging. Construction activities will not be allowed to take place within this buffered area until the hatchlings have emerged from the nest and vacated the area of their own volition or if the nest is determined to be inactive by the qualified biologist.

During any construction activities taking place within areas identified as suitable habitat by the pre-construction surveys, a qualified biological monitor who has been approved by the CDFW to handle WPT shall be present on-site. In the event that WPT are observed at any time in the construction areas during project activities, construction shall halt in the vicinity of the WPT individual and the qualified biological monitor shall be notified. Construction activities shall not re-commence in this area until the WPT individual has left on its own accord or the approved biologist relocates the turtle. If Phase 3 construction activities for this project are carried out in such a way that construction equipment will be positioned in-stream at Gabilan Creek, the equipment shall be inspected daily in order to ensure that no WPT individuals are caught in the work area. If any WPT individuals are found in the equipment, they will be relocated by the qualified biologist to a suitable habitat area downstream of the project site. Observations of WPT will be reported to CDFW as outlined in the Salvage and Relocation Plan.

BIO-4. To protect California red-legged frog (CRLF) and California tiger salamander (CTS) potentially present within the project area, the project proponent shall obtain Incidental Take Permits from the USFWS and CDFW for potential project impacts to CRLF and CTS. All avoidance, minimization, and compensatory mitigation measures required by these permits shall be implemented. Unless otherwise specified by the permit(s), the project proponent shall also implement mitigation measures BIO-5 through BIO-8 below in order to minimize the potential for "take" of CRLF and CTS.

BIO-5. At least 15 days prior to ground disturbance, the City of Salinas Public Works Department will submit the name(s) and credentials of biologists who will conduct activities specified in the measures BIO-3, BIO-4, and BIO-6 through BIO-8 ("qualified biologist"). No project activities will begin until the City of Salinas Public Works Department has received written approval from the USFWS and CDFW that the biologist is qualified to conduct the work. The qualified biologist will supervise and/or implement all protection measures. Construction contracts shall expressly include language requiring compliance with the protection measures.

BIO-6. Before construction activities begin, the qualified biologist will conduct a worker environmental awareness training session for all construction personnel. At a minimum, the training will include a description of California red-legged frog, California tiger salamander, and western pond turtle and their habitats, general measures that are being implemented to protect these species as they relate to the project, and the boundaries within which the project occurs. Informational handouts with photographs clearly illustrating the species' appearances will be used in the training session.

The training session will include information about steps to take if a special-status species is encountered, including contact information for the biological monitoring staff and measures to protect species during construction. Additionally, the biological monitor will be available to answer any questions about the protected species. All new construction personnel will undergo this mandatory worker environmental awareness training when they start work on the project site. Training will occur prior to the start of construction and periodically as needed if new construction personnel begin work at the project work site. Each worker shall sign a statement that they received training and the statement will be posted or easily available for viewing at the project work site.

BIO-7. During construction the qualified biologist will be present during all initial ground disturbance activities. Only the qualified biologist will be allowed to handle California red-legged frog, California tiger salamander, and western pond turtle. The qualified biologist will have the authority to halt construction work at any time to prevent harm to California red-legged frog, California tiger salamander, or western pond turtle when any protection measures have been violated. Work will re-commence only when authorized by the qualified biologist. If work is stopped due to potential harm to California red-legged frog, California tiger salamander, or western pond turtle, the qualified biologist will contact the USFWS and/or CDFW by telephone or email on the same day to communicate the event and coordinate appropriate action.

The qualified biologist will train biological monitors designated by the construction contractor. Before the start of work each day, the monitors will check for animals under any equipment such as vehicles and stored pipes within active construction zones that are fenced. The monitors will also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If a California red-legged frog, California tiger salamander, and western pond turtle is observed within an active construction zone, the qualified biologist will be notified immediately and all work within 100 feet of the individual will be halted and all equipment turned off until the biologist has captured and removed the individual from the work area. California red-legged frog, California tiger salamander, and western pond turtle will be relocated to a USFWS/CDFW-approved off-site location.

BIO-8. If the project will result in impacts to California tiger salamander and/or California red-legged frog, compensation for the permanent loss of aquatic and/or upland habitat may be required. Subject to final incidental take permit conditions, the City of Salinas Public Works Department will preserve or purchase in-kind habitat that is known to provide aquatic and upland habitat for California tiger salamander and/or California red-legged frog. Mitigation ratios vary depending on the type of habitat affected, typically at a 1:1 to 2:1 ratio of acres of habitat preserved to habitat lost (USFWS 2020). Compensatory mitigation may be accomplished through one of the following options:

- Establishing a conservation easement on or off site in a suitable Monterey County location and providing a non-wasting endowment for management and monitoring of the property in perpetuity. Lands placed in a conservation easement must be documented to support California tiger salamander and/or California red-legged frog;
- Depositing funds into an USFWS- and CDFW-approved in-lieu fee program; or
- Purchasing credits in a USFWS- and CDFW-approved conservation bank that includes the project site in its service area.

BIO-9. To avoid/minimize potential impacts to burrowing owls occurring within the project site, the City of Salinas Public Works Department will retain a qualified biologist to conduct a two-visit (i.e. morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site no less than 14 days prior to the start of construction. Surveys will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (28). If these pre-construction "take avoidance" surveys performed during the breeding season (February through August) or the non-breeding season (September through January) locate occupied burrows in or near construction areas, consultation with the CDFW would be required to interpret survey results and develop a plan for project-specific avoidance, minimization, and compensation.

Where there is insufficient habitat on, adjacent to, or near project sites where burrowing owls will be impacted, acquisition of off-site mitigation lands with occupied burrowing owl habitat may be required in consultation with CDFW. Compensation may take the form of:

a. Acquiring and dedicating lands into conservation easements;
b. Purchasing mitigation credits at compensation ratios that have been approved by the CDFW; or
c. Preserving area contiguous or near the acreage lost.

BIO-10. Approximately 14 days prior to tree removal or structure disturbance activities, the City of Salinas Public Works Department will retain a qualified biologist to conduct a habitat assessment for bats and potential roosting sites in trees to be removed, in trees within 50 feet of the development footprint, and within and surrounding any structures that may be disturbed by the project. These surveys will include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the project site, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats

can be identified to the species level with the use of a bat echolocation detector such as an “Anabat” unit. Potential roosting features found during the survey shall be flagged or marked.

If no roosting sites or bats are found, a letter report confirming absence will be submitted to the City of Salinas and no further mitigation is required.

If bats or roosting sites are found, a letter report and supplemental documents will be provided to the City of Salinas prior to grading permit issuance and the following monitoring, exclusion, and habitat replacement measures will be implemented:

a. If bats are found roosting outside of the nursery season (May 1 through October 1), they will be evicted as described under (b) below. If bats are found roosting during the nursery season, they will be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats will be evicted as described under (b) below. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if determined in consultation with the CDFW) will be established around the roosting site within which no construction activities including tree removal or structure disturbance will occur until after the nursery season.

b. If a non-breeding bat hibernaculum is found in a tree or snag scheduled for removal or on any structures scheduled to be disturbed by project activities, the individuals will be safely evicted, under the direction of a qualified bat biologist. If pre-construction surveys determine that there are bats present in any trees to be removed, exclusion structures (e.g. one-way doors or similar methods) shall be installed by a qualified biologist. The exclusion structures shall not be placed until the time of year in which young are able to fly, outside of the nursery season. Information on placement of exclusion structures shall be provided to the CDFW prior to construction.

If needed, other methods could include: carefully opening the roosting area in a tree or snag by hand to expose the cavity and opening doors/windows on structures, or creating openings in walls to allow light into the structures. Removal of any trees or snags and disturbance of any structures will be conducted no earlier than the following day (i.e., at least

one night will be provided between initial roost eviction disturbance and tree removal/structure disturbance). This action will allow bats to leave during dark hours, which increases their chance of finding new roosts with a minimum of potential predation.

BIO-11. A qualified biologist will conduct pre-construction surveys for woodrat nests within the area proposed for disturbance along Gabilan Creek, including a 30-foot buffer around project impact areas. All woodrat nests will be flagged for avoidance of direct construction impacts and a 10-foot equipment exclusion buffer will be established around dens that will not be removed and are in proximity to the construction area.

If avoidance of active woodrat nests is not feasible, woodrat nests will be dismantled by the qualified biologist no more than three days prior to construction. Woodrats will be evicted from their nests prior to the removal of the nests and onset of any clearing or ground disturbing activities to avoid direct injury or mortality of the woodrats.

The nests will be dismantled and the nesting material and/or food caches moved to a new location outside of the project impact area. Prior to nest deconstruction, each active nest will be disturbed by the qualified biologist such that all woodrats leave the nest and seek refuge out of the project impact area. Nests are to be slowly dismantled by hand in order to allow the occupants to disperse. Should young prior to the age of weaning be found in the nest, the nest will be reconstructed in place and left undisturbed for three weeks or a period of time deemed adequate by the qualified biologist for the young to wean.

All vegetation and duff materials will be removed from three feet around the nest prior to dismantling so that the occupants do not attempt to rebuild within the project impact area. Nesting materials will be placed nearby in a location similar to the original location (e.g. the base of a nearby hardwood tree or shrub, near a downed log, or in the open), if such a location is readily available. The spacing between active relocated nests will not be less than 100 feet, unless the qualified biologist has determined that the habitat can support higher densities of nests, or if the original nests were closer than 100 feet to one another.

BIO-12 To determine whether the various on-site ditches are jurisdictional, the City of Salinas will retain a qualified biologist/wetland regulatory specialist to initiate discussions with the USACE, RWQCB, and CDFW for this purpose.

If impacts to a federal jurisdictional feature may occur, a Clean Water Act Section 404 Nationwide Permit may be needed. If the proposed activity would not otherwise qualify for a Nationwide Permit, the City of Salinas Public Works Department will proceed with obtaining an Individual Permit from the USACE. For either permit, a wetland delineation report will first be submitted to the USACE for a jurisdictional determination.

If impacts to a wetland not subject to federal jurisdiction but subject to state jurisdiction may occur, fill authorization will be sought from the Central Coast Regional Water Quality Control Board. For any wetland impacted, the City of Salinas Public Works Department will take steps necessary to comply with City General Plan Policy COS-18, including the minimum ratios set forth therein for impacts to wetlands and other waters. Mitigation will be sufficient to ensure no net loss of wetland area, function, or value, either through wetland creation, restoration, or the purchase of wetland credits through an approved wetland mitigation bank.

A Water Quality Certification (Section 401 of the Clean Water Act) from the Central Coast Regional Water Quality Control Board and/or Lake or Streambed Alteration Agreement from the California Department of Fish and Wildlife will also be obtained if determined necessary through the wetland assessment and subsequent regulatory agency consultation.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
5. CULTURAL RESOURCES. *Would the proposal:*					A1, A2, O2, O28, O29
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section §15064.5	☐	☐	☒	☐	
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?	☐	☐	☒	☐	
(c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	

Discussion

Introduction. In September 2015, Peak & Associates, Inc. conducted a records search with the Northwest Information Center inquiring about known historical resources in the area known as the West Area Specific Plan in a Future Growth Area. This area is immediately adjacent to and north of East Boronda Road between San Juan Grade Road and Natividad Road, which covers about 80 percent of the project site. The records indicate that more than one archaeological survey and report had been prepared in the past but that no resources had been identified.

In April 2017, Peak & Associates, Inc. conducted a records search with the Northwest Information Center inquiring about known historical resources in the area known as the Central Area Specific Plan in a Future Growth Area. This area is immediately adjacent to and north of East Boronda Road, between Natividad Road and beyond the eastern edge of the project, which covers about 20 percent of the project site. The records indicate that more than one archaeological survey and report had been prepared in the past but that no resources had been identified.

a. **Historical Resources**. There are not any known historical resources within the project site. However, there is always the potential to uncover unknown historical resources during grading activities. An adverse change in the significance of a historical resource is considered a significant adverse environmental impact. Implementation of mitigation measure CR-1 would reduce this potential impact to a less-than-significant level.

b. **Unique Archaeological Resources**. While no known unique archaeological resources exist within the project site, during earth-moving activities, it is possible that previously unknown buried archaeological resources could be uncovered. Disturbance of unique archaeological resources would be considered a significant adverse environmental impact. Implementation of mitigation measure CR-1 above would reduce this potential impact to a less-than-significant level.

c. **Accidental Disturbance of Human Remains**. Although there is no evidence of the presence of human remains within the project site, there remains the possibility of an accidental discovery of Native American human remains during construction activities, disturbance of which would be a significant adverse environmental impact.

Section 7050.5 of the California Health and Safety Code requires that in the event of discovery or recognition of human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. CEQA Guidelines (Public Resources Code Section 5097) specify the procedures to be followed in the event of discovery of human remains on non-Federal land.

Adherence to the California Health and Safety Code and implementation of mitigation measure CR-2 would reduce this potential impact to a less-than-significant level. Compliance with the requirements of the provisions of the California Health and Safety Code and implementation of mitigation measure CR-2 would ensure that potential impacts due to accidental discovery of buried Native American human remains would be reduced to a less-than-significant level by requiring that if a find is made, activity is stopped, and appropriate measures are taken.

Mitigation

CR-1. Due to the possibility that previously unknown buried significant historical or unique archeological resources could be uncovered during construction activities, the following language will be included in all construction documents and on any permits issued for the project site: “If historical resources or unique archaeological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Public Works Department and Planning Department notified, 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, with the concurrence of the City of Salinas, and implemented.”

CR-2. Due to the possibility that previously unknown Native American human remains could be discovered during future construction activities, the following language will be included in all construction documents and on any permits issued for the proposed project, including, but not limited to, grading 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 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 descendant from the deceased Native American. The most likely descendant 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 his authorized representative shall 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 most likely descendant or the most likely descendant failed to make a recommendation within 48 hours after being notified by the commission; b) the descendant identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
p. ENERGY. *Would the proposal:*					O7,
(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☒	☐	☐	
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐	

Discussion

a/b. **Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources or Conflict with State Plan for Energy Efficiency**. The proposed roadway expansion would result in increased demand for energy during its construction. The primary source of energy use would be diesel and gasoline fuel consumption.

During construction, the use of heavy diesel equipment, transport of construction materials, and construction employee commute trips would result in an increased demand for transportation fuel. Energy demand during grading and construction activities is considered short-term as it occurs only during the construction phase of the project.

The consumption of transportation fuel has been declining over time in California by continuing improvements in vehicle fuel efficiency, increases in the percentage of the vehicle fleet comprised of zero emissions vehicles, and technological advances in the formulation and deployment of alternative fuels.

A multitude of federal and state regulations and legislative acts are aimed at improving vehicle fuel efficiency, energy efficiency, and enhancing energy conservation. The Environmental Protection Agency regulates diesel engine design and fuel composition at the federal level, and has adopted multiple tiers of

emission standards that result in reduced fuel consumption. Generally, California policy and regulations are as or more comprehensive and stringent than federal actions. At the state-level, the California Air Resources Board (CARB) is actively enforcing off-road diesel engine vehicle and equipment regulations. Representative legislation and standards for improving transportation fuel efficiency of off-road vehicles include, but are not limited to, the Truck and Bus Regulation, Regulation for In-Use Off-Road Diesel-Fueled Fleets, and Portable Equipment Registration Program. CARB also regulates on-road vehicles including passenger cars, light-duty trucks, and medium-duty vehicles. Representative legislation and standards for improving transportation fuel efficiency of on-road vehicles include, but are not limited to, Pavley standards, and the Advanced Clean Cars program.

The City of Salinas is undertaking the project to implement part of its long-term development plan and improvements required to support such development as identified in the General Plan. Energy is required for construction activity in general. Therefore, the construction activity itself would not be a wasteful source of fuel use, nor is the project purpose and related construction activity unnecessary. Fuel use in project construction equipment would be minimized by the fact that the equipment must comply with applicable state regulations, including those listed above. The regulations are part of a much broader state regulatory strategy for reducing energy demand across the state.

Construction activity of the type proposed does not have a direct relationship to renewable energy or electrical or natural gas-based energy efficiency. Therefore, it would not conflict with a state or local plan designed to promote renewable energy or electrical or natural gas-based energy efficiency.

Given the information above, the proposed project would not directly or indirectly result in inefficient, wasteful, and unnecessary consumption of energy, nor conflict with a state or local plan for renewable energy or energy efficiency. Therefore, the impacts due to increased transportation fuel demand would be less than significant.

Mitigation

No mitigation is necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
7. GEOLOGY/SOILS. *Would the proposal result in or expose people to potential impacts involving:*					A1, A2, O2
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐	
(ii) Strong seismic ground shaking?	☒	☐	☐	☐	
(iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐	
(iv) Landslides?	☒	☐	☐	☐	
(b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐	
(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	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
landslide, lateral spreading, subsidence, liquefaction or collapse?					
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐	
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☒	☐	☐	☐	
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	

Discussion

In California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, 377 ("CBIA"), the California Supreme Court held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents." For this reason, the court found the following language from CEQA Guidelines section 15126.2, subdivision (a), to be invalid: "[A]n EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there." (Id. at p. 390.)

The court did not hold that CEQA never requires consideration of the effects of existing environmental conditions on the future occupants or users of a proposed project. But the circumstances in which such conditions may be considered are narrow: "when a proposed project risks exacerbating those environmental hazards or conditions that

already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment—and not the environment's impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions" (Id. at pp. 377-378, italics added). Because this exception to the general rule would presumably never apply to existing seismic hazards, the court concluded that this particular topic was outside the ambit of CEQA. (Id. at p. 390). The court also recognized that, within the entirety of CEQA, certain very specific statutes require consideration of existing conditions on project occupants; and the court treated these statutes as exceptions to the general rule it announced (Id. at pp. 391-392).

In light of the CBIA decision, the City is not required by CEQA to address the extent to which existing seismic hazards – in the form of possible earthquakes, groundshaking, liquefaction, or subsidence – could affect future occupants or users of lands. Even so, the City believes that such issues are important from a public policy standpoint, and intends to address them under its police power, as opposed to under CEQA. (See Cal. Const., Art. XI, § 7; Associated Home Builders, Inc. v. City of Livermore (1976) 18 Cal.3d 582, 600-601; Candid Enterprises, Inc. v. Grossmont Union High School District (1985) 39 Cal.3d 878, 875; DeVita v. County of Napa (1995) 9 Cal.4th 763, 782). Therefore, readers should treat the discussions below of impacts on future project residents and users as being beyond the scope of CEQA, and provided to the public on a voluntary basis in the interests of full disclosure.

a.(i) **Fault Rupture**. No known active faults are located in the City and no Alquist-Priolo Earthquake Fault Zoning has been established by the State for the City. Accordingly, the potential for ground rupture along East Boronda Road is low and the potential for exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of an earthquake fault associated with the roadway improvements is low.

(ii) **Strong Seismic Ground Shaking**. Future improvements would likely be subject to significant seismic ground shaking in the event of an earthquake on one or more active and potentially active faults in Monterey County and the vicinity. However, according to the General Plan EIR, as a condition of project approval, a geotechnical study will be required for development projects. The geotechnical report would identify constraints and develop engineering parameters at a project specific level which would ensure the roadway improvements would be built to current standards for roadway projects.

(iii) **Liquefaction**. Liquefaction occurs primarily in areas of recently deposited sands and silts and in areas of high groundwater levels. Especially susceptible areas include sloughs and marshes that have been filled in and developed. Salinas has several former wetland areas that have been drained, filled, and developed and Salinas rests on almost 1,800 feet of alluvium. Seismic shaking-induced liquefaction hazards could pose a risk to public health and safety if improvements

are damaged during a liquefaction event. Consistent with General Plan policy S-4.1 and its implementing actions, as a standard condition of approval, the City will prepare a detailed geotechnical investigation including soil borings to evaluate subsurface conditions to fully characterize the extent of seismic/liquefaction hazards. The City will incorporate all recommendations from the geotechnical report into the design of their project to minimize liquefaction hazard risk.

(iv) **Landslide**. Because of the location and flat topography of the project site and its surrounding vicinity, there is no risk of landslide at the project site and no associated impacts.

b. **Erosion**. General Plan policy COS-1.6 requires that the City enforce National Pollutant Discharge Elimination System (NPDES) requirements and participate in regional efforts to protect and enhance water quality. New development projects and substantial rehabilitation projects must incorporate Best Management Practices (BMPs) pursuant to the City's NPDES permit to ensure that the City complies with applicable state and federal regulations. Implementation Program COS-1 would ensure erosion impacts would be less than significant. See also the erosion discussion in Section 10.0, Hydrology and Water Quality.

c,d. **Unstable or Expansive Soils**. As described previously, as a standard condition of approval for new development projects, the City will require preparation of a detailed geotechnical investigation. Soils conditions will be evaluated as part of the investigation to in part, characterize potential hazards from unstable or expansive soils. In the event that unstable or expansive soils are identified as significant risks, the investigations would include recommendations with which the project would be required to comply.

e. The proposed project does not involve the use of the City's sewer system or the need for septic tanks.

f. **Unique Paleontological Resources or Geologic Features**. The project includes improvements to, and expansion of, an existing road on flat agricultural land that does not contain unique geologic features. There is also no indication of paleontological resources within the project site; however, during earth-moving activities, it is possible that previously unknown buried paleontological resources could be uncovered. Disturbance of unique paleontological resources would be considered a significant adverse environmental impact. Implementation of mitigation measure GEO-1 would reduce this potential significant effect to a less-than-significant level.

Implementation of mitigation measure GEO-1 would require construction to be halted and appropriate evaluation and actions to be taken should paleontological resources be discovered during construction. Implementation of this mitigation measure and would reduce this potential, significant impact to a less-than-significant level.

Mitigation

GEO-1 Due to the possibility that previously unknown buried unique paleontological resources could be uncovered during construction activities, the following language will be included in all construction documents and on any permits issued for the project site: “If unique paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Public Works Department and Planning Department notified, until it can be evaluated by a qualified professional paleontologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated, with the concurrence of the City of Salinas, and implemented.”

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
8. GREENHOUSE GAS EMISSIONS. *Would the project:*					O9, O11, O32, O33
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐	
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	

Discussion

a,b. **Construction-Related Greenhouse Gas Emissions**. The California Legislature has enacted a series of statutes in recent years addressing the need to reduce greenhouse gas (GHG) emissions across the State. Effective January 1, 2017, Senate Bill (SB) 32 requires that statewide GHG emissions be reduced to 40 percent below 1990 levels by 2030. SB 32 represents 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 North Central Coast Air Basin. The Monterey Bay Air Resources District (hereinafter “air district”) is the agency responsible for maintaining air quality within the air basin. To date, neither the air district nor the City of Salinas has adopted a quantified threshold for GHG emissions or adopted a climate action plan that can be used to streamline the CEQA review process. The air district has historically suggested using the thresholds of nearby air districts as reference for determining the significance of project-related GHG impacts within its jurisdiction. The air district is adjacent to the Bay Area Air Quality Management District to the north and the San Luis Obispo County Air Pollution Control District to the south. Neither the Bay Area Air Quality Management District nor the San Luis Obispo County Air Pollution Control District have adopted post-2020 thresholds for non-stationary GHG

sources based on the 2030 reduction targets set in SB 32.

The Sacramento Metropolitan Air Quality Management District's *Draft Sacramento Metropolitan Air Quality Management District Greenhouse Gas Thresholds of Significance Update for Land Development Project Operational Emissions* recommends a post-2020 construction-related threshold of 1,100 MT CO2e per year. Since the Sacramento Metropolitan Air Quality Management District's construction threshold is based on current legislation, it is considered to be applicable as reference for the proposed project. If GHG emissions from the proposed project are below the Sacramento Metropolitan Air Quality Management District's thresholds for GHG emissions, the proposed project would not impede the state's ability to achieve the 2030 statewide reduction goal.

The Road Construction Emissions Model (RoadMod) Version 9.0.0 was used to estimate the total volume of GHG emissions associated with the proposed project. As shown in the RoadMod results included as Appendix E, the proposed project would generate a total of 3,705.52 MT CO2e GHG emissions over an assumed approximate 2-year construction period. The air district recommends amortizing the short-term GHG construction emissions over a 30-year time period to yield an annual emissions volume. Averaged over a 30-year operational project lifetime period, the annual amortized construction emissions would be approximately 123.52 MT CO2e. This is below the reference threshold of significance of 1,100 MTCO2e per year.

Therefore, the proposed project would not generate a substantial amount of GHG emissions, resulting in a less-than-significant impact. Since the reference threshold is based on the state's 2030 GHG emissions reduction target, the proposed project would not conflict with that target, which is considered the applicable guidance for assessing the significance of GHG emissions from the project.

Operational Greenhouse Gas Emissions. According to Caltrans, roundabouts reduce greenhouse gas emissions by reducing vehicle idling time.

Mitigation

No mitigation is necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
9. HAZARDS & HAZARDOUS MATERIALS. *Would the proposal:*					A1, A2, A3, O3, N1, O7, O10, O8
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐	
(b) Create a significant hazard to the public or the environment through reasonably forseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐	
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐	
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
hazard or excessive noise for people residing or working in the project area?					
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	
(g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☒	☐	☐	☐	

Discussion

a. **Transport, Use, or Disposal Hazardous Materials**. The proposed roadway expansion would not involve the use, transport, or disposal of hazardous materials. However, the use, transport, and disposal of hazardous materials may occur during project construction. Hazardous materials may include fuels, oils, mechanical fluids, and other chemicals typically used during construction. Transportation, storage, use and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Additionally, all construction activities would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process that requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would be reviewed and approved by the Regional Water Quality Control Board. There would be no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

b. **Release of Hazardous Materials through Reasonably Foreseeable Upset**. The agricultural land adjacent to the northern side of East Boronda Road has the potential to contain aerial deposited lead, the disturbance of which during construction activities could be a significant impact. Ninyo & Moore conducted a Lead in Soil Characterization along the north shoulder of East Boronda Road. The soils sampling determined that there were no obvious signs of

contamination and that none of the composite samples exceeded Commercial Environmental Screening Levels or California Code of Regulations Title 22 guidelines for total lead. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of aerially deposited lead into the environment.

c. **Hazardous Emissions, Materials, Substances, or Waste within One-Quarter Mile of a School**. Portions of the project site are located less than 0.25 miles from McKinnon School, which is located at 2100 McKinnon Street, New Republic Elementary School located at 636 Arcadia Way, and Everett Alvarez High School located at 1900 Independence Boulevard. As discussed under items “a” and “b” neither the construction of the proposed improvements nor the completed improvements would result in the routine transport, use, dispose, or release of hazardous materials. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. **Hazardous Site**. 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 Envirostor website revealed that no portion of the project site is located on a site which is included on a list of hazardous facilities and sites.

e. **Airport/Airstrip Hazard**. There are no existing commercial airports or private air strips within two miles of the project site and, therefore, the project site is not within any airport land use plan.

f. **Emergency Response Plan.** The proposed improvements would improve circulation and reduce traffic in the project area; and therefore, would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

g. **Wildland Fires**. The Monterey County Fire Hazard Severity Zone Map designates the City of Salinas as a Non Very High Fire Hazard Severity Area within an Incorporated Local Responsibility Area. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Mitigation

No mitigation is necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
10. HYDROLOGY AND WATER QUALITY. *Would the proposal:*					A1, A2, A3, A7, O3, O7, N1, O15, O34, O35
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐	
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐	
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would:					
i. result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☒	☐	☐	☐	
iii. create or contribute runoff water which would exceed the capacity of existing or	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or					
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐	
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plans?	☒	☐	☐	☐	
(f) With regards to NPDES compliance:					
(i) Potential impact of project construction on storm water runoff?	☐	☒	☐	☐	
(ii) Potential impact of project post-construction activity on storm water runoff?	☐	☒	☐	☐	
(iii) Potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☐	☒	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
(iv) Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☐	☒	☐	☐	
(v) Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☐	☐	☒	☐	
(vi) Potential for significant changes in the flow velocity or volume of storm water runoff that can cause environmental harm?	☒	☐	☐	☐	
(vii) Potential for significant increases in erosion of the project site or surrounding areas?	☐	☒	☐	☐	
(viii) Could this proposed project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity, and other typical Stormwater pollutants (e.g., heavy metals, pathogens, petroleum	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).					
(ix) Could the proposed project result in a decrease in treatment and retention capacity for the site's Stormwater run-on?	☒	☐	☐	☐	
(x) Could the proposed project result in significant alteration of receiving water quality during or following construction?	☐	☒	☐	☐	
(xi) Could the proposed project result in increased impervious surfaces and associated increased urban runoff?	☐	☒	☐	☐	
(xii) Could the proposed project create a significant adverse environmental impact to drainage patterns due to changes in urban runoff flow rates and/or volumes?	☒	☐	☐	☐	
(xiii) Could the proposed project result in increased erosion downstream?	☐	☒	☐	☐	
(xiv) Could the proposed project alter the natural ranges of	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
sediment supply and transport to receiving waters?					
(xv) Is the project tributary to an already impaired water body, as listed on the CWA Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	☐	☒	☐	☐	
(xvi) Could the proposed project have a potentially significant environmental impact on surface water quality, to either marine, fresh, or wetland waters?	☐	☐	☒	☐	
(xvii) Could the proposed project result in decreased baseflow quantities to receiving surface waterbodies?	☐	☒	☐	☐	
(xviii) Could the proposed project cause of contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	☐	☒	☐	☐	
(xix) Does the proposed project adversely impact the hydrologic or water quality function of the 100-year floodplain area?	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(xx) Does the proposed project site layout adhere to the Permittee's waterbody setback requirements?	☐	☒	☐	☐	
(xxi) Can the proposed project impact aquatic, wetland, or riparian habitat?	☐	☐	☒	☐	

Discussion

a. **Water Quality Standards/Waste Discharge Requirements**. The National Pollutant Discharge Elimination System (NPDES) program was adopted to control and enforce storm water pollutant discharge reduction per the Clean Water Act. The Central Coast Regional Water Quality Control Board (RWQCB) issues and enforces the NPDES permits for discharges to waterbodies.

Storm water discharges to surface waters are generally controlled through NPDES waste discharge requirements. The City's NPDES Permit, Order No. R3-2012-0005, NPDES Permit No. CA 0049981, Waste Discharge Requirements for City of Salinas, Municipal Storm Water Discharges became effective on June 17, 2012. The permit requires compliance with receiving water limitations with adherence to water quality standards, and implementation of Best Management Practices (BMPs) to reduce storm water pollutant discharges and protect water quality and beneficial uses. BMPs to reduce pollutants in storm water discharges include erosion control, sediment control, and construction site waste management practices; good housekeeping practices to control pollutants, promote waste management practices, and implement control practices to keep pollutants away from the storm drainage system; requirements to preserve pre-development hydrologic and pollutant conditions.

The City has developed storm water management ordinances and programs to implement storm water management regulations pursuant to its NPDES permit. These are embedded in the Stormwater Management Plans (SWMP) and in the Storm Water Design Standards (SWDS). The SWMP includes all of the required and recommended control programs for municipal facilities. The SWMP

describes the minimum procedures and practices the City uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMP practices.

The City adopted the SWDS to assist with storm water management requirements and criteria set forth by the regional board as part of the City's NPDES permit. The SWDS require in part that new sources of storm water be managed to ensure that the rate and volume of discharges to existing storm drainage facilities under post-development conditions does not exceed the pre-existing rate and volume of discharge. The proposed project includes design features including bio-retention areas and on-site water quality treatment consistent with the SWDS. The proposed project would not violate water quality standards or waste discharge requirements or otherwise degrade water quality.

b. **Groundwater Supplies**. The proposed project is widening an existing roadway to improve circulation and would result in only nominal water demand during construction. Therefore, the project would not deplete groundwater supplies or interfere substantially with groundwater recharge such that the project would impede the sustainable groundwater management of the groundwater basin.

c.(i) **Erosion/Siltation**. The General Plan EIR identified an existing problem with agricultural-related siltation within the Gabilan Creek channel between East Boronda Road and Constitution Boulevard, but found this impact would be eliminated when the Future Growth Areas north of East Boronda Road are developed. The widening of East Boronda Road would result in paving portions of existing agricultural land and includes the relocation of existing agricultural ditches which would be replaced with ditches sized to handle flows from a 100-year, 24-hour storm event. The widened ditches which would help prevent ditch overtopping and impacting the roadway through siltation. However, there remains the potential for erosion and siltation during construction activities associated with the proposed project.

The proposed improvements would require ground disturbing activities including movement of an ephemeral agricultural drainage ditch, grading for expansion of the roadway, and culvert improvements at Gabilan Creek, which would alter the on-site drainage pattern and result in movement of sediment to downstream surface waters during construction. The existing Gabilan Creek crossing consists of a buried triple box culvert with a trapezoidal concrete-lined channel both upstream and downstream of the box culvert. Widening of the creek crossing to accommodate a four-lane East Boronda Road section would be accomplished on the northerly (upstream) side of the existing box culvert. Two alternatives for widening the creek crossing are currently being considered: (1) extension of the existing triple box culvert with possible extension of the concrete lining; or (2) spanning of the upstream channel cross section by construction of a buried flat

slab bridge over the upstream concrete-lined channel. For the box culvert extension alternative, it is possible that drainage calculations may require extending the concrete lining directly upstream of the crossing. For the spanning alternative, construction may or may not avoid the extension of the concrete lining by spanning over it.

The project would be required to comply with the City's NPDES Permit for Discharges of Storm Water Associated with Construction Activities which requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) and erosion and sediment control plan. In order to determine the BMPs, a certified and City-approved engineer will prepare a hydrological/drainage analysis.

The City of Salinas Public Works Department follows the guidelines presented in the City's Standard Specifications, Design Standards, and Standard Plans – 2008 Edition for design and construction of development and improvement projects within the City. To minimize soil erosion and protect surface water quality during project construction phase, development plans within the City must also comply with the guidelines presented in the Standard Specifications, Design Standards, and Standard Plans Appendix A -Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion, and Sediment. Section 3, General Provisions. Subsection (a) and (d) are particularly relevant to preventing erosion and water quality impacts:

> (a) No person shall cause or allow the persistence of a condition on any site that could cause accelerated erosion. Accelerated erosion shall be controlled and/or prevented by using measures outlined in subsequent sections as applicable, especially when work is on geologically unstable areas, on slopes above twenty percent, and/or on soils rated a severe erosion hazard. Additional measures may be necessary and may be specifically required by the city engineer.
>
> (d) The person(s) doing or causing or directing the grading shall put into effect and maintain all Best Management Practices necessary to protect adjacent watercourses and public or private property from damage by erosion, flooding, or deposition of mud or debris originating from the site. Precautionary measures shall include provisions for properly designed erosion and sediment control measures, so that downstream properties are not affected by upstream erosion or sediment transport by storm water. If, in the opinion of the City Engineer, grading activities result in a need for post-construction runoff control measures, then such measures, (including Low Impact Development devices/systems), shall be required to be installed, as specified in the City of Salinas Storm Water Development Standards.

By implementing the above measures there would be less than significant impacts associated with on- or off-site erosion and siltation.

(ii,iii) **Flooding/Storm Water**. Development within the City must comply with NPDES requirements including the City's SWDS. A key criterion in the SWDS stipulates that the rate of storm water runoff from individual development sites must not exceed the pre-existing rate of discharge. The purpose is to reduce potential for hydromodification (increased erosion within receiving waters due to an increase in the rate of storm water flow within the receiving water). New development must include on-site storm water control measures designed to achieve a no net increase in rate of storm water discharge relative to pre-existing conditions. This requirement is of benefit in reducing the potential that runoff from new development could exceed the capacity of storm drainage facilities and contribute to off-site flood hazards. The City would install storm water facilities needed to comply with NPDES and SWDS criteria including bio-retention landscaping in the median, selected islands, and in portions of the sidewalk landscaping strip, as well as a storm drain sized for a 20-year storm event. The project would not result in localized flooding under post-development conditions due to changes in existing drainage patterns or generation of surface water runoff that exceeds capacity of existing or planned storm water drainage systems.

d. **Seiche, Tsunami, Mud Flow**. The City is protected from tsunamis due to its inland location and potential hazards from seiches are negligible as the project site is not near contained water bodies. There are no mudflow hazard areas within the vicinity of the project site.

e. **Water Quality Control Plans and Sustainable Groundwater Management Plans**. See responses to "a" and "b" above. The project site is located with the jurisdiction of the Central Coast Regional Water Quality Control Board, which implements the Water Quality Control Plan for the Central Coastal Basin (CCRWQCB 2019). The objective of this document is to show how the quality of surface water and groundwater in the Central Coast Region should be managed to provide the highest water quality reasonably possible. By implementing the mitigation measures contained in this initial study, as well as the applicable City of Salinas ordinances, the proposed project would comply with the Water Quality Control Plan.

The Salinas Valley Basin Groundwater Sustainability Agency is in the process of preparing the Valley-Wide Integrated Groundwater Sustainability Plan. While they have prepared some draft chapters of the plan (released in January, March, and May 2019 for public comment) and completed the *180/400 Foot Aquifer Subbasin Groundwater Sustainability Plan* (adopted January 9, 2020), the Valley-Wide plan has yet to be completed and adopted. The project site is located within the East Side Aquifer Subbasin, which has not yet completed a plan.

The 2017 California Sustainable Groundwater Management Act requires agencies to develop a plan by 2020 and implement the plan to achieve basin sustainability by 2040.

f.(i,iii) **Construction Impacts on Storm Water/Discharge Potential**. As previously discussed, construction activities would disturb one or more acres of soil and therefore must obtain coverage under the Construction General Permit for Discharges of Storm Water Associated with Construction Activity per NPDES requirements. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a SWPPP and erosion and sedimentation control plan. A SWPPP must contain a site map(s) that shows the construction site perimeter, existing and proposed improvements, storm water collection and discharge points, general topography (both before and after construction), and drainage patterns across the project. The SWPPP must list measures that the City would use to minimize storm water runoff and how those measures would be placed within a project site. Additionally, the SWPPP must contain a visual monitoring program and sampling/analytical testing to be implemented, dependent on the project's risk level. Adherence to the SWPPP would ensure that construction would not impact storm water runoff.

(ii) **Post-Construction Impacts on Storm Water**. The NPDES program is designed to require municipal storm water systems to reduce the discharge of pollutants in storm water to the maximum extent practicable and to protect water quality and beneficial uses.

All projects that create and/or replace greater than or equal to 2,000 square feet of impervious area are regulated and required to comply with the City's SWDS. Developers must submit a Stormwater Control Plan (SWCP) and implement Low Impact Development (LID) features for flow/volume control and/or water quality treatment. LID features are utilized to capture and treat runoff and promote infiltration where feasible. Project design includes LID features such as bioretention facilities in the median, selected islands, and in portions of the sidewalk landscaping strip for on-site water quality treatment and a storm water pipe for 20-year flows to be transported to the municipal storm drain. Implementation of these measures would ensure that post-construction impacts on storm water would be minimized.

(iv) **Impairment of Beneficial Uses of Receiving Waters**. Water discharges to surface waters are generally controlled through NPDES waste discharge requirements. The City's NPDES Permit, Order No. R3-2012-0005, NPDES Permit No. CA 0049981, Waste Discharge Requirements for City of Salinas, Municipal Storm Water Discharges became effective on June 17, 2012. The permit requires compliance with receiving water limitations with adherence to

water quality standards, and implementation of BMPs to reduce storm water pollutant discharges and protect water quality and beneficial uses. BMPs to reduce pollutants in storm water discharges include: erosion control, sediment control, and construction site waste management practices; good housekeeping practices to control pollutants, and implement control practices to keep pollutants away from the storm drainage system; requirements to preserve pre-development hydrologic and pollutant conditions; requirements for development planning; and watershed characterization.

(v) **Harm on Biological Integrity of the Waterways and Water Bodies**. See Section 4, Biological Resources.

(vi) **Changes in Flow Velocity or Volume of Storm Water Runoff**. See response to "c. (ii,iii)" above.

(vii) **Increases in Erosion**. See response to "c(i)" above.

(viii) **Increase in Pollutant Discharges to Receiving Waters**. See response to "a" above.

(ix) **Decrease in Treatment and Retention Capacity for the Site's Stormwater Run-on**. The project would increase treatment and retention capacity above the baseline condition for storm water run-on.

(x) **Alteration of Receiving Water Quality During or Following Consultation**. The project is required to comply with NPDES requirements for storm water quality during construction. Following construction, onsite runoff would be collected and treated prior to discharge into the City storm drain system.

(xi) **Increased Impervious Surfaces and Associated Increased Urban Runoff**. The impervious surface area would increase as a result of the project; however, the post-construction peak runoff rate would be matched to the existing conditions for storms up to the 100-year event in compliance with the City's Stormwater Development Standards.

(xii) **Drainage Patterns due to Changes in Urban Runoff Flow Rates and/or Volumes**. See responses to "c" above.

(xiii) **Increased Erosion Downstream**. See response to "c(i)" above.

(xiv) **Alter Natural Ranges of Sediment Supply and Transport to Receiving Waters**. The development footprint is not known to be within an area that provides natural sediment supply, as any natural sediment supply in the project area has been previously disturbed through agricultural operations, and in part due to the long length of storm drain system between the project and downstream receiving waters.

(xv) **Tributary to Already Impaired Water Body**. Runoff from the project site is tributary to the Reclamation Ditch and Gabilan Creek, both of which are listed under the Clean Water Act (CWA) Section 303 (d) as impaired water bodies. The Reclamation Ditch is listed for fecal coliform, ammonia, chlorpyrifos, copper, E. coli, nitrate, pesticides (diazinon, total permethrin, and malathion), priority organics, dissolved oxygen, turbidity, toxicity, and pH. TMDLs are forthcoming for priority organics, pH, copper, permethrin, and malathion. Gabilan Creek is listed for nitrate, turbidity, fecal coliform, ammonia, pH and toxicity. The project would add stormwater treatment and retention features that are intended to improve overall stormwater quality. With the addition of these stormwater features there is no anticipated increase in the loading of any pollutant from the project to receiving waters.

(xvi) **Marine, Fresh, or Wetland Water Quality**. See Section 4, Biological Resources.

(xvii) **Decreased Baseflow Quantities to Receiving Waterbodies**. The project would add retention features in accordance with the City's Stormwater Development Standards. The retention requirement is intended to address hydromodification in receiving water bodies and promote onsite infiltration to mimic natural baseflow conditions.

(xviii) **Exceedance of Applicable Surface or Groundwater Receiving Water Quality Objectives or Degradation of Beneficial Uses**. The project would add stormwater treatment and retention features which are intended to improve overall water quality of stormwater discharges.

(xix) **100-Year Floodplain Area**. A small portion of East Boronda Road near Gabilan Creek is within the 100-year flood zone as shown on the Salinas General Plan Flood Map. However, the project would not place housing or flood flow obstructions within a 100-year flood hazard area or place within a 100-year flood hazard area structures which would impede flood flows or result in flood hazard risks.

(xx) **Layout Adhere to the Permittee's Waterbody Setback Requirements**. The project would cross Gabilan Creek at Boronda Road near Independence Boulevard. The project would require construction of additional travel lanes and possible extension of the existing box culvert which conveys creek flows. As a result, it would not be possible to comply with setback requirements under NPDES Order No. R3-2012-0005 for Gabilan Creek in this area, however, adherence with construction stormwater requirements is anticipated to mitigate any potential impact resulting from work within the setback limits. The setback requirements would be met for all other segments of the project.

(xxi) **Aquatic, Wetland, or Riparian Habitat**. See Section 4, Biological Resources.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
11. LAND USE AND PLANNING. *Would the proposal:*					A1, A2, O7, A5
(a) Physically divide an established community?	☒	☐	☐	☐	
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	

Discussion

a. **Physically Divide an Established Community**. The proposed project consists of improvements to an existing facility located adjacent to an established neighborhood. It would not physically divide an established community.

b. **Conflict with any Land Use Plan, Policy, or Regulation**.

Consistent with General Plan. The General Plan EIR calls for East Boronda Road to be widened from two lanes to six lanes with standard intersection improvements (p. 5.2-10). However, based upon recent studies documented in a March 22, 2018 Memorandum from Kimley Horn to Wallace Group, the currently proposed design accommodates volumes anticipated through buildout of the General Plan Economic Development Element and includes right-of-way preservation for additional widening should it be required in the future.

Consistent with Zoning Code. The roadway would be improved to standards that are consistent with the functional classification of East Boronda Road as identified in Zoning Code Section 37-30.540. - Streets and Streetscape Design Standards.

Consistent with Precise Plan. The Harden Ranch Specific Plan is located immediately south of East Boronda Road. The proposed project would expand

East Boronda Road from two lanes to four lanes to the north, and therefore, would not conflict with the Harden Ranch Specific Plan.

The West Area Specific Plan EIR was certified in December 2019 and is located immediately north of Boronda Road. The proposed project would expand East Boronda Road from two lanes to four lanes to the north; however proposed project would not conflict with the West Area Specific Plan nor with any conclusions in this EIR.

Consistent with Sphere of Influence. The proposed project is located within the City limits.

Habitat Conservation Plan. As indicated in Section 4, Biological Resources, the project site is not within an adopted Habitat Conservation Plan or Natural Community Conservation Plan boundary.

Mitigation

No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
12. MINERAL RESOURCES. *Would the proposal:*					A1, A2
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☒	☐	☐	☐	
(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☒	☐	☐	☐	

Discussion

a,b. **Mineral Resources**. There are no mineral resources within the City of Salinas. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or of a locally important mineral resource recovery site.

Mitigation

No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
13. NOISE. *Would the proposal result in:*					A1, A2, A3, N1, A6, O16
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	
(b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐	

Discussion

a. **Permanent Increase in Ambient Noise Levels**. The proposed project is a short-term construction project that would not create a permanent increase in ambient noise levels. According to the Federal Highway Administration Office of Safety, roundabouts reduce vehicle delay and the number and duration of stops compared with signalized or all-way stop-controlled alternatives. Even when there are heavy volumes, vehicles continue to advance slowly in moving queues rather than coming to a complete stop. This can reduce noise relative to traditional intersection controls by reducing the number of

acceleration/deceleration cycles and the time spent idling. Therefore, the project has the potential to have a beneficial effect on long-term ambient noise levels.

Exposure of Persons to an Increase in Short-Term Ambient Noise Levels that Exceed Standards. As a short-term roadway construction activity, the project would generate noise during construction that would temporarily increase ambient noise levels. The project site is adjacent to existing single-family residential homes located along the south side of East Boronda Road and near schools located to the north and south along East Boronda Road. Although construction noise is considered a temporary noise effect, it has a potential for disturbing nearby residences and schools when equipment is operating in their vicinity.

The proposed project is subject to compliance with General Plan implementation program N-3 which requires all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the City noise regulations (Title 24 California Code of Regulations, Zoning Ordinance and Chapter 21A of the Municipal Code). Additionally, Salinas Municipal Code section 21A-7 prohibits construction noise between the hours of 9:00 pm and 7:00 am. Compliance with the regulations would reduce exposure of noise-sensitive uses to construction noise. Construction noise can be further reduced by using quiet or "new technology" equipment. Implementation of Mitigation Measure N-1 would reduce construction-related noise levels and would reduce the potential for temporary, potentially significant construction noise impacts to less than significant.

b. **Vibration**. Vibration levels generated during project construction activities may at times be perceptible at neighboring land uses. Vibration levels associated with equipment to be used to construct the proposed improvement would not be excessive such that it would cause cosmetic or structural damage to buildings. Therefore, the proposed project would not result in exposure of persons or structures to or generation of excessive ground-borne vibration or ground borne noise levels.

c. **Airport Land Use Plan/Airstrip**. The project is not located within an airport land use plan and is not within the vicinity of a public or private air strip.

Mitigation

N-1 The Public Works Department will include the following measures in construction documents and will monitor their implementation during construction:

a. All construction equipment shall be properly maintained and equipped with intake and exhaust mufflers that are in good condition and recommended by the vehicle manufacturer;
b. Unnecessary idling of internal combustion engines shall be strictly prohibited;

c. Wheeled earth moving equipment shall be used rather than track equipment;
d. A detailed construction plan shall be prepared and submitted with the grading and improvement plans identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance;
e. A noise disturbance coordinator shall be designated to handle complaints and the site shall be posted with a phone number and email address so that the nearby residents have a contact person in case of a noise problem;
f. Vehicle routes must be kept clean and smooth both on site and off site to minimize noise and vibration from vehicles rolling over rough surfaces;
g. Stationary equipment, such as compressor and generators shall be housed in acoustical enclosures and placed as far from sensitive receptors as feasible;
h. Utilize “quiet” air compressors and other stationary noise sources where technology exists; and
i. Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
14. POPULATION AND HOUSING. *Would the proposal:*					A1, A2, O7
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly *(for example, through extension of roads or other infrastructure)*?	☒	☐	☐	☐	
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐	

Discussion

a. **Population Growth**. The proposed project is a roadway improvement project and would not result in population growth. The proposed project is necessary to improve existing traffic operations and to accommodate planned growth within Future Growth Areas, which is within the existing City limits. The project would not foster growth beyond that planned in the general plan.

b. **Displacement of Housing/People.** The project includes improvements to an existing roadway and would not result in demolition of any houses or displacement of any people. Therefore, the construction of replacement housing would not be required.

Mitigation
No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
15. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*					O5
(a) Fire protection?	☒	☐	☐	☐	
(b) Police protection?	☒	☐	☐	☐	
(c) Schools?	☒	☐	☐	☐	
(d) Parks?	☒	☐	☐	☐	
(e) Other public facilities?	☒	☐	☐	☐	

Discussion

a-e. **Fire, Police, Schools, Parks, and Other Public Facilities**. The proposed project is not population generating and would not result in an increase in the use of public facilities such that new or physically altered public facilities would be required. The project itself is for improvements to a road, the impacts of which are analyzed in this initial study. No environmental impacts associated with the expansion of existing public facilities or construction of new facilities would occur.

Mitigation

No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
16. RECREATION. *Would the proposal:*					O5
(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?	☒	☐	☐	☐	
(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?	☒	☐	☐	☐	

Discussion

a,b. **Recreational Facilities**. The proposed project is not a population generating project and would not result in an increase in the use of neighborhood or regional parks such that substantial physical deterioration of the facility would occur or that construction or expansion of new facilities would be required.

Mitigation
No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
17. TRANSPORTATION. *Would the project:*					A1, A2, A3,O7, A5, A6,
(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐	
(b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	☒	☐	☐	☐	
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐	
(d) Result in inadequate emergency access?	☒	☐	☐	☐	

Discussion

a. **Performance Standards**. The proposed project is necessary to accommodate existing traffic demands and limited localized growth. The project includes roundabouts at major intersections from east of Dartmouth Way to east of Independence Boulevard, construction of bus pullout(s), replacement of sidewalk, ADA compliant pedestrian access ramps at all curb returns, and bike lanes. An Intersection Control Evaluation (ICE) Study was conducted by the Wallace Group to evaluate the feasibility of 2-lane roundabouts with 4-lane corridor versus signalized intersections with 6-lane corridor. The ICE Study results showed that the proposed improvements would address existing traffic congestion, with an unacceptable level of service of E, as well as accommodate increases in traffic volumes that would be generated as Future Growth Areas are developed. The proposed project would significantly improve circulation for the

project area and would not conflict with a program plan, ordinance or policy addressing the circulation system.

In December 2017, the City Council adopted the Salinas Economic Development Element, an element of the Salinas General Plan, which provides opportunities for growth beyond that for which was previously planned. This additional growth, if and when it occurs, would likely require additional capacity improvements to East Boronda Road. These future capacity improvements are not, however, part of the currently proposed project.

b. Section 15064.3 of the CEQA Guidelines replace congestion-based metrics, such as auto delay and LOS, with vehicle miles traveled (VMT) as the basis for determining significant impacts, unless the CEQA Guidelines provide specific exceptions. Section 15064.3(c) states that a lead agency may elect to apply the provisions of Section 15064.3 at its discretion prior to July 20, 2020, at which time it shall apply statewide. The City has elected not to apply CEQA Guidelines Section 15064.3 for the proposed project, and instead assessed impacts using LOS, above. Therefore, there would be no impact related to conflicts or inconsistencies with CEQA Guidelines Section 15064.3.

c. **Design Hazards/Public Transit, Bicycle and Pedestrian Facilities**. The City of Salinas Public Works Staff Report prepared for the City Council's consideration of the proposed project states that roundabouts by design are considered to be safer than traditional intersections. Studies show that roundabouts have the following design and safety advantages as compared to signalized intersections: fewer traffic fatalities; fewer injury crashes; and less severity of collisions. Additionally, a study of roundabout safety for pedestrians and bicycles with considerations for roundabouts near schools was conducted by Wallace Group and Kittelson Associates Inc. The study concluded that roundabouts are safer for pedestrians when compared to signalized intersections. In a roundabout, pedestrians have shorter crossing distances, and the splitter islands on each approach provide a refuge for pedestrians. Bicyclists have the flexibility to navigate the roundabout as a pedestrian, giving them the same benefits. The project includes adequate public transit, bicycle, and pedestrian facilities including bus pullout(s), replacement of sidewalk, and ADA compliant pedestrian access ramps at all curb returns. Therefore, the proposed project would not increase hazards due to a design feature or incompatible uses.

d. **Emergency Access**. The proposed project would improve circulation and reduce traffic, thereby improving emergency access to and along East Boronda Road.

Mitigation
No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
18. TRIBAL CULTURAL RESOURCES. *Would the project:*					
(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Californian Native American tribe, and that is:					
i. 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	☐	☐	☒	☐	
ii. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	☐	☐	☒	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
subdivision (c) of Public Resources Code Section 5024.1 In applying the criteria set forth in Subdivision (c) of Public Resource Code 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.					

Discussion

a. The CEQA statute as amended by Assembly Bill 52 (Public Resources Code Sections 21073 and 21074) define “California Native American tribe” and “tribal cultural resources.” A California Native American tribe is defined as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission. “Public Resources Code Section 21080.3.1 outlines procedures for tribal consultation as part of the environmental review process. One California Native American tribe has requested consultation per AB 52. On August 25, 2017, the City sent a notification to the Ohlone/Coastanoan-Esselen Nation tribal representative regarding the proposed project and offered early consultation to the tribe. On October 10, 2017, a consultation meeting between City staff and consultants and Louise Miranda Ramirez, the OCEN tribal representative, occurred in Salinas to discuss the proposed project and the tribe’s concerns regarding possible burial grounds and buried tribal resources.

Mitigation

TCR-1 In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Section 21083.2 of the California Public Resources Code.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
19. UTILITIES & SERVICE SYSTEMS. *Would the project:*					O7
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effect?	☒	☐	☐	☐	
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐	
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has the adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	
(d) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impact the attainment of solid waste reduction goals?	☒	☐	☐	☐	
(e) Comply with federal, state, and local management and reduction statues and	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
regulations related to solid waste?					

Discussion

a-e. **Utilities**. The proposed project would not result in an increase in the demand for utilities or service systems. The project includes sanitary sewer lines and storm water infrastructure. The impacts associated with these improvements are evaluated in this initial study. No additional utilities and service systems are required as a part of this project.

Mitigation

No mitigation necessary.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
20. WILDFIRE. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:*					O7, O8
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☒	☐	☐	☐	
(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?	☒	☐	☐	☐	
(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?	☒	☐	☐	☐	

Discussion

a-d. **Wildland Fires**. As indicated in Section 9, Hazards and Hazardous Materials, the Monterey County Fire Hazard Severity Zone Map designates the City of Salinas as a Non Very High Fire Hazard Severity Area within an Incorporated Local Responsibility Area. Therefore, no discussion is required.

Mitigation

No mitigation is necessary.

Mandatory Findings of Significance	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigated	Potentially Significant Impact
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
2. 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)? *("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).*	☐	☐	☒	☐
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a. As discussed in the Biological Resources section, the proposed project would have potentially significant impacts on biological resources. However, implementation of mitigation measures BIO-1 through BIO-12 would reduce these impacts to less-than-significant levels.

As described in the Cultural Resources section, the proposed project site is not known to contain important cultural, tribal cultural resources, or human remains. However, it is possible that such resources could be uncovered during site preparation and project construction activities. Potential impacts on such resources would be reduced to a less-than-significant level with implementation of mitigation measure CR-1, CR-2 and TCR-1.

b. All significant project impacts would be mitigated to a less than significant level, as demonstrated throughout this initial study, many with implementation of mitigation measures. Therefore, with implementation of the project's share of mitigation measures, the project would not result in impacts that are individually limited, but cumulatively considerable.

c. The proposed project has the potential to expose residential uses adjacent to the project site to short-term air emissions from construction activity. With implementation of mitigation measures AQ-1 through AQ-4, this impact would be reduced to less than significant. Therefore, the proposed project would not cause substantial adverse effects on human beings.

3. SOURCE LIST

Source	Source Number
City of Salinas:	
Salinas General Plan, 2002.	A1
Salinas General Plan, Final Environmental Impact Report, 2002.	A2
Salinas Zoning Code: ☒ *Entire Code*	A3
Final Supplement for the Salinas General Plan Final Program EIR, 2007.	A4
Staff Report to the City Council regarding Measure X and Senate Bill 1 Update and Roundabout Concept for East Boronda Road Widening Project, CIP No. 9510, 2017.	A5
Salinas Municipal Airport Land Use Plan, 1982.	A6
Standard Specifications Design Standards and Standard Plans, 2008.	A7
Monterey Bay Air Resources District:	
CEQA Air Quality Guidelines prepared by the Monterey Bay Air Resources District, dated February 2008	F1
2012-2015 Air Quality Management Plan, 2016.	F2
Maps/Aerial Photography:	
Google, Inc. Google Maps. Accessed July 17, 2017.	N1
Other:	
California Department of Transportation. California Scenic Highway Mapping System website. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm (Accessed July 14, 2017).	O1
Department of Toxic Substances Control. Envirostor. https://www.envirostor.dtsc.ca.gov/public/ (Accessed July 17, 2017)	O2
State Water Resources Control Board. GeoTracker. https://geotracker.waterboards.ca.gov/map/ (Accessed July 17, 2017)	O3
EMC Planning Group. Site Visits. June 29 and August 11, 14, and 17, 2017.	O4
California Department of Conservation. 2014 Important Farmlands Map Monterey County. 2016. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/mnt14_no.pdf	O5
California Department of Conservation. Monterey County Williamson Act FY 2015/2016. 2016.	O6

Source	Source Number
ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Monterey_no_15_16_WA.pdf	
Wallace Group. Project Plans.	O7
CAL FIRE. Fire Hazard Severity Zones in LRA. November 2008. http://frap.fire.ca.gov/webdata/maps/monterey/fhszl_map.27.pdf	O8
Sacramento Metropolitan Air Quality Management District. November 28, 2018. Draft Sacramento Metropolitan Air Quality Management District Greenhouse Gas Thresholds of Significance Update for Land Development Project Operational Emissions. http://www.airquality.org/LandUseTransportation/Documents/11-28-18PublicDraftSMAQMDGHGThresholdsUpdate.pdf	O9
Ninyo & Moore. Lead in Soil Characterization Report East Boronda Road Widening Project Salinas, California. October 4, 2016.	O10
EMC Planning Group. September 26, 2019. RoadMod Results. Appendix E.	O11
California Department of Fish and Wildlife. 2017. California Natural Diversity Database; accessed August 2017. Records of occurrence for Moss Landing, Prunedale, San Juan Bautista, Marina, Salinas, Natividad, Seaside, Spreckles, and Chualar USGS quadrangles. https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data.	O12
California Native Plant Society. 2017. Inventory of Rare and Endangered Plants; accessed August 2017. Species list for Moss Landing, Prunedale, San Juan Bautista, Marina, Salinas, Natividad, Seaside, Spreckles, and Chualar USGS quadrangles. http://www.cnps.org/inventory.	O13
U.S. Fish and Wildlife Service. 2017. Endangered Species Database; accessed August 2017. Species list for Monterey County. http://www.fws.gov/endangered/.	O14
U.S. Fish and Wildlife Service. 2017. National Wetlands Inventory; accessed August 2017. https://www.fws.gov/wetlands/Data/Mapper.html.	O15
U.S. Department of Transportation, Federal Highway Administration Office of Safety Programs. Roundabouts and Mini Roundabouts. Accessed September 24, 2019. https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/.	O16
EMC Planning Group. 2020. Boronda Road Congestion Relief Project (CIP No. 9510) Habitat Assessment Report for California Tiger Salamander and California Red-Legged Frog.	O17
Watershed Institute. 2007. The Carr Lake Project: Potential Biophysical Benefits of Conversion to a Multiple-Use Park.	O18
Capelli, Mark, South Central California Coast Recovery Coordinator, National Ocean and Atmospheric Administration (NOAA) Fisheries. Personal conversation with consultant, 29 August 2017.	O19
California Department of Fish and Wildlife. 2012. Staff Report on Burrowing Owl Mitigation. Sacramento, CA. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline=true	O20
Trenham, P. C., W. D. Koenig, and H. B. Shaffer. 2001. Spatially autocorrelated demography and interpond dispersal in the salamander Ambystoma californiense. Ecology 82:3519-3530.	O21

Source	Source Number
Stebbins, R. C. A field guide to western reptiles and amphibians. Second edition, revised. Houghton Mifflin Company, Boston, MA. 1985.	O22
United States Fish and Wildlife Service. Recovery Plan for the California Red-legged Frog (Rana aurora draytonii). U.S. Fish and Wildlife Service, Portland, Oregon. 2002.	O23
Tatarian, Trish. Elkhorn Slough Coastal Training Program. Phone conversation with Consultant. October 22, 2015.	O24
Bulger, J.B., N.J. Scott Jr., and R.B. Seymour. Terrestrial Activity and Conservation of Adult California Red-legged Frogs (Rana aurora draytonii) in Coastal Forests and Grasslands. Biological Conservation 110:85-95. 2003.	O25
Jennings, M. R., and M. P. Hayes. Amphibian and reptile species of special concern in California. Final Report to the California Department of Fish and Game, Inland Fisheries Division, Rancho Cordova, CA. 1994.	O26
Carraway, L. N., and B. J. Verts. Neotoma fuscipes . Mammalian Species 386:1-10. 1991.	O27
California Historical Resources Information Systems. Records Search for the West Area Specific Plan, NWIC File No.: 15-0244. September 3, 2015.	O28
California Historical Resources Information System. Records Search for the Central Area Specific Plan (CASP) Project, NWIC File No.: 16-1410. April 12, 2017.	O29
U.S. Fish and Wildlife Service. 2003. Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander. http://www.fws.gov/sacramento/es/survey-protocols-guidelines/Documents/cts_survey_protocol.pdf.	O30
U.S. Fish and Wildlife Service. 2005. Revised Guidance on Site Assessments and Field Surveys for the California red-legged frog. http://www.fws.gov/sacramento/es/Survey-Protocols Guidelines/Documents/crf_survey_guidance_aug2005.pdf.	O31
California Department of Transportation. https://dot.ca.gov/caltrans-near-me/district-3/d3-popular-links/d3-roundabouts.	O32
California Department of Transportation. https://dot.ca.gov/-/media/dot-media/programs/public-affairs/documents/mm-2017-q4-roundabout-a11y.pdf.	O33
Central Coast Regional Water Quality Control Board. June 2019. Water Quality Control Plan for the Central Coastal Basin. https://www.waterboards.ca.gov/centralcoast/publications_forms/publications/basin_plan/docs/2019_basin_plan_r3_complete.pdf	O34
Salinas Valley Basin Groundwater Sustainability Agency. https://svbgsa.org/groundwater-sustainability-plan/valley-wide-integrated-groundwater-sustainability-plan/	O35
USFWS. 2020. Draft Conservation Strategy and Mitigation Guidance for the California Tiger Salamander, Santa Barbara County Distinct Population Segment.	O36

4. DETERMINATION

On the basis of this Initial Study:

☐ 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:

(a) Has been adequately analyzed in *(Reference document)* pursuant to applicable legal standards; and

(b) Has been addressed by mitigation measures based on the earlier analysis as described in *Section 2: Checklist*, if the effect is a "Potentially Significant Impact" or a Negative Declaration: "Potentially Significant Unless Mitigation Incorporated".

An ***ENVIRONMENTAL IMPACT REPORT*** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects:

(a) Have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and;

(b) Have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

NOTHING FURTHER IS REQUIRED.

CERTIFICATION:

Prepared by:

EMC Planning Group

Reviewed by:

David Jacobs, P.E., L.S.
City of Salinas Public Works Director

Attachments:

1. Appendix A – Project Plans
2. Appendix B – Concept Roundabout Plans
3. Appendix C – Illustrative Roundabout Plans
4. Appendix D – California Tiger Salamander and California Red-legged Frog Habitat Assessment
5. Appendix E – RoadMOD Results