



Downtown Parking Lot and Intermodal Transportation Center Rezone Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Salinas

Community Development Department
65 West Alisal Street, 2nd Floor
Salinas, California 93901
Contact: Lisa Brinton, Planning Manager

prepared with the assistance of

Rincon Consultants, Inc.

437 Figueroa Street, Suite 203
Monterey, California 93940

July 2021



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

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Initial Study

1. Project Title

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

2. Lead Agency/Sponsor Name and Address

City of Salinas
Community Development Department
65 West Alisal Street, 2nd Floor
Salinas, California 93901

3. Contact Person and Phone Number

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831-775-4239

4. Introduction

The Downtown Parking Lot and Intermodal Transportation Center Rezone Project, herein referred to as project or proposed project, would involve zone changes to four downtown City-owned parking lots, the City's Permit Center and adjacent parking garage (Permit Center and Parking Garage site), and portions of the City's Intermodal Transportation Center (ITC), as well as an expansion of the Downtown Core (DC) Overlay District to include the ITC. The project also involves a General Plan amendment for the ITC, Lot 8, Lot 12, and Permit Center and Parking Garage land use designation changes. The sites are currently zoned Public/Semipublic (PS) and/or Commercial Retail (CR) and would be rezoned as Mixed Use (MX) (all six sites). The sites' General Plan land use designations are currently Retail, Public/Semipublic, or Mixed Use, which would be amended to Mixed Use where required (at four of the six sites). The purpose of the proposed zone changes and General Plan amendment is to facilitate the production of high-density housing, consistent with the City's 2015 Downtown Vibrancy Plan (DVP). The zone change and General Plan amendment would affect 10.4 acres and would facilitate the development of up to approximately 500 housing units (assuming 100 units per year for five years—refer to Section 9, *Description of Project* for more details) and 125,000 square feet of commercial uses (assuming 1,000 square feet of commercial uses per dwelling unit—refer to Section 9, *Description of Project* for more details) in areas designated as Federal Opportunity Zones with access to public transit.

As a first step in DVP implementation, the City completed a Salinas Downtown Housing Target Market Analysis (HTMA) in 2017 (City of Salinas 2015; City of Salinas 2017). Both the DVP and HTMA prioritize the development of downtown Salinas to bring activity, commerce, and vitality to the city center and provide expanded housing opportunities to respond to the housing crisis affecting residents who live in substandard or overcrowded housing conditions. The project is intended to redevelop city-owned

surface parking lots in downtown Salinas and encourage the development of mixed-use development that would provide new housing and commercial spaces that encourage walkability of the downtown center. This project is being partially funded by Senate Bill (SB) 2 grant funding for the purpose of increasing housing production in the city.

5. Project Location

Salinas is in Monterey County, approximately 7 miles east of the Pacific Ocean, 8 miles northeast of Seaside, and 26 miles southeast of Santa Cruz. The project would affect six separate properties in downtown Salinas, listed below. Parking lot numbering is based on City designations used in the 2015 DVP. Figure 1 shows the location of the site in the region and Figure 2 shows the project site in its neighborhood context.

- Parking Lot 1, Salinas Street between West Alisal Street and West Gabilan Street, mid-block
- Parking Lot 5, southwest corner of Monterey Street and East Alisal Street
- Parking Lot 8, southeast corner of Lincoln Avenue and West Gabilan Street
- Parking Lot 12, northwest corner of Lincoln Avenue and West Gabilan Street
- ITC, northwest corner of North Main Street and West Market Street
- Permit Center and Parking Garage, 65 West Alisal Street between Lincoln Avenue and Salinas Street

6. General Plan Designation

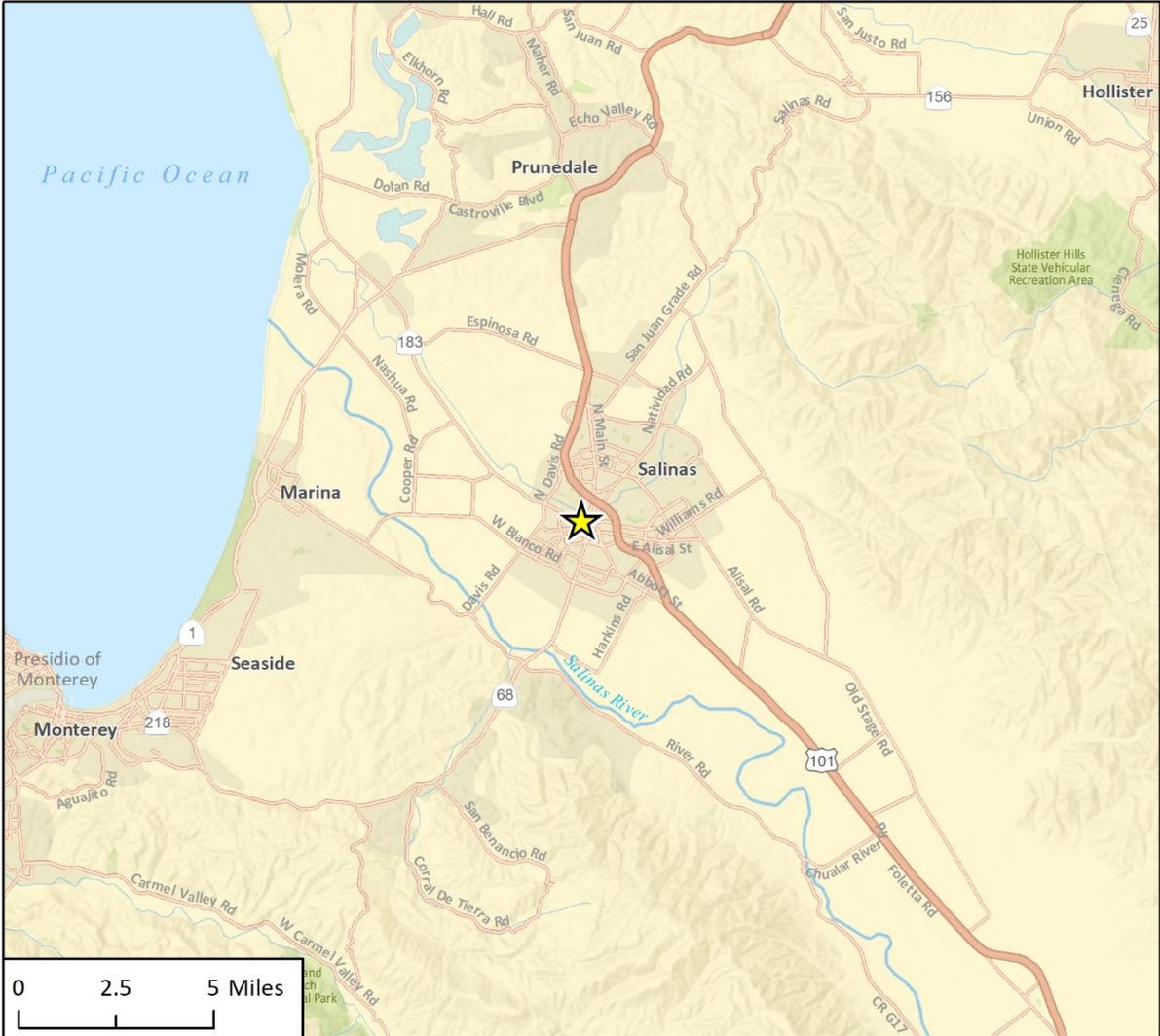
As shown on Figure 3, the ITC is located on a site designated as a combination of Retail and PS under the Salinas General Plan. Parking Lot 8, Parking Lot 12, and the Permit Center and Parking Garage are designated PS. Parking Lots 1 and 5 are designated MX (City of Salinas 2014).

7. Zoning

As shown on Figure 4, parking Lots 1, 5, 8, and 12, and the Permit Center and Parking Garage are currently zoned PS. The ITC contains zoning designations of PS and CR, in addition to un-zoned areas. The project would rezone each site as MX, including the un-zoned portions of the ITC site. In addition to the base zoning of the rezone sites, the sites are also located within the Central City (CC) overlay district, which supplements the base district for the purpose of establishing special use or development regulations. The ITC site is within the Downtown Neighborhood (DN) Area, and the other five sites are within the DC Overlay Area. Table 1 below summarizes the purpose, residential use classifications, and allowed densities within each zone, based on the Salinas Zoning Code. As described in the table, the PS zone allows for public and semipublic uses, such as parking lots,¹ while the MX zone allows for compact development with complementary housing and employment opportunities within the same block, parcel, or building.

¹ It should also be noted that housing is allowed in the PS zone per Zoning Code Amendment 2019-003, adopted November 5, 2019, with approval of a Conditional Use Permit.

Figure 1 Regional Location



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★ Project Location N



Fig 1 Regional Location

Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 2 Project Location

Figure 3 Existing General Plan Land Use Designations



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Figure 4 Existing Zoning Districts

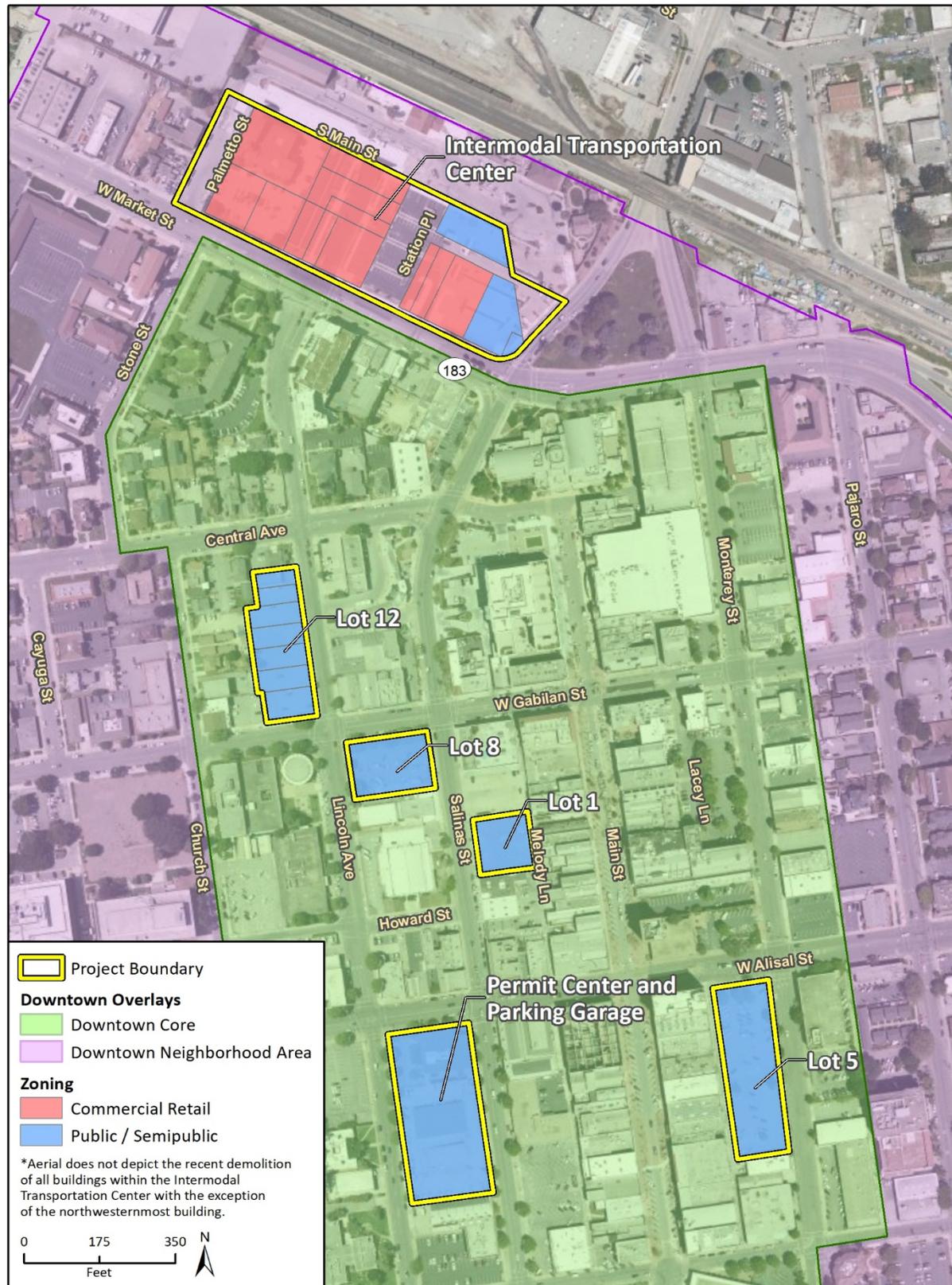


Table 1 PS and MX Zones Regulations

| Zone | Comparison |
|---|--|
| Purpose | |
| Public/Semipublic (PS) | <ul style="list-style-type: none"> ▪ Allow consideration of a large public or semipublic use separately from regulations for an underlying base zoning district that may or may not be appropriate in combination with the public or semipublic use ▪ Allow consideration of establishment or expansion of a large public or semipublic use at rezoning hearings rather than at conditional use permit hearings only ▪ Promote vital and safe public or semipublic areas through the incorporation of crime prevention through environmental design (CPTED) features in development ▪ Allow the planning commission and city council to consider the most appropriate use of a site following discontinuance of a large public or semipublic use without the encumbrance of a base zoning district that may or may not provide appropriate regulations for reuse of the site |
| Mixed Use (MX) | <ul style="list-style-type: none"> ▪ Promote and provide development opportunities for integrated, complementary housing and employment opportunities in the same building, on the same parcel or within the same block ▪ Promote compact development that is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk ▪ Promote residential development that is appropriate in an urban setting in mixed-use buildings by providing incentives, as well as, standards and regulations ▪ Promote vital and safe mixed-use areas through the incorporation of CPTED features in development |
| Central City (CC) Overlay District, including Downtown Neighborhood and Downtown Core ¹ | <ul style="list-style-type: none"> ▪ Encourage and accommodate increased development intensity for mixed use, commercial, retail, and office uses within the CC ▪ Increase opportunities for infill housing and innovative retail while improving transportation corridors ▪ Promote live entertainment uses in the downtown core area of the City ▪ Encourage pedestrian-oriented neighborhoods |
| Residential Use Classifications | |
| PS | Accessory dwelling units, day care homes, duplex dwellings, interim housing, mobile home parks, multifamily dwellings, and single-family dwellings require a conditional use permit |
| MX | Mixed-use buildings and developments are allowed, subject to a site plan review; other residential uses require a conditional use permit |
| CC | Use classifications shall be those of the underlying base district, other than as specified in Salinas Zoning Code Section 37.40.310 |
| Allowable Density | |
| PS | Density specified per the required conditional use permit |
| MX | Maximum of 24 dwelling units per net acre without density bonus if not in MX building When commercial uses of 0.25 FAR are provided, one dwelling unit per 1,000 square feet of allowable floor area to the maximum FAR of 1.0 may be substituted |
| CC | 24 dwelling units per net acre without density bonus when the base district is CR 80 dwelling units per net acre without density bonus when the base district is MX |
| Notes: Salinas Zoning Code text and information is summarized in the table; for full text and regulations refer to the Salinas Zoning Code | |
| ¹ The CC Overlay District includes both the Downtown Neighborhood and Downtown Core areas. The Downtown Neighborhood and Downtown Core boundaries are shown on Figure 4. | |
| FAR = floor area ratio | |
| Source: Salinas Zoning Code | |

8. Setting and Surrounding Land Uses

The six rezone sites are located in Downtown² Salinas, as shown above in Figure 2. Existing conditions and surrounding land uses are described below in Table 2. Each site is fully developed, with one building remaining on both Lot 12 and the ITC site. Ground cover consists nearly entirely of paved parking areas, as well as transportation-oriented buildings at the ITC. Minimal landscaping is present, consisting of ornamental trees.

Table 2 Project Sites Existing Conditions and Surrounding Land Uses

| Rezone Site | Existing Conditions | Surrounding Land Uses |
|----------------------------------|--|---|
| Parking Lot 1 | City-owned parking lot (49 spaces) | Commercial uses adjacent to the parking lot to the north, east, and south; institutional uses to the west across Salinas Street |
| Parking Lot 5 | City-owned parking lot (144 spaces) | Commercial uses to the north across East Alisal Street and institutional uses to the east across Monterey Street (Monterey County Adult Probation Department); commercial uses adjacent to the parking lot to the south and west |
| Parking Lot 8 | City-owned parking lot (63 spaces) | Commercial uses across West Gabilan Street to the north and across Salinas Street to the east; institutional uses adjacent to the parking lot to the south and across Lincoln Avenue to the west |
| Parking Lot 12 | City-owned parking lot (120 spaces) and publicly owned commercial building | Residential uses across Central Avenue to the north and adjacent to the parking lot to the west; commercial uses adjacent to the parking lot to the north, across Lincoln Ave to the east, and across Church Street to the west; institutional uses adjacent to the parking lot to the west and across West Gabilan Street to the south |
| ITC | Public parking (780 spaces) ¹ . One extant building held privately. | Vacant land, industrial, and commercial uses (including Greyhound Bus Station, Salinas Amtrak Station, Monterey & Salinas Valley Railroad Museum, and Historic Mayor’s House) to the north; Bataan Memorial park to the east across North Main Street; commercial uses to the south across West Market Street; commercial uses to the west across Palmetto Street |
| Permit Center and Parking Garage | City’s Permit Center, surface parking (13 spaces), and parking garage (264 spaces) | Commercial uses across West Alisal Street and across Salinas Street. Parking lot, public (Salinas Recreation Center), and commercial uses across Lincoln Avenue. Commercial and office uses south of the parking garage on the same block. |

Note: parking space tallies based on City of Salinas DVP (2015)

¹ Description of existing conditions refers to the entirety of the ITC; the proposed rezoning would apply only to areas within the boundaries shown in Figure 2, which include parking areas and commercial uses.

² “Downtown” refers to the Downtown Neighborhood (DN) Area, as designated by the Salinas Zoning Code.

9. Description of Project

The project would involve rezoning six sites from PS/CR to MX and expanding the DC Overlay to include the ITC site, to allow for greater housing density and more flexible development standards. Rezoning would occur through an amendment to the Salinas Zoning Code. These proposed zoning changes are shown on Figure 5. The project also involves a General Plan amendment for the ITC, Lot 8, Lot 12, and Permit Center and Parking Garage land use designation changes from PS to MX. This change is also shown on Figure 5. The project does not involve construction or other physical changes. Because there are no development proposals currently, this Initial Study analyzes the potential buildout of all six sites at a programmatic level, using reasonable assumptions for demolition (of paved parking areas and extant buildings), buildout, building height and massing, and other features at each site. Depending on the final design of proposed development facilitated by the rezoning project, additional project-specific CEQA review may be required, as determined by the City upon receipt of a complete project-specific application. This project is being fully funded by SB 2 grant funding for the purpose of increasing housing production in the city.

Downtown Vibrancy Plan Implementation

One of the key implementation recommendations of the Downtown Vibrancy Plan (2015) is to stimulate development activity by creating catalyst sites through the re-zoning of public surface parking lots to allow for residential or mixed-use development, and to focus on aligning the land use approval process to facilitate private investments in downtown development. This includes amending City land use designations and regulations to allow for and incentivize the recommended type(s) of housing development.

In 2016, City contracted with Economic & Planning Systems, Inc (EPS) to prepare Housing Target Market Assessment (HTMA) for the Downtown in order to better understand the housing target market, product demand, and absorption rates. The final draft HTMA was published in June 2017, and indicates a market demand of at least 100 units per year for the following 5 years (City of Salinas 2017a).

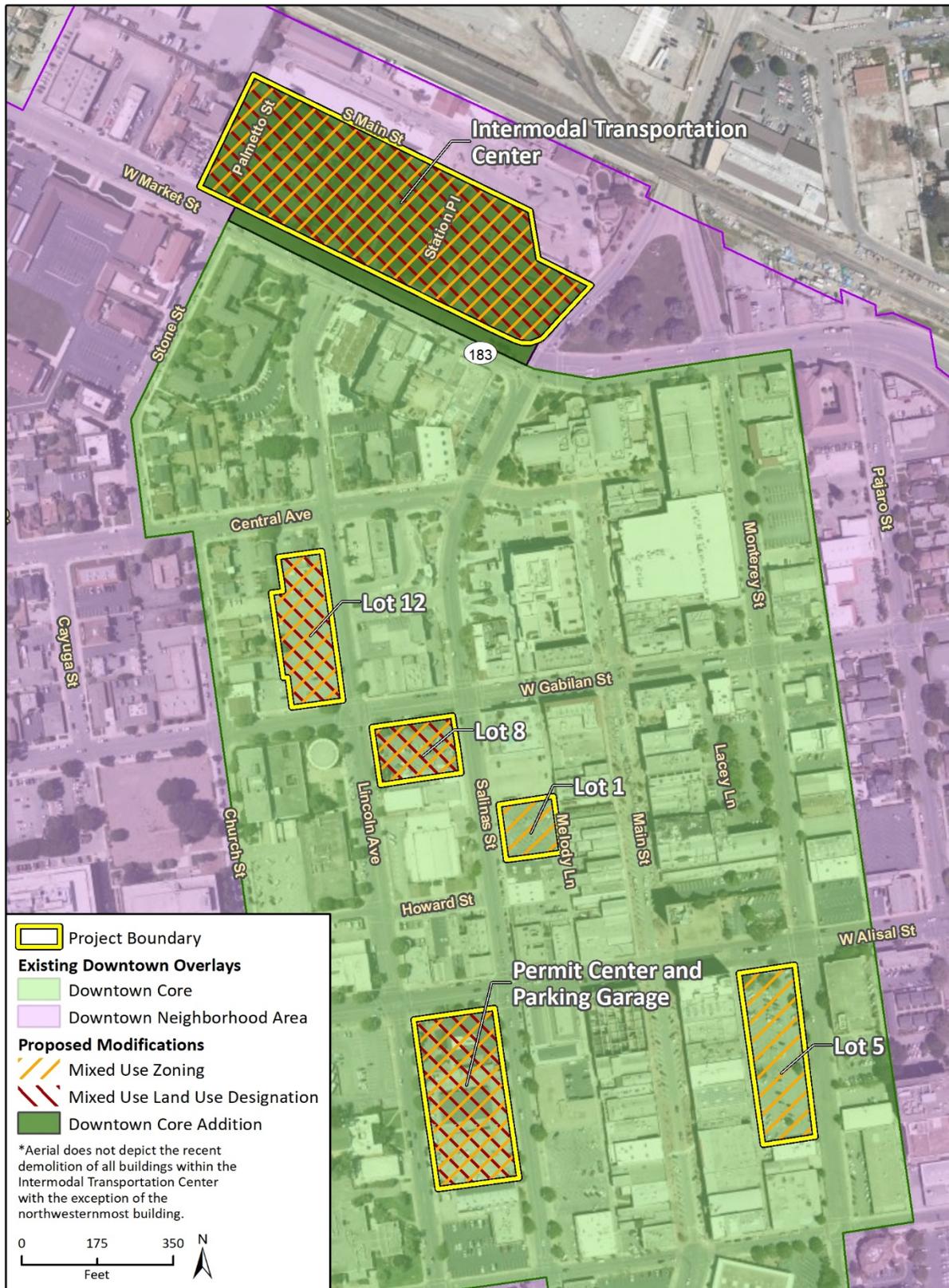
The estimated residential buildout potential in the HTMA is 500 units. This estimate is based on a market demand of 100 units per year over a five-year period (City of Salinas 2017a). Maximum buildout allowed by zoning restrictions could result in a greater number of units; however, this Initial Study analyzes the reasonably foreseeable estimate of 500 units, based on the City's estimation of market demand.

New commercial land use is estimated at up to 125,000 square feet, based on a ratio of 25 square feet of commercial use per 100 square feet of residential use for mixed use development, at 1,000 square feet per dwelling unit (DU).

In 2019 the City issued a Request for Qualifications (RFQ) and subsequent Request for Proposals (RFP) seeking a Master Developer for the Lincoln Avenue Corridor, which includes several of the parcels recommended for rezoning. One respondent team submitted a formal proposal. As of April 2021, the City has not entered into a formal agreement with a developer, but has received multiple Letters of Interest and is currently in discussions with the responding parties.

In addition, the ITC is currently undergoing improvements to the Salinas train station access, including new parking and landscaping as part of the Transportation Agency for Monterey County's (TAMC) Kick

Figure 5 Proposed Land Use and Zoning Modifications



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 Additional data provided by City of Salinas, 2012.

Fig 5 Proposed Zoning Modifications

Start Project (TAMC 2020).³ This project is currently finishing construction of Phase 1 and Phase 2 is pending approval from the City and Caltrans, which will eventually include construction of a new layover yard north of West Street, approximately 1,200 feet northwest of the ITC site. Construction of Phase 2 of the Kick Start Project and future development of the ITC site have the potential to overlap. Once Phase I is completed, TAMC is to transfer property ownership of the parking lot and right of way (Lincoln Avenue Extension) to the City.

Circulation and Parking

The rezone sites are located within Downtown Salinas in the CC overlay district. Parking lots 1, 5, 8, and 12, the Permit Center and Parking Garage, and the ITC are accessed, respectively, via Salinas Street; East Alisal Street and Monterey Street; West Gabilan Street, Lincoln Avenue, and Salinas Street; Lincoln Avenue and West Gabilan Street; West Alisal Street, Salinas Street, and Lincoln Avenue; and West Market Street. The six sites currently provide 1,433 city-owned parking spaces, all of which could be removed as part of future development facilitated by the rezone. Based on the buildout assumptions of 500 residential units and 125,000 square feet of commercial uses, an estimated minimum of 813 parking spaces would be required by development projects on the six sites (see below under Development Regulations), resulting in a net decrease of 620 parking spaces. The current parking available at the ITC site would be replaced by proposed parking from the Kick Start Project, Phase 2 (130 parking spaces), and existing parking available between Lincoln Avenue and the Granary (48 parking spaces).

Development Regulations

Rezone sites would be subject to development regulations of the MX zoning district, as specified in Division 4 of the Salinas Zoning Code. Each site is also within the CC overlay and DN Area, and each site other than the ITC is within the DC Area. Properties within overlay districts are subject to development regulations of the underlying zoning district except as specified in supplemental regulations (Salinas Municipal Code Chapter 27, Article V).

Development of the rezone sites would be required to comply with all applicable development regulations, including the following key standards for the MX district and CC/DN/DC Areas:

- Maximum building height of 65 feet without a Conditional Use Permit Minimum floor area ratio of 4.0
- Minimum private usable open space of 60 square feet per DU and minimum common usable open space of 40 square feet per DU
- Minimum one parking space per DU (includes studios, one-bedroom units, and two-bedroom units) and one parking space per 400 square feet of commercial use; for mixed-use buildings that have dwelling units with more than two bedrooms, the mixed use development parking and loading standard applies; parking requirements may be reduced through approval of a site plan review or conditional use permit.

Public Services and Utilities

The rezone sites are within Downtown Salinas. The sites are served by the Salinas Police Department and Salinas Fire Department. Utility service for new development at the sites would be provided as described below.

³ Please note that the Kick Start Project underwent separate environmental review.

Wastewater

The City of Salinas receives wastewater treatment service by Monterey One Water (M1W), formerly the Monterey Water Pollution Control Agency. Wastewater from the City is transmitted to the M1W Regional Treatment Plant located in Marina, approximately five miles northwest of the City.

Water

Water supply for the downtown area of the City of Salinas is provided by California Water Service. Water supply serving the City is groundwater obtained from deep wells (City of Salinas 2018a). Additional details are provided in the Water Supply Assessment (WSA) included as Appendix C.

Storm Drainage

The six rezone sites are currently connected to the City's stormwater drainage system. Redevelopment of the sites resulting from rezoning would be required to comply with all applicable City and State regulations for stormwater control.

Gas/Electricity

Central Coast Community Energy (CCCE) would provide electricity supply to new development at the rezone sites. Pacific Gas and Electric Company (PG&E) would provide electricity transmission and natural gas.

10. Other Public Agencies Whose Approval is Required

During the decision-making process, the City of Salinas would utilize the information contained in this Initial Study for potential approval of the proposed rezoning. The project would require approval by the Salinas City Council. No permits would be required from other agencies to approve the project. Subsequent approvals and permits by the City for redevelopment of the project sites would be required, such as approval of grading and building permits.

11. Native American Tribal Consultation

On June 19, 2020, the City of Salinas, pursuant to Public Resources 21080.3.1 and AB 52, sent via certified mail notification letters to eight (8) California Native American Tribes that are traditionally and culturally affiliated with the project area. The letter was sent to representatives of the Ohlone/Costanoan-Esselen Nation, the Amah Mutsun Tribal Band, the Indian Canyon Mutsun Band of Costanoan, the Xolon Salinan Tribe, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Torres Martinez Desert Cahuilla Indians, the Costanoan Rumsen Carmel Tribe, and the Amah Mutsun Tribal Band. On August 21, 2020, follow-up letters were sent to the same tribal representatives to notify the tribes of project site boundary revisions. On October 15, 2020, Louis J. Ramirez-Miranda, Chairperson of the Ohlone/Costanoan-Esselen Nation, emailed a City Associate Planner requesting additional consultation. A virtual consultation meeting was scheduled via Zoom with Chairperson Ramirez-Miranda of the Ohlone/Costanoan-Esselen Nation, the City's Planning Manager, and a Senior Planner on October 20, 2020.

On October 29, 2020, the City of Salinas, pursuant to California Senate Bill 18 (SB 18) and California Government Code Section 65352.3 sent via certified mail notification letters to eight (8) California Native American Tribes that are traditionally and culturally affiliated with the project area. The letter

was sent to representatives of the Ohlone/Costanoan-Esselen Nation, the Amah Mutsun Tribal Band, the Indian Canyon Mutsun Band of Costanoan, the Xolon Salinan Tribe, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Torres Martinez Desert Cahuilla Indians, the Costanoan Rumsen Carmel Tribe, and the Amah Mutsun Tribal Band. As of April 12, 2021, the City has not received requests for additional consultation.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

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

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- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature



Date



Printed Name



Title

Environmental Checklist

1 Aesthetics

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

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

| | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

As addressed in CEQA analysis, aesthetics refers to visual environmental concerns as perceived from publicly accessible spaces, such as roadways, parks, and designated open spaces. Aesthetics or visual resources analysis is a process to assess the visible change and anticipated viewer response to that change. The Federal Highway Administration (FHWA), Bureau of Land Management (BLM), and U.S. Forest Service (USFS) have developed methodologies for conducting visual analysis that are used across the industry (FHWA 2015; BLM 1984; USFS 1996). These methods have been synthesized and used for this analysis.

While the conclusions of these assessments may seem entirely subjective, value is measured based on generally accepted measures of quality, viewer sensitivity, and viewer response, supported by consistent levels of agreement in research on visual quality evaluation (BLM 1984; FHWA 2015). Modifications in a landscape that repeat basic elements found in that landscape are said to be in harmony with their surroundings; changes that do not harmonize often look out of place and can be found to form an unpleasant contrast when their effects are not evaluated adequately.

Visual quality is a term that indicates the uniqueness or desirability of a visual resource, within a frame of reference that accounts for the uniqueness and “apparent concern for appearance” by

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concerned viewers (e.g., residents, visitors, jurisdictions) (USFS 1996). A well-established approach to visual analysis is used to evaluate visual quality, using the concepts of vividness, intactness, and unity (FHWA 2015).

- Vividness describes the memorability of landscape components as they combine in striking patterns.
- Intactness refers to the visual integrity of the natural and human-built.
- Unity indicates the visual coherence and compositional harmony of the landscape as a whole.

The area is entirely developed with commercial, office, institutional, and restaurant uses, parking lots, and emergency services facilities (e.g., fire station). Small parks and open spaces occur in some areas around Downtown Salinas, although these are not widespread. Development is a mix of historic age and contemporary buildings. Many of the historic buildings reflect the history of Salinas as the County seat, the birthplace of John Steinbeck, and the two-part commercial, enframed block architectural type and style built in the nineteenth century throughout the state and the county (Figure 6).

Figure 6 Example of Multi-story, Historic Architecture, Downtown Salinas



West Gabilan Street, looking east. Source: Google Earth 2020

The assortment of historic mixed-use buildings and vernacular commercial, office, and restaurant uses reflects different stages and eras of development. Some streets retain a quaint, historic feel with pedestrian-friendly walkways, mature street trees, maintained façades and streetscapes, and historic signage, as on Main Street, depicted in Figure 7. This visual quality is high along these corridors as even the block-long buildings use façade materials that vary the texture, massing, and style of the otherwise simple rectangular form. Window awnings, recesses, and muntins, an architectural feature used to divide the glass panes, all provide visual diversity and interest. Neutral ochre, gray, yellow, and terracotta color schemes combine in a manner that recalls the era of construction, as evident in Figure 6 and Figure 7. This type of architecture occurs throughout the downtown area, but is concentrated along Main Street, Gabilan Street, and West Alisal Street, where visual quality is mostly high. Viewer sensitivity would be high to moderately high, depending on the reason for traveling through the area. Workers and commuters may have a moderate sensitivity as they see the buildings

daily and would tend to stop noticing details, in general. Visitors and recreational users (dining at restaurants or going to the cinema) might have a high to moderately high sensitivity due an increased focus on the context due to their purpose for being in the area.

Figure 7 Main Street: Example of High Visual Quality in Downtown Salinas



Source: Google Earth 2020

Situated southeast of the ITC on West Market Street (SR 183), the National Steinbeck Center is an imposing brick and glass complex that houses the Steinbeck archive, other historical materials, and a resource for writers and those interested in California history (National Steinbeck Center 2020). On the northeast side of the roadway, the Bataan Memorial Park commemorates Salinas residents who served in the Philippines in World War II. It has undergone restoration in recent years that included landscape revitalization and installation of a small stone monument with a bronze placard (Taylor 2018). The visual quality in immediate vicinity of the ITC is low due to the poor condition of many buildings and the lack of unity of design with long, rectangular, industrial warehousing and automotive facilities contrasting sharply with adjacent older, cottage-style houses. The inconsistent distribution of these buildings and the large, un-landscaped parking areas further detract from the visual quality of the area close to the ITC. Finally, large advertising signs, aboveground power transmission lines, and intermittent, inconsistently maintained landscaping combine in a way that does not appear unified or consistent with nearby uses. On the south side of Market Street, the Spanish-style Sacred Heart Church and the National Steinbeck Center increase contrast as they reflect architectural styles with a high degree of integrity, varied massing, and consistently maintained. Facing northwest and southeast on Market Street, the viewer perceives one level of quality (high) and facing the other way, the viewer perceives the lower quality described above, reducing the overall visual quality along Market Street to moderate or moderately low (Figure 8 and Figure 9). Travelers along SR 183 would have a low to moderate sensitivity depending on rate of travel and purpose for traversing the roadway (commute or recreational travel).

Figure 8 View from West Market Street looking northeast, with southeast corner of ITC site on the left and Bataan Memorial Park on the right



Source: Google Earth 2020

Figure 9 National Steinbeck Center



Source: Wikimedia Commons 2007

Intermixed with the historic, well-maintained areas are contemporary commercial buildings with less cohesive visual style and quality, with nondescript façade types, uniform massing, less consistent streetscaping, signs of various designs and scale, and uniform paint schemes (Figure 10). These commercial and office uses generally feature larger parking lots in front that reduce their walkability and often have very limited, if any, landscaping. This vernacular style contrasts abruptly with the historic development and reduces visual quality by means of its lack of consistency with the more impressive historical development (Figure 11).

Further adding to the variety of uses in the downtown area, single-family homes are clustered at the edges of the downtown and feature a range of styles, from the Queen Anne Victorian Steinbeck House (Figure 12), which is now a restaurant, to small Spanish Revival and Folk Victorian bungalows, many

of which have been converted to commercial and office uses, although some remain residences (Figure 13).⁴ The buildings are in different degrees of repair, with those near the ITC being less well maintained than those closer to Main Street. Visual quality ranges from moderately high to moderately low, depending on the location.

Figure 10 Example of Contemporary Commercial/Office Use in Vernacular Style



Source: Google Earth 2020

Figure 11 Example of Contemporary, Vernacular Architecture, Downtown Salinas



Source: Google Earth 2020

⁴ Section 5, Cultural Resources, offers a complete discussion of the architectural history and its significance.

Figure 12 Steinbeck House Restaurant



Source: Google Earth 2020

Figure 13 Former Residential Uses in Downtown Salinas



Source: Google Earth 2020

Visual quality around Lots 1, 8, and 12 ranges from low to moderate as other parking lots, building backs, the contemporary architecture described above, and unmaintained landscaping do not constitute high quality local visual resources. Viewer sensitivity would range from high to moderately high, depending on the reason for visiting the downtown area (i.e., recreation or work), based on habituation and focus. Sensitivity of a tourist or visitor to Downtown Salinas would be higher than someone who frequently walks or drives through the area.

Finally, along West Alisal Street the visual quality is moderate as the historic buildings are in place but some storefronts are boarded up in some cases or feature signage that does not fit with the building

design (Figure 14). The architectural style of the newer buildings contrasts rather sharply with the older buildings, which are often undifferentiated, block-long rectangles. Viewer sensitivity would be low or moderate in this area, even with its adjacency to Main Street, as it appears to be a place to travel through, with a more utilitarian aspect than the more pedestrian-friendly areas.

Figure 14 Commercial Uses on Alisal Street (right: west; left, east)



Source: Google Earth 2020

a. Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas are places from which expansive views of a highly valued landscape can be observed by the public. They can be enjoyed from elevated places in the landscape or from roadways or other public places where the views stretch far into the distance. Scenic vistas may be informally recognized, or officially designated by a public agency.

The Salinas General Plan notes that public views are available from US 101, and that these views are often the first impression of Salinas for visitors. The General Plan Program EIR notes that view corridors of the community from US 101 include “agricultural views in the northern portion of the planning area, views of the [Northridge and Westridge shopping centers and the Auto Center], long vistas into Carr Lake [to the east of the highway], and potential office and commercial development in the central portion of the city” (City of Salinas 2002a). The later area referenced in this description includes the project area, where views to the west from US 101 include the tops of taller buildings in the downtown area, although the intervening commercial and industrial development, along with mature trees, are more present in the foreground and middle ground, from the East Alisal Street overcrossing, for example (Figure 15). Beyond the downtown, the Coastal Mountain Range is visible as a thin horizon line in the distant background and views are further limited by intervening development and industrial features such as transmission signs and transportation components (e.g., traffic lights). These conditions are largely the same along the US 101 corridor, looking toward Downtown Salinas but views are distant enough and intervening development dense enough to limit visibility of the project site such that no impacts would occur to scenic corridors, including scenic vistas of the project area, available from US 101.

Scenic vistas are not available from any other major roadways, such as SR 183 or South Davis Road, looking east toward downtown. Identified as “urban/agricultural edges” in the General Plan EIR, land surrounding SR 183 is largely developed with light industrial, commercial, and some early twentieth

century residential development. Throughout the area, vistas and long-range views of any kind are limited by the flat topography and intervening development.

Figure 15 View toward Downtown Salinas from southbound US 101, looking west



Source: Google Earth 2020

The project would facilitate future new development on the rezone sites that would include mixed-use, multi-story development. When buildout does occur, it would likely be of similar or larger scale to existing development. Nevertheless, the project area is distant enough from US 101 and SR 183 that any new development would not obstruct views. There would be no impact to scenic vistas through the downtown area.

NO IMPACT

- b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

There are no roadways in the City of Salinas that are officially designated for the state scenic highway System, but SR 68 has been identified as potentially eligible for this designation between the Salinas River and US 101 in the City of Salinas. No other road segments in the City are listed as eligible for designation (Caltrans 2019). Downtown Salinas is more than three miles from SR 68. There is intervening topography, vegetation, and structures that prevent views of the rezone sites from this roadway. None of the rezone sites are visible from a designated state scenic highway. Therefore, substantial damage to scenic resources within a state scenic highway would not occur and there would be no impact.

NO IMPACT

- c. *Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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?*

Visual quality in the project area varies, depending on location with some streets featuring renovated façades and pedestrian-friendly and landscape streetscapes, and other areas being less well-maintained. The setting discussion above provides illustrations to this effect, as well as examples of existing visual quality and character in Figure 6 through Figure 14. The project would rezone currently underutilized sites for the future development of multi-story, mixed uses that would likely be similar in scale and design to the historic buildings that occur throughout the downtown, in accord with the DVP and the General Plan Community Design Community Design Plan. Under current conditions, the rezone sites are parking lots with degraded appearance and often out of keeping with nearby or adjacent buildings. The ITC site has been recently renovated with new pavement, landscaping, and lighting, and is not considered to have a degraded appearance; additionally, its use as a parking lot is complementary with the Salinas train station, although visually inconsistent with structural development to the south. In some cases, the adjacent or nearby development form important architectural components (e.g., identified historic buildings) and the rezone site detracts from the unity and intactness of the area, lowering visual quality.

The project site is in an urbanized area where the City Zoning Code specifies Mixed Use District Regulations that promotes compact, pedestrian oriented development similar to that occurring along Main Street in Downtown Salinas (Section 37-30.150). The Zoning Code also specifies including residential development in urban settings such as that which would occur under the proposed rezone project. The City has established design guidelines in the Zoning Code (Section 37-30.140) intended to ensure buildings and dwellings are visually compatible with one another and with adjacent neighborhoods. These would be applicable to development that occurs under the proposed rezone project. Therefore, future development of the rezone sites would not conflict with the City's Zoning Code. However, future development would also be subject to the DVP, which provides guidance related to scenic quality. The DVP is discussed further below.

The DVP specifies goals for improving the downtown area and make it a vital place to live, work, and visit. Buildout that would occur under the proposed project would undergo design review that would be part of future project approval, ensuring coherence with City goals, policies, and design guidelines. Specifically, Section 4.3, Improving Safety and Appearance, specifies that development activate public streets by including sidewalks that can accommodate a range of activities from dining, seating, and landscaping. The DVP recognizes the "good bones" of downtown based on the historic façades and streetscapes. Improvements would include "clean adequate facilities, illuminated spaces, and intriguing storefronts." Furthermore, the DVP discusses the importance of landscaping along street edges, increased lighting that creates ambiance and increases a sense of safety, and amenities such as artfully designed bicycle racks, seating, and wayfinding signage. Finally, the DVP specifies approaches to redesigning historic building façades and retaining the unique features of those with the goal to preserve the "authenticity and historic quality of downtown Salinas by preserving, repurposing, and stimulating their existing resources and filling in the missing areas with new structures that are sensitive to downtown Salinas's revitalized image."

The DVP also discusses adopting a sign plan to use signage to contribute to the character and visual quality of the downtown. It also proposes public art to beautify the district and to foster an environment that builds community through expression, conversation, and connecting residents and visitors to the city's history. Similarly, the DVP recognizes that temporary public art can be a "great

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means to celebrate local artists and turn downtown into an ever-changing canvas for the community to express itself.” Recommendations in the DVP include working local arts organizations, such as the Public Arts Commission, developing a funding process, and putting public art criteria and selection processes in place.

These guidelines and recommendations address the revitalized design of existing buildings and offer general parameters for new development. However, because the DVP is not binding, to ensure the general goals of the DVP are achieved by new development implemented by means of the proposed rezone project, Mitigation Measure AES-1 should be implemented.

Mitigation Measure

AES-1 New Project Design Guidelines

New projects proposed for the rezone sites in downtown Salinas shall comply with the following design guidelines to ensure new construction fulfills the goals and recommendations specified in the DVP to preserve authenticity and historic quality of downtown Salinas, in a way that adds to a unified visual identity and which complements the historic character of adjacent and nearby buildings, while allowing contemporary architectural expression.

- Restrain from false historicism or mimicking historic buildings
- Incorporate elements that break up façade planes and create a visual play of light and shadow. Avoid long, uninterrupted horizontal surfaces. Consider the use of bay windows, balconies, and architectural projections.
- Generally, make vertical divisions of ground and upper floors consistent with adjacent buildings by aligning cornices and other ground floor elements (e.g., awnings, sign elements) with similar features on neighboring buildings and storefronts.
- Use detailing for new buildings that provide interplay between light and shadow and add interest and visual depth to the façade.
- If rooftop solar is proposed or required by the 2019 Building Energy Efficiency Standards, integrate photovoltaic panels in the overall composition of the façade, such as by serving as awnings or light shelves, or screen them from view if they are on rooftops.
- Building lighting shall highlight signs, entrances, walkways, windows, or outstanding architectural features. Building lighting that blinks or changes shall be avoided.
- Conceal all electrical boxes and conduits from view.
- Where feasible and with written support from the City’s recycling and solid waste provider, incorporate refuse and recycling bins into the building envelope and conceal from the public view. Otherwise, a recycling and solid waste enclosure pursuant to Zoning Code Section 37-50.200 shall be provided.
- Integrate public art in the form of murals, plaza sculptures, unique exterior seating or other amenities, as illustrated in the DVP, wherever possible.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

Stationary sources of light include exterior parking lot and building security lighting; moving sources of light include the headlights of vehicles driving on roadways near the rezone sites. Streetlights and other security lighting also serve as sources of light in the evening hours.

Glare is defined as focused, intense light emanated directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces area associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars.

The project area is largely developed in keeping with an urban core. Light from exterior and interior night lighting on buildings and in parking lots, along with headlights of cars traveling on city streets and in parking lots, is relatively high. Existing sources of glare include parked cars and from east/west facing windows that reflect the sun as it transitions. In areas where mature street trees exist, glare from parked cars is reduced somewhat. The project rezone sites are currently illuminated with parking lot lighting, street lighting, and security lighting. The lighting conditions on these sites is commensurate with the rest of the downtown area. The glare conditions are consistent with a downtown area where cars park in street lots and sun shines on windshields or traversed by motorists in the evening where headlights create potential, temporary glare impacts.

The project would facilitate new development that could introduce new sources of light or increase light at each project site. However, compliance with Municipal Code Section 37-50.480 would require building and parking lot lighting be designed to generate the lowest possible amount of light while still providing for safety and security. Specifically, Municipal Code Section 37-50.480 requires the following:

- Outdoor lighting shall employ cutoff optics that allows no light emitted above a horizontal plane running through the bottom of the fixture.
- Parking lots shall be illuminated to no more than an average maintained two and four-tenths footcandle at ground level with uniform lighting levels.
- All building-mounted and freestanding parking lot lights (including the fixture, base, and pole) shall not exceed a maximum of 25 feet in height in all districts.
- Lighting adjacent to other property or public rights-of-way shall be shielded to reduce light trespass.
- No portion of the lamp (including the lens and reflectors) shall extend below the bottom edge of the lighting fixture nor be visible from an adjacent property or public right-of-way.
- A point to point lighting plan showing horizontal illuminance in footcandles and demonstrating compliance with this section shall be submitted for review and approval prior to issuance of a building permit.

New sources of glare would include windows and glass components associated with future multi-story mixed use buildings. Large expanses of light-colored walls could also generate glare if they are positioned so the sun shines on them for extended periods. Salinas Municipal Code Section 37-30.280 details design standards to reduce glare on residential, mixed-use, and nonresidential development. Relative to glare, this includes the following:

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- Restrictions on roof materials, including prohibiting highly reflective surfaces that create glare
- Use of intermittent awnings and canopies to shield windows from direct sun that would create glare
- Prohibiting windows that have reflective glass
- Use of exterior color palettes that are compatible with adjacent structures and that are not highly reflective (e.g., bright white)

Finally, building windows would be required to comply with Title 24 Energy Standards by providing UV protection with polarization to reduce light and glare onto adjacent uses.

Conformance to the City’s outdoor lighting standards, design guidelines and ordinances, and Title 24 would keep development facilitated by the proposed rezone from creating a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

Would the project:

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a. *Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

The rezone sites are within a fully developed urban area in the downtown portion of the City of Salinas. According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program, there is no existing important farmland on or adjacent to the rezone sites. The

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sites, as well as all surrounding properties, are designated as “Urban and Built-Up Land” (DOC 2016a). In addition, none of the rezone sites are zoned or designated for agriculture, used for agricultural production, or under Williamson Act contract (DOC 2016a; Monterey County 2010). Dense urban development is present between the rezone sites and the nearest agricultural operations, which occur approximately 3,500 feet northeast of the ITC. As a result, future development pursuant to rezoning would not convert farmland, conflict with agricultural zoning, or have the potential to result in the loss or conversion of farmland to non-agricultural use. There would be no impact.

NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

The rezone sites are within a developed and urbanized area and there is no forest land on or adjacent to the sites. The sites and neighboring properties are not designated or zoned for forest preservation or timber harvesting. Therefore, future development pursuant to rezoning would not conflict with zoning or cause rezoning of forest land or result in conversion of forest land. There would be no impact.

NO IMPACT

3 Air Quality

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

Existing Air Quality Setting and Attainment

The rezone sites are located in the North Central Coast Air Basin (NCCAB), which consists of Monterey, San Benito, and Santa Cruz counties. The NCCAB covers an approximately 5,159-square-mile area located within the central coast of California and is bounded by mountains to the north and east. The Monterey Bay Air Resources District (MBARD) is the designated air quality control agency for the Basin. Both the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant. As the local air quality management agency, MBARD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether the standards are met or exceeded, the NCCAB is classified as being in “attainment” or “nonattainment.” Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. The NCCAB is currently designated nonattainment for the state standards for ozone and particulate matter measuring 10 microns in diameter or less (PM₁₀) and is either unclassified or designated attainment for all other criteria pollutants (CARB 2019). The health effects associated with criteria pollutants for which the NCCAB is in non-attainment are described in Table 3.

Table 3 Health Effects Associated with Non-Attainment Criteria Pollutants

| Pollutant | Adverse Effects |
|--|--|
| Ozone | (1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage. |
| Suspended particulate matter (PM ₁₀) | (1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). |

Source: USEPA 2020a

Air Quality Management

The California Clean Air Act requires each air district with jurisdiction over a nonattainment area in the state to adopt a plan showing how the California Ambient Air Quality Standard (CAAQS) for ozone would be met. MBARD adopted the 2012-2015 Air Quality Management Plan (2015 AQMP) to demonstrate a pathway for the region to make progress toward meeting the ozone CAAQS. Reducing nitrogen oxide (NO_x) emissions is crucial for reducing ozone formation, and given that the primary sources of NO_x emissions are mobile sources, the 2015 AQMP includes measures to reduce NO_x emissions that focus on on-road and off-road vehicles.

Air Emission Thresholds

The MBARD *CEQA Air Quality Guidelines* provides a list of construction and operational air pollutant emissions thresholds, as well as a list of mitigation measures to incorporate in circumstances where emissions are above applicable thresholds (MBARD 2008). Table 4 presents MBARD's project-level significance thresholds for construction and operational criteria air pollutant and precursor emissions. These represent levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the NCCAB's existing air quality conditions. For the purposes of this analysis, the project would result in a significant impact if combined construction or operational emissions from development facilitated by the project would exceed the thresholds shown in Table 4.

The carbon monoxide (CO) thresholds provided by MBARD as presented in Table 4 are designed to screen out from further analysis projects that would have a less than significant impact from CO emissions; however, projects that exceed these thresholds would not necessarily result in a CO hotspot. Stringent vehicle emission standards in California have reduced the level of CO emissions generated by vehicles over time such that CO hotspots are rarely a concern, except for roadways with very high traffic volumes. The adjacent Bay Area Air Quality Management District (BAAQMD) has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). The NCCAB and the San Francisco Bay Area Air Basin (the jurisdiction of the BAAQMD, which is the air district immediately adjacent to MBARD to the north) are both in attainment for the federal and state standards for CO and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (USEPA 2020b;

BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis. In the absence of a MBARD threshold that establishes a specific vehicle volume, the BAAQMD bright-line threshold for vehicle volume is applied in the following impact analysis if the project exceeds the MBARD screening thresholds presented above to determine whether the project would result in an exceedance of CO standards.

Table 4 Air Quality Thresholds of Significance

| Pollutant | Source | Threshold of Significance |
|--------------------------------------|---------------------|--|
| Construction Impacts | | |
| PM ₁₀ | Direct | 82 lbs/day ¹ |
| Operational Impacts | | |
| VOC | Direct and Indirect | 137 lbs/day |
| NO _x | Direct and Indirect | 137 lbs/day |
| PM ₁₀ | On-site | 82 lbs/day ² |
| CO | N/A | LOS at intersection/road segment degrades from D or better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more |
| | Direct | 550 lbs/day ³ |
| SO _x , as SO ₂ | Direct | 150 lbs/day |

Notes: lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.

² The District’s operational PM₁₀ threshold of significance applies only to on-site emissions, such as project-related exceedances along on-site unpaved roads. These impacts are generally less than significant. For large development projects, almost all travel is on paved roads, and entrained road dust from vehicular travel can exceed the significance threshold.

³ Modeling should be undertaken to determine if the project would cause or substantially contribute (550 lbs/day) to exceedance of CO ambient air quality standards. If not, the project would not have a significant impact.

Source: MBARD 2008

Odors

The MBARD guidelines state that odor impacts would be significant if the project would result in the emission of substantial concentrations of pollutants that produce objectionable odors, causing injury, nuisance, or annoyance to a considerable number of persons, or endangering the comfort, health, or safety of the public. If construction or operation of the project would emit pollutants associated with odors in substantial amounts, the analysis should assess the impact on existing or reasonably foreseeable sensitive receptors (MBARD 2008).

Toxic Air Contaminants

According to MBARD Guidelines, a project would have a significant impact if it would site a sensitive receptor near an unregulated source of toxic air contaminant (TAC) emissions (e.g., diesel-fuel internal combustion engines, parking areas for diesel fueled heavy duty trucks and buses, gasoline stations, and dry cleaners) that would result in an exceedance of health risk public notification

thresholds adopted by MBARD in Rule 1000. The Guidelines also set forth the following thresholds, which are the same as the public notification thresholds (MBARD 2008):

- The hazard index is greater than 1 for acute or chronic impacts
- The cancer risk is greater than 10 in one million for long-term operational emissions or 1 per 100,000 population for temporary construction-related emissions

Air Quality Management Plan Consistency

The proposed project would be inconsistent with the 2015 AQMP, and would therefore have a cumulatively considerable (significant) contribution to significant cumulative air quality impacts, if it would result in either of the following (MBARD 2008; Duymich 2018):

- Population growth generated by the project would cause the population of Monterey County to exceed the population forecast for the appropriate five-year increment utilized in the 2015 AQMP; or⁵
- Construction and operational emissions of ozone precursors would exceed the significance thresholds established by MBARD, which are intended to set the allowable limit that a project can emit without impeding or conflicting with the 2015 AQMP's goal of attainment ambient air quality standards.

Cumulative Impacts

MBARD requires an evaluation of cumulative ozone, CO, and PM₁₀ impacts. Cumulative ozone impacts are evaluated based on the project's consistency with the 2015 AQMP, while cumulative CO and PM₁₀ impacts are evaluated the same as for project impacts, since air quality impacts are cumulative in nature. The cumulative CO hotspot analysis should account for cumulative traffic volumes to assess cumulative CO impacts.

Methodology

This air quality analysis conforms to the methodologies recommended in the MBARD's CEQA Air Quality Guidelines (2008). The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod uses project-specific information, including the proposed land uses, sizing of each use (e.g., 500 residential units, 125,000 square feet of commercial/retail uses), and project location to estimate construction and operational emissions from new development. Emissions for the project were modeled based on the project description detailed in the beginning of this report. The complete CalEEMod modeling output is provided in Appendix A. To provide a conservative analysis, existing emissions associated with operation of the existing parking lots and structures, which are likely minimal, were not subtracted from the proposed project's emissions.

The following assumptions were used in CalEEMod to model air pollutant and greenhouse gas (GHG) emissions generated by the proposed project:

- The 500 residential units were modeled as the "mid-rise apartments" land use (apartment buildings between 3 and 10 stories).
- The 125,000 square feet of commercial uses was modeled as the "strip mall" land use, which is a use that contains a variety of retail shops that may specialize in quality apparel, hard goods and

⁵ In Monterey County, consistency with population forecasts is based on comparing a project's population with countywide forecasts to avoid confusion related to declining population forecasts for cities on the Monterey Peninsula (MBARD 2008).

services such as real estate offices, dance studios, florists and small restaurants. This use aligns most closely with the variety of future commercial uses that could be developed under the proposed zoning. While the exact commercial uses that would be developed on the rezone sites is not known at this time, this is assumed to be a reasonable assumption that would capture all potential air quality impacts from the commercial portion of the future mixed-use developments.

- The 813 required parking spaces (per Salinas Development Regulations) would result in construction-related emissions due to paving and striping activities. However, because the proposed project would result in a net decrease in parking spaces on-site, the proposed parking spaces would not result in net new operational emissions associated with degreasers or offgassing of striping paint.
- Default construction equipment and construction timelines were used with the exception that the architectural coating phase was extended to begin halfway through building construction to reflect more realistic construction practices. It was assumed that the anticipated development of the rezone sites would occur simultaneously, during CalEEMod's default construction timeline.
- Excavation up to 20 feet would occur on all rezone sites, result in a total export of cut materials of 335,573 cubic yards.
- The demolition square footage was based on existing building square footage estimates:
 - 11,900 square feet (sf) for the Permit Center building
 - 49,400 sf for the Permit Center garage
 - 18,200 sf for the single remaining building in the northwesternmost portion of the ITC
 - 2,300 sf for the Lot 12 building
- Construction would comply with all mandatory regulatory standards, including MBARD Rule 426 (Architectural Coatings), which specifies volatile organic content (VOC) limits of 50 grams per liter for flat coatings and 100 grams per liter for non-flat coatings.
- Default trip generation rates built into CalEEMod version 2016.3.2 were used, based on the Institute of Transportation Engineers (ITE) 9th edition Trip Generation Manual rates.
- CalEEMod does not incorporate water use reductions achieved by 2016 CalGreen (Part 11 of Title 24). New development would be subject to CalGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, to account for compliance with CalGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for new development.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project could be inconsistent with the 2015 AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the 2015 AQMP. MBARD uses growth forecasts provided by the Association of Monterey Bay Area Governments (AMBAG) to project population-related emissions, which are used in developing the AQMP for the NCCAB. AMBAG is the regional planning agency for Monterey, San Benito, and Santa Cruz counties, and addresses regional issues relating to transportation, economy, community development, and environment. The 2015 AQMP utilizes the 2014 Regional Growth Forecasts adopted by the AMBAG Board in June 2014 as the

basis for emissions forecasting and the land use and transportation control portions of the 2015 AQMP (MBARD 2017).⁶

The 2015 AQMP population forecast for Monterey County is a population of 479,487 in 2030, up 64,430 people from a population of 415,057 in 2010. The project would involve the development of up to 500 housing units and 125,000 square feet of commercial land use. The project is anticipated to provide housing units for 1,925 new residents in the city (refer to Section 14, *Population and Housing*, for details on this calculation). The proposed project could result in approximately 364 new employees (refer to Section 14, *Population and Housing*, for details on this calculation). This increase of 1,925 residents and 364 jobs would be within the 2015 AQMP's projected 2030 population increase of 64,430 from 2010 for Monterey County. Additionally, as described under checklist question (b) below, the project would not exceed MBARD's construction or operational ozone precursor thresholds. Therefore, the project would be within the population forecasts used in the 2015 AQMP and would not generate air pollutant emissions that would impede or conflict with the AQMP's goal of achieving attainment of the State ozone standards. As a result, the project would not conflict with the implementation of the 2015 AQMP. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Construction Emissions

Construction activities such as demolition, grading, construction worker travel to and from the rezone sites, delivery and hauling of construction supplies and debris to and from the rezone sites, and fuel combustion by on-site construction equipment would generate emissions of ozone precursors (ROG and NO_x), CO, and fugitive dust (PM₁₀ and PM_{2.5}). According to the MBARD Guidelines, PM₁₀ is the greatest pollutant of concern during construction.

The MBARD Guidelines provide project-level thresholds for construction emissions. If a project's construction emissions fall below the project-level thresholds, the project's impacts to regional air quality are considered individually and cumulatively less than significant. Table 5 shows the estimated mitigated maximum daily emissions for each year of construction of the project. It should be noted that the assumptions used in CalEEMod assumed buildout of all rezone sites simultaneously, during a single approximately 18-month construction phase. In reality, each site is likely to be developed independently within a five-year or longer buildout period for all sites. Therefore, this assumption provides a conservative estimate of construction emissions.

As shown in Table 5, construction of the project would generate maximum daily emissions of approximately 20 pounds of PM₁₀, which would not exceed the MBARD threshold of 82 pounds per day. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant, and future individual projects developed on the rezone sites following approval of the proposed rezone would be even further below the MBARD threshold. Impacts would be less than significant; however, the City requires standard construction air quality-related mitigation measures, including Mitigation Measure AQ-1 and AQ-2, provided below. Required compliance with MBARD Rule 400 (Visible Emissions) and Rule 425 (Use of Cutback Asphalt) would further reduce PM₁₀

⁶ On June 13, 2018, AMBAG's Board of Directors adopted the 2018 Regional Growth Forecast. However, the 2015 AQMP was adopted prior to this date and relies on the demographic and growth forecasts of the 2014 Regional Growth Forecast; therefore, the 2014 forecasts are utilized in the analysis of the project's consistency with the 2015 AQMP.

emissions during construction activity. Additionally, development facilitated by the project would be required to obtain all necessary MBARD permits prior to construction or operation. With implementation of these measures and compliance with MBARD Rules, impacts would be less than significant.

Table 5 Estimated Maximum Daily Construction Emissions

| Construction Year | Maximum Daily Emissions (lbs/day) | | | | | |
|------------------------------------|-----------------------------------|-----------------|------------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| 2021 | 5 | 63 | 35 | <1 | 20 | 12 |
| 2022 | 4 | 54 | 33 | <1 | 13 | 6 |
| 2023 | 4 | 46 | 31 | <1 | 13 | 6 |
| 2024 | 55 | 43 | 37 | <1 | 20 | 7 |
| 2025 | 54 | 26 | 36 | <1 | 7 | 2 |
| Maximum Emissions (lbs/day) | 55 | 63 | 37 | <1 | 20 | 12 |
| MBARD Thresholds | n/a | n/a | n/a | n/a | 82 ¹ | n/a |
| Threshold Exceeded? | n/a | n/a | n/a | n/a | No | n/a |

N/A = Not applicable.

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features. See Appendix A for CalEEMod calculations and assumptions.

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.

Operational Emissions

Long-term operational emissions associated with the proposed project are those attributed to vehicle trips (mobile emissions), the use of natural gas and electricity (energy emissions), and consumer products, architectural coatings, and landscape maintenance equipment (area emissions). Table 6 illustrates the estimated operational emissions associated with the project. It should be noted that the assumptions used in CalEEMod assumed buildout of all rezone sites by 2026. This provides a conservative estimate of operational emissions, as full buildout of the sites may not occur until 2030 or later.

As shown in Table 6, the project would not exceed the daily emissions thresholds established by the MBARD and as such, would not result in a cumulatively considerable net increase of any criteria pollutant, and future individual projects developed on the rezone sites following approval of the proposed rezone would be even further below the MBARD thresholds. Therefore, impacts would be less than significant.

Table 6 Estimated Maximum Daily Operational Emissions (pounds per day)

| Emissions Source | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
|---------------------|-----------|-----------------|------------|-----------------|------------------|-------------------|
| Area | 17 | <1 | 41 | <1 | <1 | <1 |
| Energy | <1 | 1 | 1 | <1 | <1 | <1 |
| Mobile | 11 | 50 | 78 | <1 | 14 | 4 |
| Total | 28 | 52 | 120 | <1 | 14 | 4 |
| MBARD Thresholds | 137 | 137 | 550 | 150 | 82 | n/a |
| Threshold Exceeded? | No | No | No | No | No | No |

N/A = Not applicable.

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features. See Appendix A for CalEEMod calculations and assumptions.

Mitigation Measures

AQ-1 Construction Air Quality

During construction, the applicant or successor in interest for each individual site shall:

- Limit grading to 8.1 acres per day, and limit grading and excavation to 2.2 acres per day.
- Provide watering trucks on site to maintain adequate soil moisture during grading and water graded/excavated areas at least twice daily, thus minimizing dust generation. In addition, the water trucks shall be used to wash down trucks and tractors, including earth loads, prior to entering public roadways.
- Prohibit all grading activities whenever wind speeds exceed 15 miles per hour (mph).
- Maintain a minimum of two feet for freeboard for all haul trucks.
- Cover all trucks hauling dirt, sand, or loose materials.
- Cover inactive storage piles.
- Enforce a 15-mph speed limit for all unpaved surfaces when visible dust clouds are formed by vehicle movement.
- Place gravel base near site entrances to clean tires prior to entering public roadways.

AQ-2 MBARD Health Risk Consultation

Prior to issuance of any grading permit and/or building permit for each individual site, the applicant or successor in interest shall consult with MBARD regarding the potential need for a diesel health risk assessment (HRA). If required, the applicant or successor in interest shall prepare a diesel HRA and shall implement the measures contained therein to ensure that project-specific emissions are below MBARD’s established health risk thresholds: hazard index greater than 1 for acute or chronic impacts, and cancer risk greater than 10 in one million for long-term operational emissions or 1 per 100,000 population for temporary construction-related emissions. Measures may include, but would not be limited to:

- Use of diesel-fueled equipment equipped with Tier 4 (or Tier 3 if the Tier 4 standard is unavailable) USEPA engine standards. The USEPA estimates that Tier 4 engines would reduce PM emissions by approximately 90 percent compared to the USEPA Tier 2 standards (USEPA 2008).
- Retrofit off-road diesel equipment with Verified Diesel Emissions Control Strategy (VDECS) like Diesel Particulate Filters (DPF). Particulate Matter level 3 VDECS can provide at least an 85 percent reduction (CARB 2015).
- Use alternatively fueled (e.g., natural gas) diesel construction equipment, including all off-road and portable diesel-powered equipment.
- Use electrically driven equipment that is not powered by a portable generator set.
- Limit the hours of operation for heavy-duty equipment and/or limit the quantity of heavy-duty equipment operating at the same time.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Carbon Monoxide Hotspots

As discussed under *Air Emission Thresholds* above, a significant CO impact would occur if project-generated traffic would increase the traffic volume to 44,000 vehicles per hour or greater. Existing traffic counts in the vicinity of the rezone sites range from 5,181 vehicles per day on Salinas Street south of West Gabilan Street to 24,881 vehicles per day on West Market Street west of Lincoln Avenue (City of Salinas 2018b). The average daily trip rate for the project would be 8,865 vehicles (Appendix A, Table 4.2).⁷ Combined with the maximum existing daily traffic volume in the project vicinity, which is 22,673 vehicles per day on West Market Street, and conservatively assuming all project trips would travel on this roadway, the average daily trips on this roadway would be 31,538 vehicles under existing plus project conditions, which would not exceed the threshold of 44,000 vehicle per hour (BAAQMD 2017).

Additionally, traffic on West Market Street is estimated to increase at a rate of 0.15 percent per year, based on the annual average increase in traffic volumes calculated using traffic counts of 22,306 in 2000 and 22,673 in 2011 (City of Salinas 2002b, 2018b).⁸ Using this annual average traffic increase, cumulative traffic on West Market Street in 2040 would be approximately 23,656 trips.⁹ Project-generated traffic would add approximately 8,865 vehicle trips per day, which would result in a total traffic volume on West Market Street of 32,521 daily trips under cumulative plus project conditions, which would not exceed the 44,000 vehicle per hour threshold set by BAAQMD. Therefore, the project would not expose sensitive receptors to substantial CO concentrations, and impacts would be less than significant.

Toxic Air Contaminants

Construction

Construction-related activities facilitated by the project would result in temporary emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site

⁷ Please note that reduced trip rates are used in Section 17, *Transportation*; however, to be consistent with the CalEEMod output files referenced in this section, the non-reduced trip rates are used here.

⁸ (22,673 trips in 2011 minus 22,306 trips in 2000) divided by 11 years and divided by 22,306 trips in 2000 is 0.15 percent.

⁹ 0.15 percent annual increase multiplied by 29 years (2011 to 2040) multiplied by 22,673 trips in 2011 plus 22,673 trips is 23,656 trips in 2040.

preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM, discussed in the following paragraphs, outweighs the potential non-cancer health impacts (CARB 2020b).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of development facilitated by the proposed project is anticipated to occur over approximately five years, although realistically buildout may take longer. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual.¹⁰ The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the total duration of proposed construction activities (i.e., five years) is approximately seven percent of the total exposure period used for health risk calculation. Furthermore, construction activities at any given site would occur for an even shorter period of time and would expose sensitive receptors nearest to each rezone site to localized DPM emissions for an even smaller fraction of the total exposure period used for health risk calculation. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of nine, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017).

The maximum PM₁₀ and PM_{2.5} emissions would occur during site preparation and grading activities. The DPM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. The total duration of these activities would represent approximately 10 percent of the total exposure period for health risk calculation, and as mentioned earlier, site preparation and grading activities at any given site would occur for an even shorter period of time and would expose sensitive receptors nearest to each rezone site to the maximum localized DPM emissions for an even smaller fraction of time. Therefore, given the aforementioned, DPM generated by project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the maximally exposed individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a hazard index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC emissions, and impacts would be less than significant.

Operation

Common sources of TACs and PM_{2.5} include gasoline stations, dry cleaners, diesel backup generators, truck distribution centers, freeways, and other major roadways (BAAQMD 2017). The project does not propose construction of gas stations, dry cleaners, highways, or roadways or other permitted or non-permitted sources of TAC or PM_{2.5}. The project would not include any stationary sources of TACs

¹⁰ Hypothetical person receiving the greatest exposure to DPM.

or PM_{2.5} that would expose both on-site and nearby off-site receptors to substantial TAC or PM_{2.5} emissions. No impact would occur from project operation.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

During construction activities, temporary odors from vehicle exhaust and construction equipment, fumes from fuel and architectural coatings engines would occur. Construction-related odors would be short-term and would cease upon completion. In addition, MBARD Rule 402 prohibits the discharge of air contaminants or other materials which would cause a nuisance or detriment to a considerable number of persons or to the public, with the exception of odors from agricultural activities. Therefore, construction the project would not result in significant impacts related to objectionable odors during construction.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (MBARD 2008). The project would not facilitate the development of any uses associated with objectionable odors. Operational odor emissions from the project would be limited to odors associated with vehicle and engine exhaust and trash receptacles and would be comparable with those generated by existing residential and commercial mixed uses on and near the rezone sites. Therefore, the proposed project would not result in other emissions (including odors) that would adversely affect a substantial number of people. Impacts related to odors would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

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

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

Special-status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service under the Federal Endangered Species Act; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act; 3) recognized as Species of Special Concern by the CDFW; 4) afforded protection under Migratory Bird Treaty Act and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank system.

Rincon Consultants, Inc. (Rincon) biologists reviewed agency databases and relevant literature for baseline information on special status species and other sensitive biological resources occurring or potentially occurring at the rezone sites and in the immediate surrounding area. The following sources were reviewed for background information:

- CDFW California Natural Diversity Data Base (CNDDDB) (CDFW 2020a)
- CDFW Special Animals List (CDFW 2020b) and Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2020c)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2020)
- USFWS Information for Planning and Consultation (IPaC; USFWS 2020a)
- USFWS Critical Habitat Portal (USFWS 2020b)
- USFWS National Wetlands Inventory (NWI; USFWS 2020c)

Rincon biologists conducted a review of applicable sources listed above for recorded occurrences of special status plant and wildlife taxa in the region. For this review, the search included all occurrences within the U.S. Geological Survey 7.5-minute topographic quadrangle encompassing the rezone sites (*Salinas*), and the eight surrounding quadrangles (Moss Landing, Prunedale, San Juan Bautista, Marina, Natividad, Seaside, Spreckels, and Chualar). Strictly marine species were excluded from further analysis given the terrestrial nature of the rezone sites.

Rincon compiled these sources into a list of regionally occurring special status plants and animals and evaluated each species for potential to occur based on habitat conditions and proximity to known occurrences. Rincon also reviewed the NWI (USFWS 2020c) for potential aquatic resources, including jurisdictional waters of the United States or waters of the State.

Based on the database and literature review, species listed in the search would not be expected to occur due to an absence of suitable habitat or anthropogenic influences within or near the rezone sites. It should be noted that while habitat on the rezone sites does not support other specific special-status species that were evaluated, the ruderal vegetation and trees could support various species of migratory nesting birds. Examples of migratory nesting birds that could nest within this type of ruderal habitat include Northern mockingbird (*Mimus polyglottos*), Brewer's blackbird (*Euphagus cyanocephalus*), and loggerhead shrike (*Lanius ludovicianus*).

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

The six rezone sites are located in an urbanized area of Downtown Salinas and are fully developed, with buildings remaining on the three of the sites (Lot 12, ITC, and Permit Center and Parking Garage). Ground cover at the sites consists nearly entirely of paved parking areas, as well as transportation-

oriented buildings and parking structures. Minimal landscaping is present at the rezone sites and consists primarily of ornamental trees. All rezone sites, with the exception of the Lot 1, have several trees scattered through the surface parking areas or surrounding the perimeter of the site. Tree species at the rezone sites include date palms (*Phoenix spp.*), boxelder maple (*Acer negundo*), walnut (*Juglans spp.*), and magnolia (*Magnolia spp.*). Based on the developed nature of the area and lack of suitable habitat located on within it, no federal-or state-listed endangered, threatened, rare, or otherwise sensitive flora or fauna are anticipated to be located at the rezone sites (CNPS 2020; CDFW 2020a; USFWS 2020a). However, existing trees on and around the rezone sites could contain bird nests and birds that are protected under Sections 3503 and 3503.5 of the California Fish and Game Code (CFGC), which specifically protect active nests of native birds and raptors. Protected birds include all common songbirds, waterfowl, shorebirds, hawks, owls, eagles, ravens, crows, native doves and pigeons, swifts, martins, swallows, and others, including their body parts (feathers, plumes etc.), nests, and eggs.

The proposed rezone of these sites would facilitate new mixed-use development on the sites at higher densities than currently allowed. Future construction of these uses could result in the removal of existing trees at the rezone sites. Ground disturbance, construction activities, or vegetation removal that would result in destruction of active bird nests or abandonment of an active bird nest could potentially be a violation of the CFGC. Impacts to nesting birds would only be considered a significant impact under CEQA if the species affected were federal or state listed species, or if the result had a population-level effect on non-listed sensitive species. Implementation of Mitigation Measure BIO-1 would ensure protection of nesting birds that may be present on the site during construction activities. This would reduce the potentially significant impacts to special status species to a less than significant level.

Mitigation Measure

BIO-1 Nesting Bird Surveys and Avoidance

For all individual rezone sites that contain trees, construction, grading, site preparation and other ground disturbance activities required for future development projects, including vegetation or tree removal, shall not occur during the general avian nesting season (February 1 – August 31), if feasible. If breeding season avoidance is not feasible, the applicant shall retain a qualified biologist, as approved by the City of Salinas, to conduct a preconstruction nesting bird survey to determine the presence/absence, location, and status of nests on or adjacent to the rezone site. The extent of the survey buffer area surrounding the site shall be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the CFGC, nesting bird surveys shall be performed not more than 14 days prior to scheduled vegetation clearance. In the event that active nests are discovered, a minimum buffer of 300 feet for raptors and 50-foot radius avoidance buffers for passerines shall be established around such active nests and no construction or personnel shall be allowed within the buffer areas until a qualified biologist has determined that the nest is no longer active (e.g., the nestlings have fledged and are no longer reliant on the nest). No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Nesting bird surveys are not required for construction activities occurring between September 1 and January 31.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

The CNDDDB contains records of seven sensitive natural communities within the area shown on the U.S. Geological Survey 7.5-minute topographic quadrangle encompassing the rezone sites (*Salinas*), and the eight surrounding quadrangles. These communities include: Central Dune Scrub; Central Maritime Chaparral; Coastal and Valley Freshwater Marsh; Coastal Brackish Marsh; Monterey Pine Forest; Northern Coastal Salt Marsh; and Valley Needlegrass Grassland (CDFW 2020a). As described above, vegetation on the rezone sites consists of minimal landscaping and several scattered and isolated trees. Native grassland, such as Valley Needlegrass Grassland, do not occur on the rezone sites, nor does chaparral vegetation. There are no surface waters or shallow groundwater expressions on or adjacent to the project site and associated riparian and marshland vegetation does not occur within or adjacent to the rezone sites (USFWS 2020c). Scattered trees on the rezone sites do not constitute woodland. Ruderal vegetation cover, such as that found at the rezone sites, is not considered a sensitive natural community. Therefore, the project would have no impact on riparian habitat or other sensitive natural communities.

NO IMPACT

- c. *Would the project 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?*

The NWI was reviewed to determine if wetland and/or non-wetland waters had been previously documented and mapped on or in the vicinity of the rezone sites (USFWS 2020c). No such features occur on or adjacent to the sites. The nearest potential jurisdictional water or wetland feature to the rezone sites is Alisal Creek, a channelized riverine feature, located approximately 0.8 mile east of Lot 1. Implementation of the proposed project would not involve or require the direct removal, filling, hydrological interruption, or other means to the bed, bank, channel, or adjacent upland area of Alisal Creek. No impact would occur.

NO IMPACT

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement corridors are generally linear and consist of things such as coastlines, riverways and riparian zones. Additionally, some wildlife species may move through certain corridors in response to topography, such as a canyon through rugged mountains, or in response to its prey. The rezone sites are relatively flat and do not contain wildlife movement corridors. The rezone sites are not part of a known migration route of wildlife species and are surrounded by existing development (CDFW 2020a; USFWS 2020b). As described above, migratory nesting birds may nest on-site, but may also rest or forage on-site during migration or breeding. However, the ruderal vegetation on-site is not unique, and removal of vegetation for the proposed project would not substantially reduce the abundance of this type of ruderal vegetation such that the migration of birds would be at risk. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Chapter 35 of the Salinas Municipal Code sets forth regulations and provisions pertaining to the planting, maintenance, and removal of trees and shrubs in Salinas. According to Section 35-1 of the Salinas Municipal Code, the City defines a heritage and/or landmark tree as 1) an oak tree that is at least 24 inches in diameter at two feet above the ground surface; or 2) an oak tree that is visually significant, historically significant, or exemplary in its species. Section 35-18 of the Salinas Municipal Code prohibits the removal of heritage or landmark trees from City property unless approved by the City's Public Works Director. Heritage and landmark trees do not occur on the rezone sites, and development facilitated by project would not result in the removal of heritage or landmark trees.

Pursuant to Section 35-9 of the Salinas Municipal Code, no person shall root-trim, trim, prune, plant, injure, remove, or interfere with any tree, shrub or plant upon any street, parkway or alley in the City without written permission from the City's Public Works Director. Vegetation within the rezone sites mainly consists of trees that grow within proximity to public streets. Removal of these trees, if required for future development of the rezone sites, would be in conformance with the Salinas Municipal Code, as applicable.

There are no other ordinances or local policies protecting biological resources applicable to the project site. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans applicable to the rezone sites. The proposed project would not conflict with such plans. There would be no impact.

NO IMPACT

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5 Cultural Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Regulatory Setting

This regulatory framework section identifies the federal, state, and local laws, statutes, guidelines, and regulations that govern the identification and treatment of cultural resources as well as the analysis of potential impacts to cultural resources. The lead agency must consider the provisions and requirements of this regulatory framework when rendering decisions on projects that have the potential to affect cultural resources.

Federal

NATIONAL REGISTER OF HISTORIC PLACES

Resources listed in the National Register of Historic Places (NRHP) are considered historical resources for the purposes of CEQA. The NRHP was established by the National Historic Preservation Act of 1966 as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (CFR 36 CFR 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. A property is eligible for the NRHP if it meets one of the following Criteria:

- Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B:** Is associated with the lives of persons significant in our past
- Criterion C:** Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D:** Has yielded, or may be likely to yield, information important in prehistory or history

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

To be eligible for listing in the NRHP, districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:

- Location:** The place where the historic property was constructed or the place where the historic event occurred
- Design:** The combination of elements that create the form, plan, space, structure, and style of a property
- Setting:** The physical environment of a historic property
- Materials:** Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time
- Association:** The direct link between an important historic event or person and a historic property

State

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (CRHR) was created by Assembly Bill 2881, which was established in 1992. The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code, 5024.1(b)). Certain properties are determined by the statute to be automatically included in the CRHR by operation of law, including California properties formally determined eligible for, or listed in, the NRHP.

The CRHR consists of properties that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Criterion 2:** Is associated with the lives of persons important to our past
- Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history

In addition, if it can be demonstrated that a project will cause damage to a *unique archaeological resource*, the lead agency may require reasonable efforts be made to permit any or all of these

resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC §21083.2[a], [b]).

PRC Section 21083.2(g) defines a *unique archaeological resource* as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Criterion 1:** Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information
- Criterion 2:** Has a special and particular quality such as being the oldest of its type or the best available example of its type
- Criterion 3:** Is directly associated with a scientifically recognized important prehistoric or historic event or person

Local

CITY OF SALINAS GENERAL PLAN

The Conservation/Open Space Element of the City's General Plan, approved in 2002, contains the following goals and policies related to cultural resources and relevant to the current project:

- COS-13** Continue to assess development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to CEQA
 - a. For structures that potentially have historic significance, require that a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modification of the project and/or mitigation measures to avoid any impact to a historic structure, when feasible.
 - b. For all development proposals within the Carr Lake/Natividad Creek corridor, require a study to be conducted by a professional archaeologist. The objective of the study is to determine if significant archaeological resources are potentially present and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.
- COS-14** Consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, use of State Historic Building Code, and implementation of a Mills Act program. TDR could benefit the community by protecting historic resources through an agreement that allows the development potential ("rights") another property when the historic preserved. on the historic property to be transferred to resources on the original property is preserved.

The Mills Act program would involve the City entering into a contract with a property owner to change how the County Assessor calculates taxes on their property in exchange

for the continued preservation of the property by the property owner. The adjusted property taxes are recalculated using a formula in the Mills Act and Revenue and Taxation Code.

CITY OF SALINAS HISTORIC RESOURCES BOARD

The Historic Resources Board (HRB) was created in 2010 through the adoption of Ordinance #2505 and is tasked by the City Council to implement the conservation open space goals and policies of the Salinas General Plan. As detailed in Chapter 3 of the Salinas Municipal Code, the HRB supports these goals through making recommendations to the City Council relating to the promotion, preservation, restoration, and protection of historic resources located within the city of Salinas. Section 3-02.05 of the Salinas Municipal Code also identifies the process by which historic resources and historic districts may be formally designated. Per this section, the HRB shall generally consider CRHR designation criteria in making recommendations to the City Council on whether a property or district shall be designated (Sec. 3-02.05[c]). In addition, this section of the Salinas Municipal Code also outlines the process for altering or demolishing historic resources, which are reviewed by the HRB with recommendations passed to the City Council as applicable (Sec. 3-02.06).

Cultural Setting

Regional Prehistory

The city of Salinas lies in what is generally described as the Central Coast Archaeological Region, one of eight organizational divisions defined in California (Moratto 1984: figure 1). This region extends from Monterey Bay to Morro Bay, and includes all of Monterey County.

Several chronological sequences have been devised to understand cultural changes within the Central Coast Region from the Milling Stone period (6000 to 3000 BCE), the earliest period for which we have substantial evidence, to contact. Jones (1993) and Jones and Waugh (1995) presented a Central Coast sequence that integrated the data results of cultural resource management since the 1980s. Three periods are presented in their prehistoric sequence subsequent to the Milling Stone period: Early, Middle, and Late periods. More recently, Jones and Ferneau (2002:213) updated the sequence following the Milling Stone period as follows: Early, Early-Middle Transition, Middle, Middle-Late Transition, and Late periods.

The Milling Stone period (6000 to 3000 BCE) is characterized primarily by an ecological adaptation to collecting and a dominance of ground stone implements. The Early Period is marked by diverse artifact assemblages including fishing implements and seed-processing tools. The Middle Period included the appearance of new village sites and a marked increase in shell fishhooks and acorn use. The Late Period has not been extensively studied in the general vicinity of the current project, but Late Period villages are generally thought to be located further inland than earlier periods and have been associated with smaller resource-processing sites.

Regional History

The Monterey County coast was first visited by Europeans in 1542 with the expedition of Juan Rodriguez Cabrillo and later in 1602 by Sebastian Vizcaino (Hoover et al. 2002:225; Gudde 1998: 246). The Spanish presidio and mission were established in Monterey in 1770. In 1776, the pueblo was named the capital of Baja and Alta California (City of Monterey Museums 2021). In 1791, Comandante General Pedro de Nava authorized the establishment of presidial pueblos (civilian lands around military forts) with detailed regulations for their organization (Crane 1991). The Pueblo of Monterey,

whose lands included the future city of Seaside, grew in population as Spanish soldiers married and raised families, or retired to this location.

In 1822 California received word of Mexico's independence from Spain. At this time, the Pueblo of Monterey had a population of several hundred individuals. The newly established Mexican government decreed the California ports open to increased trade with foreigners under the constitution of 1824 (Bean 1968; Crane 1991). Hallmarks of the Mexican Period in California are the secularization of mission lands, which was fully accomplished by 1836, and the issuance of large and numerous land grants to soldiers and prominent citizens. During the Mexican Period the present city of Seaside was within the Pueblo Lands of Monterey.

The Treaty of Guadalupe Hidalgo was signed in 1848, ending the Mexican-American War and officially making California a territory of the United States. U.S. jurisdiction over California had really begun two years earlier, when on July 7, 1846, Commodore John D. Sloat raised the U.S. flag after the "Battle of Monterey," whereby 50 U.S. Marines and 100 Navy sailors landed unopposed and captured the city without firing a shot (Crane 1991). The Gold Rush brought a multitude of new settlers to California in 1848 and the construction of the transcontinental railroad in 1869 contributed further to California's population boom.

Since that time, California has experienced tremendous growth to become one of the dominant economies in the world. Monterey County is a popular tourist destination, famous for its golf courses, resorts, the Monterey Bay Aquarium, and Cannery Row, which was made famous by John Steinbeck in his titular novel. Monterey County has remained largely agricultural and the Salinas Valley has been called the "Salad Bowl of the World."

City of Salinas

Despite the nearby establishment of Monterey and Mission Carmel in the late eighteenth century, European settlement of the area that is now Salinas remained sparse throughout the periods of Spanish and Mexican administration. Settlement of the area accelerated under U.S. rule, and the Salinas Valley soon grew as a ranching and agricultural region. In the 1850s, two towns, both ultimately unsuccessful, were founded in the vicinity of present-day Salinas: Hilltown and Trescony's. In 1867, Alberto Trescony sold his holdings in the area to Alanson Riker, who soon laid out the townsite for what would become Salinas. Over the latter half of 1868, the number of buildings grew from as few as 12 to 125. In 1872, the relocation of the County Courthouse to Salinas and the designation of the town as the county seat coincided with the arrival of the Southern Pacific Transportation Company. Located at the center of what was by then a productive farming region, Salinas grew into an important commercial center of Monterey County. To facilitate the settlement's growth, Chinese laborers were hired to reclaim Carr Lake and nearby marshlands for farming. These workers settled in Salinas and established a segregated neighborhood north of the Southern Pacific tracks. Salinas' continued growth in the late nineteenth and early twentieth centuries led to new commercial and infrastructural development, including the installation of streetlights in 1891 and the establishment of three banks by 1893. That decade, the establishment opening of Claus Spreckles' sugar beet plant just outside the city contributed considerably Salinas' growing prosperity (Seavey 2010).

The twentieth century brought continued growth and development to Salinas. In the century's first decade, a Salinas High School and the West Alisal Post Office were completed. US 101 was constructed through the city in 1915. The region's shift to the production of lettuce, sometimes termed "green gold," boosted local growth, and by 1920 Salinas reached a population of over 4,000. That decade, a second high school was completed—architect Ralph Wycoff's Spanish Colonial Revival-style Salinas

Union High—along with improved telephone and sewer services and the city airport. In the 1930s, the city’s growth was manifest in the extension of West Alisal Street and the development of the Maple Park subdivision. Downtown development increasingly took on a new aesthetic character as several modernistic commercial and public buildings were completed, including the Zig Zag Moderne-style office building at intersection of Main and Alisal Streets (Seavey 2010). Following World War II, Salinas continued to grow as commercial and political center for the surrounding agricultural region. By 1950, its population was about 13,000. In the years since then, it has grown more than tenfold to the current tally of over 150,000.

Existing Conditions

To identify known cultural resources in and in the vicinity of the six rezone sites, Rincon reviewed the results of a records search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center. This records search was conducted to identify previously completed cultural resources studies and previously recorded cultural resources within a 0.25-mile radius of the rezone sites. The CHRIS search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the Built Environment Resource Directory.

The CHRIS records search identified 44 previously conducted cultural resource studies within a 0.25-mile radius of the rezone sites, of which, 21 explicitly discuss portions of the rezone sites. Seven of the 21 previously conducted cultural resources studies identified cultural resources within the project area. Furthermore, the records search results identified 29 previously recorded cultural resources within a 0.25-mile radius of the rezone sites. Of these 29 resources, one, the Associated Seed Growers Building at 18 Palmetto Street (P-2702870), is located within one of the rezone sites (ITC). Five additional other previously recorded buildings were also identified within the ITC rezone site but have since been demolished.

Located outside the boundaries of the rezone sites, the remaining 23 previously recorded cultural resources include two historic districts, 20 built environment properties, and one historic-era archaeological site. One of the districts is the Salinas Southern Pacific Railroad Historic District (P-27-00306), which is located immediately to the north of the ITC. The Built Environment Resource Directory (BERD) indicates this historic district was formally determined eligible for listing in the NRHP; it therefore is listed in the CRHR and is a historical resource pursuant to CEQA. The historic district includes three contributing buildings (the Southern Pacific Freight Depot [P-27-003037], Southern Pacific Passenger Station [P-27-003038], and the Railway Express Building [P-27-003039]), all of which are also historical resources under CEQA. Across Salinas Street to the east of the ITC is the second historic district identified through the CHRIS search. The Chinese American Community District (P-27-003465) was recorded in 1980 and is currently listed in the BERD with California Historical Resources Status Code of “7R” indicating it was identified in a reconnaissance-level survey and has not been formally evaluated. Documentation from NWIC indicates the area was identified for its early history with Chinese immigrants and their role in the rail development of the area during the late nineteenth century.

In addition to the CHRIS records search, Rincon reviewed the results of two past historical resources surveys which encompassed the downtown area of Salinas and the six rezone sites. The first from 1989 was completed by Kent L. Seavey and the Monterey County Historical Society and produced the

Historical and Architectural Resources Survey and Preservation Plan.¹¹ As part of the survey, properties were evaluated for eligibility for listing in the NRHP and for local designation using informal local criteria. In addition to evaluating individual properties, the survey identified three concentrations of historically significant properties which were recommended to be designated as the Eastend Historic District, the Steinbeck Historic District, and the Maple Park Historic District (documents detailing the boundaries of the proposed districts were not available to the authors of this Initial Study). The City did not formally adopt the recommendations of the 1989 report or the informal criteria the study used to assess eligibility for local designation.

In 2017, Seavey conducted an additional historical resources survey of downtown Salinas. Available documentation from this survey includes California Department of Parks and Recreation 523 series forms but did not include a formal report outlining methods and findings. Many properties located within or surrounding the rezone sites were recorded for this effort and were designated with a California Office of Historic Preservation Status Code of 5D1, meaning they identified as a “contributor to a district that is listed or designated locally.” It is assumed this refers to the Steinbeck Historic District; however, available records do not include any documentation identifying the potential historic district’s significance, boundaries, or contributing properties and the City has not formally adopted the historic district per the applicable sections of the Salinas Municipal Code.

There is no information at this time to indicate the 1989 and 2017 surveys were completed in a manner consistent with the guidance of the California Office of Historic Preservation or best practices for historic evaluations. The findings have not been formally adopted by the City and as such, the 1989 and 2017 evaluations should be considered provisional. The properties recommended eligible for NRHP or local designation are therefore identified below as “potential historical resources” except in cases where the results of the records search indicate they were evaluated elsewhere.

Based on the above information, a summary of known and potential historical resources within the downtown area is presented in Figure 16 and Table 7 below.

¹¹ While the historical resources records for the 1989 survey were made available this analysis, a copy of the corresponding report was not obtained. A summary of the report’s findings is available in *The Salinas Hotel and Greyhound Office/Retail Development Projects: An Historical, Architectural, and Archaeological Evaluation* (Archaeological Resource Management 2003).

Figure 16 Known and Potential Built Environment Historical Resources

- | | | |
|--|----------------------------|--------------------------------------|
| 1 - Southern Pacific Freight Depot | 11 - 109 Central Avenue | 21 - 269 Main Street/295 Main Street |
| 2 - Southern Pacific Passenger Station | 12 - 111-115 Church Street | 22 - 301 Main Street |
| 3 - Southern Pacific REA Building | 13 - 117 Church Street | 23 - 60 West Alisal Street |
| 4 - 20 Station Place | 14 - 22 W Gabilan Street | 24 - 100 Howard Street |
| 5 - 15 Palmetto Street | 15 - 200 Lincoln Avenue | 25 - 100 West Alisal Street |
| 6 - 18 Palmetto Street | 16 - 215 Lincoln Avenue | 26 - 320 Lincoln Avenue |
| 7 - 22 Stone Street | 17 - 210 Salinas Street | 27 - 350 Lincoln Avenue |
| 8 - 14 Stone Street | 18 - 222-224 Main Street | 28 - 333 Main Street |
| 9 - 31 W. Market Street | 19 - 231 Salinas St | 29 - 341 Main Street |
| 10 - 102 Lincoln Avenue | 20 - 246 Melody Lane | |

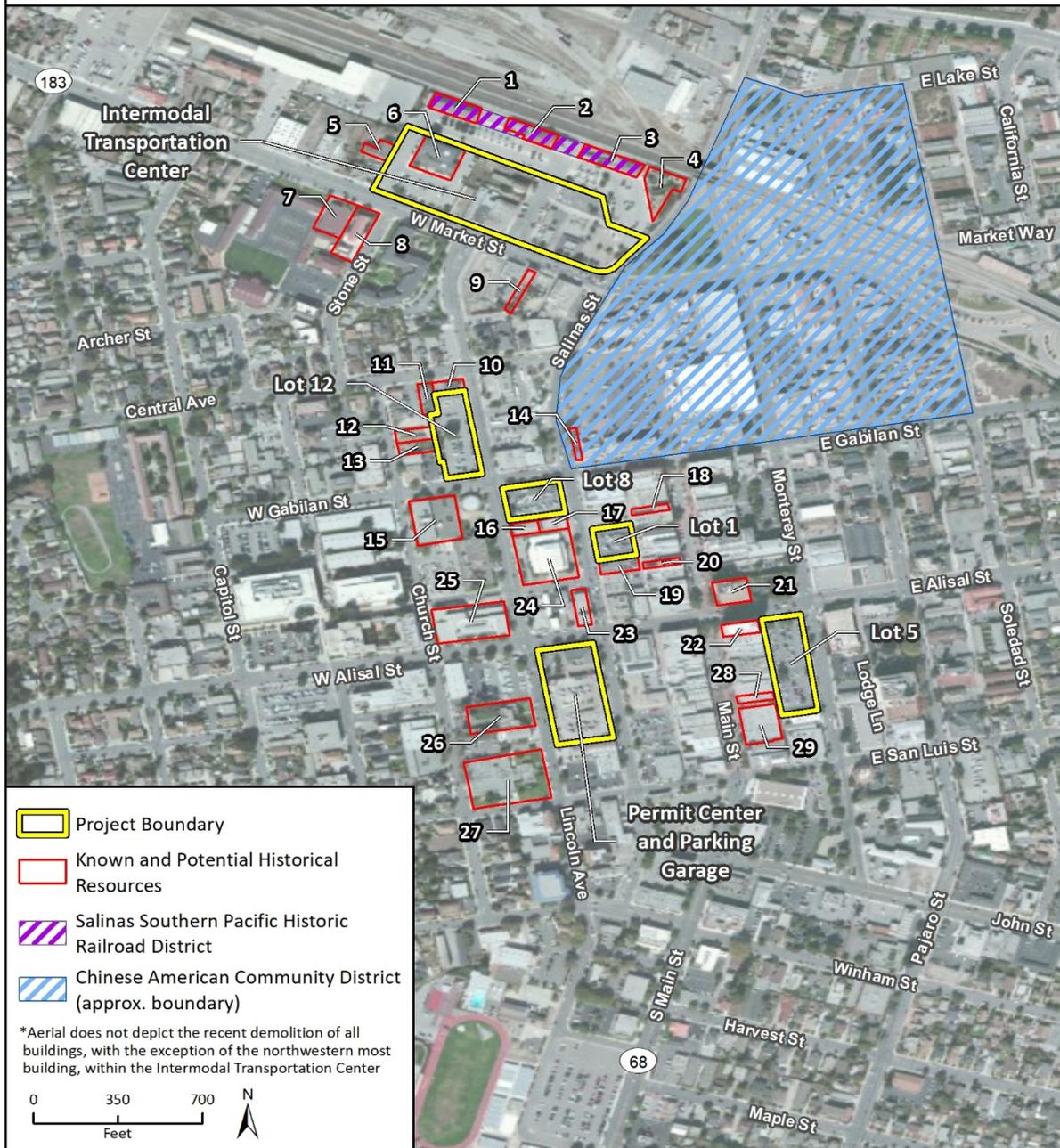


Table 7 Known and Potential Historical Resources Within or Adjacent to the Rezone Sites

| Map Reference No. | Resource Name/Address | Eligibility Status |
|-------------------|--|---|
| 1 | Southern Pacific Freight Depot; 40 Station Place (P-27-003037) | Recommended individually eligible for the NRHP (3S) and determined eligible as a contributor to the Salinas Southern Pacific Historic Railroad District (2D2) (NWIC 2020) |
| 2 | Southern Pacific Passenger Station; 40 Station Place (P-27-003038) | Determined individually eligible for the NRHP/listed in the CRHR (2S2) and as a contributor to the Salinas Southern Pacific Historic Railroad District (2D2) (NWIC 2020; BERD 2020) |
| 3 | Southern Pacific REA Building; 40 Station Place (27-003039) | Determined eligible for the NRHP as a contributor to the Salinas Southern Pacific Historic Railroad District (2D2) (NWIC 2020; California State Office of Historic Preservation 2020) |
| 4 | Harvey-Baker House/Isaac Harvey House; 20 Station Place | Listed in the CRHR (1CS) (Seavey 1989; California State Office of Historic Preservation 2020) |
| 5 | Farmer's Hotel; 15 Palmetto Street | Potential historical resource (Seavey 1989) |
| 6 | Associated Seed Growers Building/Everett B. Clark Seed Company; 18 Palmetto Street (P-27-002870) | Recommended eligible for the NRHP (NWIC 2020) |
| 7 | Sacred Heart Convent; 22 Stone Street | Potential historical resource (Seavey 1989) |
| 8 | Sacred Heart Catholic Church; 14 Stone Street | Potential historical resource (Seavey 1989) |
| 9 | Lang Building; 31 West Market Street | Potential historical resource (Seavey 1989; 2017) |
| 10 | 102 Lincoln Avenue | Potential historical resource (Seavey 2017) |
| 11 | 109 Central Avenue | Potential historical resource (Seavey 2017) |
| 12 | 111-115 Church Street | Potential historical resource (Seavey 2017) |
| 13 | 117 Church Street | Potential historical resource (Seavey 2017) |
| 14 | 22 West Gabilan Street (P-27-002693) | Recommended eligible for the NRHP (S2S) (NWIC 2020; Seavey 2017) |
| 15 | 200 Lincoln Avenue | Potential historical resource (Seavey 2017) |
| 16 | Salinas Women's Club; 215 Lincoln Avenue | Potential historical resource (Seavey 1989; 2017) |
| 17 | Salinas Fire Station; 210 Salinas Street/214 Salinas Street (P-27-002688) | Recommended eligible for the NRHP (NWIC 2020; Seavey 1989; 2017) |
| 18 | 222-224 Main Street (P-27-002690) | Recommended eligible for the NRHP (3S) (NWIC 2020) |
| 19 | 231 Salinas St | Potential historical resource (Seavey 2017) |

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

| Map Reference No. | Resource Name/Address | Eligibility Status |
|-------------------|--|--|
| 20 | 246 Melody Lane | Potential historical resource (Seavey 2017) |
| 21 | Monterey Savings/Tower Addition of Jeffrey Hotel; 269 Main Street/295 Main Street | Potential historical resource (Seavey 1989; 2017) |
| 22 | Salinas National Bank; 301 Main Street (P-27-002430) | Historical resource in accordance to CEQA (NWIC 2020; Seavey 1989; 2017) |
| 23 | Rhodes Realty/Old Armory Building; 60 West Alisal Street | Recommended eligible for the NRHP (3S) (Seavey 1989) |
| 25 | California National Guard Armory Building; 100 Howard Street (P-27-002692)* | Determined eligible for the NRHP, listed in the CRHR (2S2) (NWIC 2020) |
| 25 | Federal Building/U.S. Post Office, Salinas; 100 West Alisal Street | Potential historical resource (Seavey 1989) |
| 26 | USO Building/Salinas Recreation Center; 320 Lincoln Avenue | Recommended eligible for the NRHP (3S) (Seavey 2017) |
| 27 | 350 Lincoln Avenue | Potential historical resource (Seavey 2017) |
| 28 | 333 Main Street | Potential historical resource (Seavey 2017) |
| 29 | 341 Main Street | Potential historical resource (Seavey 2017) |
| N/A | Salinas Southern Pacific Historic Railroad District (27-003036) | District determined eligible for listing in the NRHP and listed in the CRHR (2D2) (NWIC 2020; California State Office of Historic Preservation 2020) |
| N/A | Chinese American Community District (bounded generally by Salinas Street, East Market Street, East Lake Street, California Street, Soledad Street, and Gabilan Street) (P-27-003465) | Identified in reconnaissance-level survey; not formally evaluated (NWIC 2020) |

Sources: NWIC 2020; California State Office of Historic Preservation 2020; Seavey 1989, 2010, 2017

*The resource record for 100 Howard Street misidentifies the property's address as 35 Howard Street.

Impacts Analysis

Consistent with the *CEQA Guidelines*, impacts related to cultural resources would be considered potentially significant if implementation of the project would:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* §15064.5;
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* §15064.5; or
- c. Disturb any human remains, including those interred outside of dedicated cemeteries.

Based on CEQA Guidelines Section 15064.5, future development facilitated by the proposed project would have a significant impact on historical resources if it would cause a substantial adverse change

in the significance of a historical resource. Historical resources include properties eligible for listing on the NRHP, the CRHR, or a local register of historical resources. As explained in Section 15064.5, “[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

The significance of an archaeological deposit and subsequently the significance of an impact are determined by the criteria established in the *CEQA Guidelines*. If an archaeological resource does not meet either the historical resource or the more specific “unique archaeological resource” definition, impacts do not need to be mitigated [13 PRC 15064.5 (e)]. Where the significance of a site is unknown, it is presumed to be significant for the purpose of the EIR investigation.

The proposed project does not define specific development projects, but rather would involve rezoning of six sites to allow for greater housing density and more flexible development standards; it does not involve construction or other physical changes. The potential buildout of all six sites is therefore examined at a programmatic level, using reasonable assumptions for demolition (of paved parking areas and extant buildings), buildout, building height and massing, and other features at each site. Depending on the final design of proposed development facilitated by the rezoning project, additional project-specific CEQA review may be required.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

A review of existing site conditions and previous documentation indicates there are potential historical resources within the boundary of three rezone sites. Specifically, the ITC site contains one property (18 Palmetto Street) which was previously evaluated in 1996 and found eligible for listing in the NRHP. Guidance from California Office of Historic Preservation recommends historical resource evaluations be updated after five years and as such the historical resources status of this property is currently unknown. Additionally, Lot 12 and the Permit Center/Parking Garage both contain buildings and/or structures which have not been previously evaluated but are over 45 years of age and meets the age threshold to be potential historical resources under CEQA. The remaining four rezone sites are currently vacant with no buildings and function as paved surface parking lots.

Should any of the existing historic-age properties in the three rezone sites containing extant buildings be confirmed historical resources, their demolition or alteration in an adverse manner could materially impair their historical significance and result in a significant impact to historical resources as defined in Section 15064.5(b) of the CEQA Guidelines. To identify and address these potential impacts, Mitigation Measure CUL-1 is included below to determine if the existing historic-age buildings and/or structures located within the ITC, Lot 12, and Parking Center/Permit Garage qualify as historical resources and, if necessary, to reduce impacts to less than significant.

In addition to potential direct impacts and as defined in Section 15064.5(b)(1) of the CEQA Guidelines, indirect impacts to adjacent and surrounding historical resources could also occur through the adverse alteration of a historical resource’s immediate surroundings. There are numerous known and potential historical resources in the vicinity of the rezone sites. These include individual resources as well as historic districts such as the CRHR-listed Salinas Southern Pacific Historic Railroad District, which is immediately adjacent to the ITC site. Potential indirect impacts could occur through new development which is incompatible with the historic character and setting to these adjacent historical resources.

The City currently has established design guidelines in the Zoning Code (Section 37-30.140) intended to ensure buildings and dwellings are visually compatible with one another and with adjacent neighborhoods. These would be applicable to development that occurs under the proposed rezone project. In addition to these design guidelines, the DVP specifies goals for improving the downtown area and make it a vital place to live, work, and visit. Buildout that would occur under the proposed project would undergo design review that would be part of future project approval, ensuring coherence with City goals, policies, and design guidelines. As part of this process, the DVP specifies approaches to redesigning historic building façades and retaining the unique features of those with the goal to preserve the “authenticity and historic quality of downtown Salinas by preserving, repurposing, and stimulating their existing resources and filling in the missing areas with new structures that are sensitive to downtown Salinas’s revitalized image.”

Although the guidelines identified in the DVP provide recommendations for the sensitive design of new development, they are not binding as detailed in the Aesthetics section of this IS-MND. Mitigation Measures AES-1 has therefore been included to ensure new construction fulfills the goals and recommendations specified in the DVP while preserving the authenticity and historic quality of downtown Salinas. Adherence to this mitigation measure would similarly ensure new construction is completed in a manner that does not materially impair the immediate surroundings of adjacent historical resources. Therefore, no additional mitigation is required to reduce indirect impacts to less than significant.

Mitigation Measure

CUL-1 Historical Resources Identification and Treatment Plan

Prior to permit approval for development on the ITC, Lot 12, or the Permit Center and Parking Garage sites, a historical resources evaluation shall be completed for that individual site to confirm if existing buildings and/or structures withing these sites qualify as historical resources as defined by Section 15064.5(a) of CEQA Guidelines. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and concurrence.

Any relocation, rehabilitation, or alteration of the resource shall be implemented consistent with the Secretary of the Interior’s Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR Section 15126.4[b][1]). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence, in addition to the historical resources evaluation.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not feasible, the applicant or developer shall provide a report explaining

why compliance with the Standards and or avoidance is not feasible for the City's review and approval. Site-specific mitigation measures shall be established and undertaken, including, but not limited to, documentation of the historical resource in the form of a Historic American Buildings Survey-Like report. The report shall be commissioned by the project applicant or their consultant to comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the Historic American Buildings Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The cultural resources records search identified one previously recorded archaeological resource within the rezone sites. The archaeological resource is a historic-aged site and is associated with the former Salinas Hotel that was active from the 1860s to the 1980s. The resource was discovered during construction. While the site exhibited evidence of ground disturbance, the full extent of the resource was not investigated, and the resource may extend beyond the recorded boundaries.

Rincon reviewed historical aerials and topographic maps from HistoricAerials.com to identify potential cultural resource concerns within the rezone sites. Historical topographic maps from 1910 to 1931 depict some building development throughout the rezone sites with the Alisal Slough traversing through multiple rezone sites. More condensed development is present on the 1940 topographic map (NETR Online 2020). The Alisal Slough is depicted on topographic maps from 1910 to 1984 (NETR Online 2020), with no evidence found on the aerial imagery. Development within the rezone sites is evident on the 1968 to 1998 aerial imagery in its current condition (NETR Online 2020).

An archaeological resource exists within one of the rezone sites and archaeological sites have the potential to exist within the other rezone sites based on the aerial imagery and historical topographic map review. Additionally, the presence of Alisal Slough may indicate that the rezone sites and surrounding areas are sensitive for archaeological deposits. It is possible that unknown archaeological resources exist below the ground surface of the rezone sites. Future construction activities involving excavation or ground disturbance could potentially encounter and damage or destroy previously unidentified cultural material or deposits within the rezone sites if such material or deposits exist. Impacts would be potentially significant if resources are damaged or destroyed. Accordingly, mitigation would be required to reduce potential impacts. Impacts would be less than significant with implementation of Mitigation Measures CUL-2 through CUL-8.

Mitigation Measure

CUL-2 Phase I Cultural Resources Study

Prior to the issuance of any grading or construction permits for each individual site, a Phase I cultural resources study shall be performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983). The Phase I cultural resources study shall include a pedestrian survey of the project site when appropriate and sufficient background research and field sampling to determine whether archaeological resources may be present. Archival research shall include a records search of the Northwest Information Center

(NWIC) no more than two years old and a Sacred Lands File search with the NAHC. The Phase I technical report documenting the study shall include recommendations that shall be implemented prior to and/or during construction to avoid or reduce impacts to archaeological resources. Recommendations may include, but would not be limited to, archaeological construction monitoring, sensitivity training, or additional testing and mitigation (outlined in Mitigation Measures CUL-3 through CUL-7). The report shall be submitted to the City for review and approval prior to the issuance of any grading or construction permits. The City shall include recommendations in the Phase I technical report as Conditions of Approval to be implemented throughout all ground disturbance activities. The final report shall be submitted to the NWIC.

CUL-3 Extended Phase I Testing

If recommended by the Phase I study for each individual site (Mitigation Measure CUL-2), the project applicant shall retain a qualified archaeologist to conduct an Extended Phase I (XPI) study to determine the presence/absence and extent of archaeological resources on the project site. XPI testing shall include a series of shovel test pits and/or hand augured units and/or mechanical trenching to establish the boundaries of archaeological site(s) on the project site. If the boundaries of the archaeological site are already well understood from previous archaeological work, an XPI will not be required.

All archaeological excavation shall be conducted by a qualified archaeologist(s) under the direction of a principal investigator meeting the SOI's PQS for archaeology (National Park Service 1983). If an XPI report is prepared, it shall be submitted to the City for review and approval prior to the issuance of a grading or construction permit. Recommendations therein shall be implemented for all ground disturbance activities. Recommendations may include, but would not be limited to, site avoidance, Phase II Site Evaluation, Cultural Resources Monitoring, and/or measures for unanticipated discoveries (outlined in Mitigation Measures CUL-4, CUL-5, CUL-7, and CUL-8). The final report shall be submitted to the NWIC.

CUL-4 Archaeological Site Avoidance

Any identified archaeological sites (determined after implementing Mitigation Measures CUL-2 and/or CUL-3) or archaeological resources encountered during ground-disturbing activities shall be avoided by project-related construction activities, where feasible. A barrier (temporary fencing) and flagging shall be placed between the work location and any resources within 60 feet of a work location to minimize the potential for inadvertent impacts. If the resource cannot be avoided, Mitigation Measure CUL-5 shall be implemented.

CUL-5 Phase II Site Evaluation

If the results of any Phase I and/or XPI for each individual site (Mitigation Measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the NRHP or CRHR listing at the project site, the qualified archaeologist shall conduct a Phase II investigation to determine if intact deposits remain and if they may be eligible for the CRHR or qualify as unique archaeological resources. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with the City and local California Native American tribe(s).

A Phase II evaluation shall include any necessary archival research to identify significant historical associations and mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit. The sample excavation would be

carried out to characterize the nature of the site(s), define the artifact and feature contents, determine horizontal and vertical boundaries, and retrieve representative samples of artifacts and other remains.

If the archaeologist and, if applicable, a Native American monitor or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the site(s) shall be evaluated according to the criteria of the CRHR and if applicable, NRHP. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." Recommendations in the Phase II report shall be implemented for all ground disturbance activities. Recommendations may include, but would not be limited to, Phase III Data Recovery, Cultural Resources Monitoring, and/or measures for unanticipated discoveries (outlined in Mitigation Measures CUL-6 through CUL-8). The report shall be submitted to the City for review and approval prior to the issuance of any grading or construction permits. The final report shall be submitted to the NWIC.

CUL-6 Phase III Data Recovery

Should the results of the Phase II site evaluation for each individual site (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City prior to construction. Any necessary Phase III data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI's PQS for archeology (National Park Service 1983). Data recovery shall be conducted in accordance with a research design reviewed and approved by the City, prepared in advance of fieldwork, and using the appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with the City and local California Native American tribe(s).

As applicable, the final Phase III Data Recovery reports shall be submitted to the City prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities. Recommendations may include, but would not be limited to, Cultural Resources Monitoring, and/or measures for unanticipated discoveries (outlined in Mitigation Measures CUL-7 and CUL-8). The final report shall be submitted to the NWIC upon completion.

CUL-7 Cultural Resources Monitoring

If recommended by Phase I, XPI, Phase II, or Phase III studies for each individual site (Mitigation Measures CUL-2, CUL-3, CUL-5, and/or CUL-6), the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities which may include the following but not limited to: grubbing, vegetation removal, trenching, grading, and/or excavations. The archaeological monitor shall coordinate with any Native American monitor as required. Monitoring

logs must be completed by the archaeologist daily. Cultural resources monitoring may be reduced for the project if the qualified archaeologist finds it appropriate to reduce the monitoring efforts. Upon completion of ground disturbance for the project, a final report must be submitted to the City for review and approval documenting the monitoring efforts, cultural resources find, and resource disposition. The final report shall be submitted to the NWIC.

CUL-8 Unanticipated Discovery of Cultural Resources

If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and the project archaeologist meeting the SOI's PQS for archeology (National Park Service 1983) shall immediately to evaluate the find pursuant to Public Resources Code Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measures TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.

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- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The cultural resources records search did not identify cemeteries or archaeological resources containing human remains within the rezone sites. However, the discovery of human remains is always a possibility during ground disturbances, as would be required for future development within the rezone sites. Human burials outside of formal cemeteries often occur in prehistoric archaeological contexts. In addition to being potential archaeological resources, human burials have specific provisions for treatment in Section 5097 of the California Public Resources Code. Additionally, the California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protects them from disturbance, vandalism, or destruction. Public Resources Code Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and establishes the NAHC as the entity to resolve any related disputes.

If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with Public Resources Code Section 5097.98 and State of California Health and Safety Code Section 7050.5 would ensure impacts to human remains are less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Energy

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

Electricity

In 2019, California’s total electric generation was 277,704 gigawatt-hours (GWh), of which 200,475 GWh was produced in-state (California Energy Commission [CEC] 2019a). California’s non-CO₂ emitting electric generation sources accounted for more than 53 percent of the total in-state generation, which was down from 56 percent in 2017. Monterey County, the location of the proposed project, consumed approximately 2,471 GWh of electricity, or 0.9 percent of the electricity generated in California, in 2019 (CEC 2019b).

The project would be served by CCCE; however, future residents could elect to receive power from PG&E. Based on the current opt-out rate, it is assumed that 96 percent of future residents would use CCCE and 4 percent of future residents would use PG&E for power (CCCE 2021). CCCE forecasts electricity demand in its service area from 2018 through 2027, during which time Monterey, San Benito, and Santa Cruz counties are anticipated to see an increase in annual electricity demand from 2,567 gigawatt-hours (GWh) to 3,827 GWh.

Natural Gas

Natural gas forms a third of energy commodities consumed in California and consumers fall into four sectors: residential, commercial, industrial, and electric power generation (EIA 2018a). In 2019, California consumed about 13,158 million U.S. therms (Mthm), or about 1,223 trillion Btu, of natural gas (CEC 2019c).

The proposed project would be provided natural gas by PG&E. Table 8 details the natural gas consumption by sector in PG&E’s service area. In 2019 PG&E provided approximately 38 percent of the total natural gas and generated in California (CEC 2019c).

Table 8 Natural Gas Consumption in PG&E Service Area in 2019

| Agriculture and Water Pump | Commercial Building | Commercial Other | Industry | Mining and Construction | Residential | Total Usage |
|----------------------------|---------------------|------------------|----------|-------------------------|-------------|-------------|
| 34 | 927 | 62 | 1,847 | 170 | 1,903 | 4,942 |

Notes: Usage expressed in MMThm

Source: CEC 2019a

Petroleum

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline (CaRFG), a cleaner formulation of gasoline that results in lower emissions of ozone, CO and other air pollutants when burned. Californians consumed approximately 1.8 billion gallons of diesel fuel and 15.4 billion gallons of gasoline in 2019 (CEC 2019d). Gasoline is the most used transportation fuel in California and is used by light-duty cars, pickup trucks, and sport utility vehicles (CEC 2018a). Diesel is the second most used fuel in California and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2018a). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including carbon dioxide (CO₂) and NOX.

In 2018, approximately 39 percent of the state’s energy consumption was used for transportation activities (U.S. Energy Information Administration [USEIA] 2018b). Californians presently consume over 19 billion gallons of motor vehicle fuels per year (CEC 2018a). Though California’s population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.6 billion gallons in 2017 to between 12.1 billion and 12.6 billion gallons in 2030, a 19 percent to 22 percent reduction. This decline comes in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles (CEC 2018a).

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Construction Energy Demand

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the rezone sites, construction worker travel to and from the rezone sites, and vehicles used to deliver materials to the sites. The project would require demolition; site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod (Appendix A). Table 9 presents the estimated construction energy consumption, indicating construction equipment, hauling and vendor trips, and worker trips would consume approximately 79,021 gallons of gasoline and 97,206 gallons of diesel fuel over the project construction period.

Table 9 Estimated Fuel Consumption During Construction

| Fuel Type | Gallons of Fuel | MMBtu⁴ |
|---|------------------------|--------------------------|
| Diesel Fuel (Construction Equipment) ¹ | 59,130 | 7,537 |
| Diesel Fuel (Hauling & Vendor Trips) ² | 38,076 | 4,853 |
| Other Petroleum Fuel (Worker Trips) ³ | 79,021 | 8,675 |
| Total | n/a | 21,065 |

Source: Appendix B

The construction energy estimates are conservative because the equipment used in each phase of construction was assumed to be operating every day. In reality, not all equipment would be used on every construction day. Construction at each of the rezone sites would be temporary and typical of similar projects. Construction equipment would be maintained to all applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. In addition, construction contractors would be required to comply with the provisions of 13 California Code of Regulations (CCR) Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States Environmental Protection Agency Construction Equipment Fuel Efficiency Standard (40 Code of Federal Regulations Parts 1039, 1065, and 1068), which would minimize inefficient fuel consumption. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Project operation would increase energy demand in the form of gasoline consumption, electricity, and natural gas. Increased gasoline consumption would be associated with new trips to and from the rezone sites. The estimated number of daily trips that would be generated by the project (Appendix A) is used to calculate operational gasoline consumption. Table 10 shows the estimated total annual fuel consumption of the project using the estimated VMT and the assumed vehicle fleet mix (Appendix A).

In addition to fuel consumption, operation of future development at the rezone sites would consume approximately 3.4 GWh of electricity per year, or less than one percent of total electricity use in Monterey County in 2019 (CEC 2019b). Estimated natural gas consumption for the project would be approximately 4,616 MMBtu per year, or less than one percent of total natural gas use in Monterey County in 2019 (CEC 2019c).

Future development facilitated by the project would be required to comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California’s Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires the use of energy efficient light fixtures and building materials in the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. As the name implies, these

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standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards. For example, according to the CEC, nonresidential buildings built with the 2019 standards will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018b). Furthermore, the project would further reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by CCCE and PG&E continues to increase to comply with state requirements through SB 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. If any future development of the rezone sites is three stories of housing or less, solar photovoltaic panels would be required per the 2019 Building Energy Efficiency Standards.

Table 10 Estimated Project Annual Transportation Energy Consumption

| Source | Energy Consumption ¹ | |
|---|---------------------------------|---------------------|
| Transportation Fuels ² | | |
| Gasoline | 260,215 gallons | 28,568 MMBtu |
| Diesel | 75,163 gallons | 9,580 MMBtu |
| Electricity | 3.4 GWh | 11,602 MMBtu |
| Natural Gas Usage | 49,648 U.S. therms | 4,616 MMBtu |
| Total Project Energy Consumption | | 64,366 MMBtu |

MMBtu = million metric British thermal units; GWh = gigawatt hours

¹ Energy consumption is converted to MMBtu for each source.

² The estimated number of average daily trips associated with the project is used to determine the energy consumption associated with fuel use from operation of the project. According to CalEEMod calculations (see Appendix A), the project would result in approximately 6,155,781 annual VMT.

See Appendix B for transportation energy calculation sheets and Appendix A for CalEEMod output results for electricity and natural gas usage.

Furthermore, the project would facilitate increased housing density in downtown Salinas, near existing office, commercial, and recreational uses, which would facilitate the use of transit and alternative transportation modes such as walking and biking. As described in Section 17, *Transportation*, the rezone sites are near bus routes 20, 23, 29, 41, 45, 48, 49, 61, and 95. As a result, the use of alternate modes of transportation would be encouraged by the project through greater accessibility to destinations and transit. This would minimize the potential of the project to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels.

As noted above, future development facilitated by the project would demand less than one percent of existing total electricity and natural gas use in the County; would be required to comply with all standards set in CBC Title 24, California’s Green Building Standards Code, and the latest Building Energy Efficiency Standards; and would be located in proximity to existing alternative transportation modes, reducing vehicle fuel consumption. Therefore, project operation would not result in wasteful or unnecessary energy consumption.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed above, SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this regulation. The project would be required to comply with California’s Green Building Standards Code and the Building Energy Efficiency Standards, which contain energy efficiency requirements. The City of Salinas does not have an adopted plan for renewable energy or energy efficiency. However, the City’s Conservation/Open Space Element in the General Plan contains policies which seek to encourage energy conservation. Table 11 includes a consistency analysis of energy policies that are applicable to the proposed project.

Table 11 General Plan Energy Policy Consistency Analysis

| Applicable Policies | Consistency |
|--|---|
| Policy COS-8.1: Enforce State Title 24 building construction requirements | Consistent. Future development facilitated by the project would be required to comply with the latest iteration of Title 24 standards. |
| Policy COS-8.2: Apply standards that promote energy conservation in new and existing development | Consistent. Future development facilitated by the project would be required to comply with the California Building Energy Efficiency Standards and the California Green Building Standards code, which include energy conservation measures. |
| Policy COS-8.6: Encourage the creation and retention of neighborhood-level services (e.g., family medical offices, dry cleaners, grocery stores, drug stores) throughout the City in order to reduce energy consumption through automobile use. | Consistent. The project would facilitate the construction of up to 500 residential units and 125,000 square feet of commercial space on the rezone sites, which are currently developed as parking lots. The demolition of neighborhood services would not occur as part of the project. Neighborhood-level services in the vicinity of the sites include Access Health Care (on Church Street), Market Dry Cleaners (on West Market Street), Marvel Cleaners (on Salinas Street), Buena Vista Produce (on West Gabilan Street), AllCare Pharmacy (on Main Street), and One Pharmacy on Harmony Lane. This mixed use nature of the project and its proximity to existing neighborhood-level services would reduce reliance on automobile energy consumption, as some services would be provided on the site, in addition to nearby commercial services walkable from the rezone sites. |

As shown in Table 11, the project would not conflict with the applicable policies in the City’s General Plan. Therefore, the project would not conflict with or obstruct a local plan for renewable energy or energy efficiency and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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- a.1. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- a.2. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*
- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

The rezone sites are not located within an identified earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (California Department of Conservation [DOC] 2016b). No known fault lines are located at the rezone sites. The closest active fault is the San Andreas Fault, which is located approximately 14 miles northeast of the rezone sites. Thus, the likelihood of surface rupture occurring from active faulting at the rezone sites is remote.

While no faults have been mapped within the city of Salinas itself, the city and surrounding areas could still experience damage from strong seismic shaking and the rezone sites are in a zone of very high seismic hazards (City of Salinas 2002b). The City's General Plan (2002) includes goals and policies meant to address earthquake risk in the city, including the following:

Goal S-4 Reduce the risk to the community from seismic activity, geologic conditions, flooding, and other natural hazards.

Policy S-4.1 During the review of development proposals, investigate and mitigate geologic and seismic hazards, or require that development be located away from such hazards, in order to preserve life and protect property.

Policy S-4.6 Ensure that all development and reuse/revitalization projects are developed in accordance with the most recent Uniform Fire Code requirements.

Despite the potential for ground shaking, future development projects at the rezone sites would be required to meet the current CBC seismic-resistance standards that ensure new structures are engineered to withstand the expected ground acceleration at any given location. Additionally, adherence to the General Plan policies described above would require new development to investigate and mitigate potential seismic hazards or to locate development away from these hazards. Compliance with all applicable provisions of state and local construction and designs standards, and implementation of the recommendations of the preliminary geotechnical investigation prepared for the a given development project would reduce the risk of loss, injury, or death due to strong seismic ground shaking. Impacts would be less than significant.

Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during ground shaking. The City primarily experiences earthquake hazards in the form of liquefaction, due to recently deposited sands and silts in areas of high groundwater levels (City of Salinas 2002b). The liquefaction susceptibility is mapped as moderate for the rezone sites and

surrounding area (County of Monterey 2020). As required by Policy S-4.1, project proponents of future development at the rezone sites would investigate geologic and seismic hazards, including those related to liquefaction, and would be required to comply with recommendations included in the seismic report. Additionally, the CBC includes specific requirements to address liquefaction hazards. New development proposed at the rezone sites would conform to the CBC (as amended at the time of permit approval) as required by law. Compliance with the CBC, as well as General Plan policies, would result in less than significant impacts related to seismic-related ground failure and liquefaction.

The rezone sites are relatively flat and are not located within a mapped landslide area; therefore, there is a very low potential for landslides on the rezone sites (County of Monterey 2020). Additionally, with modern construction and adherence to the geology and soil provisions of the CBC, which sets forth seismic design standards (Chapters 16, 18) and geohazard study requirements (Chapter 18), impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The rezone sites are currently developed and generally flat, which limits the potential for substantial soil erosion. However, the project would facilitate future higher-density housing development at the rezone sites. Construction activities associated with these developments could result in erosion or loss of topsoil.

The grading and excavation phase, when soils are exposed, has the highest potential for erosion. However, new development would be required to comply with Salinas Zoning Code Section 29-15(d), Best Management Practices for Construction Sites, which requires all construction to comply with the City's Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion and Sediments. All projects requiring a grading permit are required to submit to the City a Stormwater Pollution Prevention Plan (SWPPP) for control of erosion and stormwater runoff quality during construction. These standards provide direction concerning erosion control, including keeping debris and dirt out of the city's storm drain system during construction, requiring submittal of a SWPPP, and requiring low impact development strategies or structural treatment control BMPs.

Additionally, future development projects that would disturb more than one acre of land, including development of the ITC site, Permit Center and Parking Garage, Lot 5, and Lot 12, would be required to obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit), administered by the State Water Resources Control Board (SWRCB). Section 10, *Hydrology and Water Quality*, describes how coverage under the NPDES Permit would require implementation of a SWPPP and various BMPs to reduce erosion and loss of topsoil during site construction. Compliance with the NPDES permit and identified BMPs and with appropriate sections of the Salinas Grading Code of Ordinances would ensure impacts related to erosion and loss of topsoil would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Expansive soils have the potential to cause damage to structures through soil movement as the soil changes volume in response to changes in the water content. All rezone sites are entirely underlain by Salinas clay loam soil, which is moderately expansive, as it has a moderate shrink-swell potential (NRCS 2020). The City of Salinas Code of Ordinances requires a soils report for all development projects that investigates soil expansion potential and proposes mitigation for critically expansive soils (Section 31-402.5[b]). Project construction would be required comply with the CBC and City of Salinas Code of Ordinances, as applicable, which would ensure construction on potentially expansive soils is designed to withstand potential soil movement. Therefore, potential impacts from expansive soils would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The future higher-density housing and commercial development facilitated by the project would be connected to the local wastewater treatment systems and would not require the installation of septic tanks. No impact would occur.

NO IMPACT

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The paleontological sensitivities of the geologic units underlying the six rezone sites were evaluated to determine if development facilitated project could result in significant impacts to paleontological resources. The analysis was based on the results of an online paleontological locality search and review of existing information in the scientific literature concerning known fossils within geologic units mapped within the project sites. Fossil collections records from the Paleobiology Database and University of California Museum of Paleontology (UCMP) online database were reviewed for known fossil localities in Monterey County (Paleobiology Database 2020; UCMP 2020). Based on the available information contained within existing scientific literature and the UCMP database, paleontological sensitivities were assigned to the geologic units underlying the rezone sites. The potential for impacts to scientifically important paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (SVP) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (SVP 2010). This system is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present.

The project sites are situated within the Salinas Valley in the Coast Ranges Geomorphic Province, one of eleven major provinces in the California (California Geological Survey 2002). The Salinas Valley is bounded by the Gabilan and Santa Lucia mountain ranges to the east and west, respectively (California Geological Survey 2002; Norris and Webb 1990). The rezone sites are entirely mapped at the surface by a single geologic unit: Quaternary young (middle to late Holocene) alluvium (Qa), which

generally consists of unconsolidated to moderately consolidated alluvial gravel, sand, silt, and clay of valley areas and floodplains (Dibblee and Minch 2007).

Although not mapped within the project boundaries, exposures of Quaternary old (early Holocene to Pleistocene) alluvium (Qoa) are prevalent throughout the Salinas Valley and underly younger alluvial sediments at unknown depths within the rezone sites (Dibblee and Minch 2007). The nearest exposure of Quaternary old alluvium is mapped approximately 0.25 mile northwest of the ITC. Quaternary old (early Holocene to Pleistocene) alluvium consists of dissected, weakly to moderately indurated alluvial gravel, sand, and clay (Dibblee and Minch 2007).

Middle to late Holocene sedimentary deposits within the rezone sites (e.g., Qa) are typically too young (i.e., less than 5,000 years old) to preserve paleontological resources and are determined to have a low paleontological sensitivity at the surface. However, older alluvial deposits are mapped at the surface not far from the project site, and the stratigraphic setting in the vicinity is indicative that Pleistocene (i.e., Qoa) units underlie the middle to late Holocene units mapped at the surface at potentially shallow depths (Dibblee and Minch 2007).

Quaternary old deposits have a well-documented record of abundant and diverse vertebrate fauna throughout California, including Monterey County (Jefferson 2010; Paleobiology Database 2020; UCMP 2020). A search of the paleontological locality records at the UCMP resulted in 17 fossil localities, which yielded specimens of horse (*Equus*), ground sloth (*Glossotherium*), bison (*Bison*), and camel (*Camelops*), from Pleistocene-aged sediments in Monterey County (Paleobiology Database 2020; UCMP 2020). Therefore, in accordance with SVP guidelines, Quaternary old (early Holocene to Pleistocene) alluvium (Qoa) is assigned a high paleontological sensitivity.

Accurately assessing the boundaries between middle to late Holocene (i.e., Qa) and Pleistocene (i.e., Qoa) units is generally not possible without site-specific stratigraphic data, some form of radiometric dating, or fossil analysis. The depths at which these units become old enough to yield fossils is highly variable, but generally does not occur at depths of less than five feet based on the proximity of geologic units with high paleontological sensitivity (i.e., Qoa) mapped near the six rezone sites (Dibblee and Minch 2007).

Ground disturbance to intact (native) geologic units within rezone sites mapped as Quaternary young alluvium (Qa) have the potential to impact paleontological resources at depths greater than five feet. Given the anticipated scale of future buildings at the rezone sites, excavation to depths greater than five feet is expected. As such, ground-disturbing construction activities at the rezone sites may result in the destruction, damage, or loss of undiscovered, scientifically important paleontological resources. The implementation of Mitigation Measure GEO-1 would reduce potential impacts to paleontological resources to a less than significant level by including an implementation program requiring paleontological resource studies for projects that would require excavation greater than five feet within intact (native) Quaternary young alluvium (Qa) and implementation of further requirements to avoid or reduce impacts to such resources on a project-by-project basis.

Mitigation Measure

GEO-1 Paleontological Resources Monitoring and Mitigation

Prior to the issuance of any grading or construction permits for each individual site, the City of Salinas shall require individual projects that would involve excavations exceeding five feet within intact (native) Quaternary young alluvium (Qa) retain a Qualified Paleontologist to conduct a site-specific evaluation of on-site resources. A Qualified Paleontologist is defined by the Society of Vertebrate

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Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).

The project applicant shall retain a Qualified Paleontologist to review project plans to determine if underlying paleontologically sensitive units would be disturbed by excavation. If paleontologically sensitive units would be disturbed, the Qualified Paleontologist shall prepare and implement a Paleontological Resources Mitigation Plan (PRMP) that details required mitigation. The Qualified Paleontologist shall submit a report to the City for review and approval prior to the issuance of any grading or construction permits. The City shall include recommendations in the report as Conditions of Approval to be implemented throughout all ground disturbance activities. Mitigation recommendations could include:

1. **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological WEAP training for all construction personnel participating in subsurface excavation regarding unanticipated discoveries and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting. A training acknowledgment form must be signed by all workers who receive the training and retained by the City.
2. **Paleontological Monitoring.** As determined by the Qualified Paleontologist, full-time paleontological monitoring may be required during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend that monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor.
3. **Salvage of Fossils.** If fossils are discovered, the paleontological monitor shall have the authority to halt or temporarily divert construction equipment within 50 feet of the find until the monitor and/or lead paleontologist evaluate the discovery and determine if the fossil may be considered significant. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive Quaternary old alluvial deposits.
4. **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP),

along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.

5. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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8 Greenhouse Gas Emissions

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

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The term “climate change” is often used interchangeably with the term “global warming,” but “climate change” is preferred to “global warming” because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC 2014a), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC 2014a).

GHGs are gases that absorb and re-emit infrared radiation in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include CO₂, methane (CH₄), nitrous oxide (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Observations of CO₂ concentrations, globally averaged temperature, and sea level rise are generally well within the range of the extent of the earlier IPCC projections. The recently observed increases in CH₄ and N₂O concentrations are smaller than those assumed in the scenarios in the

previous assessments. Each IPCC assessment has used new projections of future climate change that have become more detailed as the models have become more advanced.

Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (CalEPA 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale, generally 100 years. Because GHGs absorb different amounts of heat, a common reference gas, CO₂, is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as carbon dioxide equivalent (CO₂e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane (CH₄) has a GWP of 28, meaning its global warming effect is 28 times greater than CO₂ on a molecule per molecule basis (IPCC 2014b).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 33°C cooler (World Meteorological Organization 2020). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Some of the potential climate change impacts in California include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general, scientific modeling tools are currently unable to predict what impacts would occur locally.

City of Salinas General Plan

While the City of Salinas General Plan does not contain specific GHG reduction policies, it does contain policies that encourage higher density development and energy efficiency, which would reduce GHG emissions from new development (City of Salinas 2002b). The General Plan's Community Design Element, Housing Element, and Conservation/Open Space Element provide goals, policies and objectives that would serve to reduce GHG emissions. The City is beginning the process of update its General Plan as well as drafting its first Climate Action Plan; however, a draft updated General Plan and draft Climate Action Plan will not be available prior to approval of the proposed rezone.

Methodology and Significance Thresholds

CEQA Guidelines provide regulatory direction for the analysis and mitigation of GHG emissions appearing in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. MBARD, as the regional air agency for the NCCAB, has air-permitting authority in Monterey County. In February 2008, MBARD issued revised adopted guidance for assessing and reducing the impacts of project-specific air quality emissions: CEQA Air Quality Guidelines. This document included a reserved section to address project-specific GHG emissions: Climate Change and Assessment of Project Impacts from Greenhouse Gases. To date, the MBARD has not adopted guidance for GHG emissions inventory, nor established significance thresholds for GHG emissions.

The vast majority of individual projects do not generate sufficient GHG emissions to create significant project-specific environmental effects. However, the environmental effects of a project's GHG emissions can contribute incrementally to cumulative environmental effects that are significant,

contributing to climate change, even if an individual project's environmental effects are limited (*CEQA Guidelines* Section 15064[h][1]). The issue of a project's environmental effects and contribution towards climate change typically involves an analysis of whether a project's contribution towards climate change is cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

According to the *CEQA Guidelines* and guidance provided in the California Air Pollution Control Officers Association (CAPCOA) white paper *CEQA & Climate Change*, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). While the City has begun the process of preparing a Climate Action Plan, the City has not yet adopted a Climate Action Plan that can be used to evaluate the significance of project-level emissions. Additionally, MBARD has not provided quantitative thresholds that a lead agency within the NCCAB may use to evaluate GHG impacts associated with land use projects.

In the absence of local guidance, MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG emissions and related mitigation measures as they best apply to the specific project (MBARD 2017). Starting in 2012, MBARD recommended potentially using the GHG thresholds for land use projects adopted by the adjacent San Luis Obispo Air Pollution Control District (SLOAPCD). The SLOAPCD *CEQA Air Quality Handbook* includes a bright-line threshold and an efficiency threshold. However, SLOAPCD designed its thresholds to achieve consistency with the statewide 2020 GHG reduction target set by AB 32 and has not yet updated the thresholds to achieve consistency with the statewide 2030 GHG reduction target set by SB 32 (SLOAPCD 2012).

Based on the current project buildout projections (i.e., buildout in five years), the project would be completed by 2026. Because the project's emissions would occur after 2020, to evaluate the project's impact and consistency with post-2020 statewide emissions targets, a locally appropriate, project-specific efficiency threshold was developed as described below.

Project-Specific Efficiency Threshold

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. Efficiency thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions (AEP 2016). A locally appropriate 2030 project-specific threshold is derived from the California Air Resources Board (CARB)'s recommendations in the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan).

The State has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

With the release of the 2017 Scoping Plan, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG

emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (the project would facilitate mixed-use development, and not other land use types such as agriculture or industrial). Accordingly, consistent with the concerns raised in the *Golden Door Properties v. County of San Diego* (2018) and *Center for Biological Diversity v. California Department of Fish and Wildlife* (“Newhall Ranch” case, 2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally appropriate, evidence-based, mixed-use project-specific threshold consistent with the SB 32 target.

To develop the project-specific efficiency threshold, land use areas identified in the City of Salinas General Plan were first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. A description of major sources of emissions that are included in the 2017 Scoping Plan emissions sectors and representative sources in Salinas are shown in Table 12.

According to the City’s General Plan Land Use Map, agricultural lands exist within the City; however, Agricultural Sector source emissions would not be directly impacted by the proposed land uses. Similarly, industrial lands exist within the City; however, the Industrial Sector source emissions as specified in the 2017 Scoping Plan (i.e., oil, gas, and hydrogen production; refineries; general fuel use; and mining operations) do not occur substantially on industrial lands and would not be directly impacted by the proposed land uses.¹² Therefore, the agricultural and industrial emissions sectors were removed from the State 2030 emissions forecast to retain a more conservative locally appropriate target. In addition, Cap and Trade emissions reductions occur independent of any local jurisdictional land use decisions and were also excluded from the locally appropriate target.

After removing Agricultural, Industrial, and Cap and Trade emissions, the remaining emissions sectors with sources within the City of Salinas planning area were then summed to create a locally appropriate emissions total for a mixed use project in Salinas, as shown in Table 12. This locally appropriate emissions total was divided by the statewide 2030 service person population to determine a locally appropriate, project-level threshold of 3.2 MT of CO₂e per service population that is consistent with SB 32 targets, as shown in Table 13. The project’s service population is calculated by adding the anticipated numbers of future residents and employees. For the project, projected residents were calculated using CalEEMod default population values, and employment was calculated based on the *Building Area per Employee by Business Type* produced by the USGBC (USGBC 2008).

While State and regional regulators of energy and transportation systems, along with the State’s Cap and Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State’s long-term targets, local governments can do their fair share toward meeting the State’s targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The AEP Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their “substantial progress” toward achieving long-term reduction targets identified in available plans, legislation, or EOs (AEP 2016). Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the anticipated development would impede “substantial progress” toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 State goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State’s long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is

¹² Light and general industrial land uses are present in Salinas; however, these land uses are mostly dedicated to agricultural product processing.

important because these targets have been set at levels that achieve California’s fair share of international emissions reduction targets intended to stabilize global climate change effects and avoid the adverse environmental consequences, as noted in the 2017 Scoping Plan (CARB 2017).

Table 12 SB 32 Scoping Plan Emissions Sector Targets

| GHG Emissions Sector ¹ | 2030 State Emissions Target (MMT) ¹ | Locally Appropriate ² | Project Specific | Major Sources ³ |
|--|--|----------------------------------|------------------|---|
| Residential and Commercial | 38 | Yes | Yes | Natural gas end uses, including space and water heating of buildings |
| Electric Power | 53 | Yes | Yes | Electricity uses, including lighting, appliances, machinery and heating |
| High Global Warming Potential | 11 | Yes | Yes | Sulfur hexafluoride (SF ₆) from power stations, HFCs from refrigerants and air conditioning ⁴ |
| Recycling and Waste | 8 | Yes | Yes | Waste generated by residential, commercial, and other facilities |
| Transportation | 103 | Yes | Yes | Passenger, heavy duty, and other vehicle emissions |
| Industrial | 83 | No | No | Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations do not occur substantially within the County |
| Agriculture | 24 | No | No | Enteric fermentation, crop residue burning, and manure management do not occur substantially within the County |
| Cap and Trade Reductions | -60 | No | No | Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶ |
| Scoping Plan Target (All Sectors) | 260 | No | No | All emissions sectors |
| Locally Inapplicable Sector (Industrial) | -83 | No | No | Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations ⁵ |
| Locally Inapplicable Sector (Agriculture) | -24 | No | No | Enteric fermentation, crop residue burning, and manure management ⁵ |
| Locally Inapplicable Sector (Cap and Trade) | 60 | No | No | Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶ |
| 2030 Locally Applicable Emissions Sectors | 213 | Yes | Yes | Emissions applicable to the local planning area |

MMT = million metric tons

¹ All State targets in MMT CO₂e. See the 2017 Scoping Plan, page 31 for sector details (CARB 2017).

² Locally appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the City of Salinas General Plan land use areas.

³ See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴ SF₆ is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

⁵ The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

⁶ Cap and Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.

Table 13 SB 32 Locally Appropriate Project-Specific Threshold

| Threshold Source | Threshold Determination Variable | |
|---------------------------------------|--|--------------------------|
| 2017 Scoping Plan | California 2030 Population (persons) ¹ | 42,263,654 |
| | California 2030 Employment Projection (persons) ² | 23,459,500 |
| | Service Population (Residents + Employees) (persons)³ | 65,723,154 |
| Locally Appropriate Project Threshold | 2030 Locally Appropriate Emissions Sectors (MT of CO ₂ e) | 213,000,000 ⁴ |
| | 2030 California Service Population (persons) | 65,723,154 |
| | 2030 Service Person Target (MT of CO₂e per Service Person) | 3.2 |

¹ California Department of Finance 2020. State Population Projections. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Projections/>

² Average of employment range projections under implementation scenario. See CARB's 2017 Scoping Plan, page 55 (CARB 2017).

³ This calculation double-counts residents of California who are employed in California; however, this results in a conservative calculation of the service person target as it results in a lower calculated target.

⁴ See Table 12

Furthermore, as discussed below, this report also contains an analysis of how the project complies with other regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this project, the most directly applicable adopted regulatory plans to reduce GHG emissions are AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), Assembly Bill (AB) 32, SB 32, EO B-55-18, the 2017 Scoping Plan, and the City's General Plan.

Emissions Calculations

Construction and operational emissions associated with development facilitated by the proposed project were calculated using the CalEEMod version 2016.3.2. The model calculates emissions of the following GHGs: CO₂, N₂O, and CH₄, reported as CO₂e. The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide Appendices A, D, and E (CAPCOA 2017). The assumptions and data input into CalEEMod are described in detail in Section 3, *Air Quality*, under the subheading *Methodology*. CalEEMod output files for the project are included in Appendix A to this report. GHG emissions were modeled for year 2030 to provide an accurate comparison of project emissions and the project-specific, locally-applicable emission threshold, discussed above.

For mobile sources, CO₂ and CH₄ emissions from vehicle trips to and from the rezone sites were quantified using in CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using guidance from CARB and the EMFAC2017 Emissions Inventory for MBARD for the year 2030 (the next State milestone target year for GHG emission reductions) using the EMFAC2011 categories (CARB 2018, 2020a; see Appendix A for calculations).

Electricity-related GHG emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2017). The project would be served by CCCE; however, future residents could elect to receive power from PG&E. Based on the current opt-out rate, it is assumed that 96 percent of future residents would use CCCE and 4 percent of future residents would use PG&E for power (CCCE 2021). Therefore, both CCCE and PG&E's specific energy intensity factors (i.e., the amount of CO₂, CH₄, and N₂O per kilowatt-hour) are used in the calculations of GHG emissions. CCCE's energy intensity factor for CO₂ is approximately 2 pounds per MWh (Monterey Bay Community Power 2018). Due to a lack of available data, it was conservatively assumed that the energy intensity factors for CH₄ and N₂O would be the same as those for PG&E in 2030, which are

further detailed below and in Table 14. Because CCCE has already achieved carbon-free electricity, it has already met its mandated RPS targets; therefore, it is reasonable to assume that its current energy intensity factors will remain the same through 2030. The energy intensity factors included in CalEEMod are based on 2008 data by default at which time PG&E had only achieved a 12 percent procurement of renewable energy. Per SB 100, the statewide Renewable Portfolio Standard (RPS) Program requires electricity providers to increase procurement from eligible renewable energy sources to 60 percent by 2030. To account for the continuing effects of the RPS, the energy intensity factors included in CalEEMod were reduced based on the percentage of renewables reported by PG&E; however, it should be noted that the GHG emissions from electricity were calculated separately, outside of CalEEMod, to account for the anticipated split in electricity demand between CCCE and PG&E. PG&E energy intensity factors that include this reduction are shown in Table 14.

Table 14 PG&E Energy Intensity Factors

| | 2008 (lbs/MWh) | 2030 (lbs/MWh) ² |
|-----------------------------------|-------------------|--------------------------------|
| Percent procurement | 12% ¹ | 60% |
| Carbon dioxide (CO ₂) | 641.35 | 292.85 |
| Methane (CH ₄) | 0.029 | 0.013 |
| Nitrous oxide (N ₂ O) | 0.006 | 0.003 |

¹ Source: California Public Utilities Commission 2011

² RPS goal established by SB 100

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

Construction and operation of the project would generate GHG emissions. Project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed project. Therefore, construction-related GHG emissions were amortized over a 30-year period (i.e., the assumed life of the project) to determine the annual construction-related GHG emissions over the life of the project. As shown in Table 15, construction at the rezone sites would result in an average of approximately 169 MT of CO₂e per year. In reality, each site is likely to be developed independently within a five-year or longer buildout period for all sites. Therefore, this assumption provides a conservative estimate of construction emission.

Table 15 Estimated Construction GHG Emissions

| Year | Project Emissions (MT of CO ₂ e per year) |
|-------------------------------|--|
| Total | 5,055 |
| Total Amortized over 30 Years | 169 |

See Appendix A for CalEEMod worksheets.

Table 16 summarizes the long-term operational GHG emissions generated by the project from area sources, energy consumption, solid waste generation, water use, and mobile sources combined with construction GHG emissions. As shown therein, the project would generate approximately 3,746 MT of CO₂e per year or 1.6 MT of CO₂e per service person per year. These emissions would not exceed

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the project-specific GHG threshold of 3.2 MT of CO₂e per service person per year, and impacts related to GHG emissions would be less than significant.

Table 16 Combined Annual Emissions of Greenhouse Gases

| Emission Source | Project Emissions (MT of CO ₂ e per year) |
|---|---|
| Construction (amortized over 30 years) | 169 |
| Operational | |
| Area | 9 |
| Natural Gas | 248 |
| Electricity ¹ | 23 |
| Solid Waste | 182 |
| Water | 82 |
| Mobile | |
| CO ₂ and CH ₄ | 2,958 |
| N ₂ O | 75 |
| Total | 3,746 |
| Service Population (Residents + Employees) ² | 2,290 |
| Emissions per Service Person (MT of CO₂e/SP/year) | 1.6 |
| Project-Specific Efficiency Threshold (MT of CO ₂ e/SP/year) | 3.2 |
| Exceed Project-Specific Threshold? | No |

See Appendix A for CalEEMod worksheets and N₂O mobile calculations.

Values are rounded to the nearest tenth.

¹ Electricity-related GHG emissions calculated based on 97 percent of future residents using CCCE for electricity and 3 percent of future residents using PG&E for electricity, based on the current opt-out rate.

² Service population based on 1,925 residents and 364 employees (Section 14, *Population and Housing*).

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Salinas has not adopted a communitywide climate action plan or other GHG reduction plan. Therefore, the GHG reduction policies and regulations most applicable to the project are those found in the 2017 Scoping Plan, AMBAG’s 2040 MTP/SCS, and the City of Salinas General Plan. Projects proposed following adoption of the City’s future Climate Action Plan would be subject to its requirements as well.

Consistency with the 2017 Scoping Plan, SB 32 and EO B-55-18

The principal state plan and policy related to GHG emissions is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan’s goals include

reducing fossil fuel use and energy demand and maximizing recycling and diversion from landfills. The project would be consistent with these goals through project design, which places residential and commercial land uses in close proximity to each other and to existing employment, commercial, and recreational land uses. This would minimize VMT generated by the project. Additionally, the rezone sites are in close proximity to existing transit, including bus and train routes. Finally, future development would be required to comply with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. Therefore, the project would be consistent with the 2017 Scoping Plan.

Consistency with the AMBAG 2040 MTP/SCS

AMBAG adopted an updated MTP/SCS, *Moving Forward Monterey Bay 2040*, in June 2018. AMBAG prepares a long-range transportation plan every four years consistent with state and federal laws. The MTP/SCS is reflective of legislation SB 375 described in the *Regulatory Setting* above, to focus land use development around high-quality transit corridors as a means to reduce passenger vehicle GHG emissions.

AMBAG's 2040 MTP/SCS contains three goals that would apply to the proposed project:

- **Access and Mobility.** Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region
- **Healthy Communities.** Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.
- **System Preservation and Safety.** Preserve and ensure a sustainable and safe regional transportation system.

The project would facilitate future mixed-use development of up to 500 housing units and 125,000 square feet of retail uses, which would place neighborhood retail/commercial uses on the same sites as residential uses. This would reduce VMT associated with trips between residences and commercial uses. The project is located in downtown Salinas, with each rezone site in close proximity (one or two blocks, on average) to bus stops present on Lincoln Avenue, Salinas Street, and East Alisal Street; bicycle lanes and routes along Lincoln Avenue, Central Avenue, and Pajaro Street; pedestrian sidewalks and crosswalks; and the ITC, which provides access to railways and a Greyhound bus station. Additionally, the rezone sites are in proximity to existing employment/office buildings, other commercial developments, and recreational facilities. As a result, public transit and alternative transportation modes such as bicycling and walking would be viable means of transportation, which would also reduce VMT. As described in Section 17, *Transportation*, the project would not substantially affect the local transportation system. Therefore, the project would encourage new housing and an efficient use of land near alternate modes of transportation. The project would be consistent with AMBAG's 2040 MTP/SCS.

Consistency with the City of Salinas General Plan

As noted above, while the City of Salinas General Plan does not contain specific GHG reduction policies, it does contain policies that encourage higher density development and energy efficiency, which would reduce GHG emissions from new development. Table 17 summarizes the project's consistency with the City of Salinas General Plan goals and policies indirectly related to GHG emissions.

Table 17 Project Consistency with the City of Salinas General Plan

| Policy | Consistency |
|---|--|
| <p>Policy CD-3.3: Maintain a compact Central City core that minimizes distances between most residential units, offices, stores and restaurants.</p> <p>Policy CD-3.4: Actively encourage mixed-use development in order to provide a greater spectrum of housing near businesses, alternative modes of transportation and other activity areas.</p> <p>Policy CD-3.5: Promote high-density residential development and mixed-use (commercial, office, and residential together) in the Central City to the extent consistent with the area's architectural and historical character.</p> <p>Policy H-1.8: Encourage the development of higher density apartments, townhouses and condominiums served by major transit corridors or other non-automotive transport.</p> | <p>Consistent. The project would rezone sites from Public/Semipublic (PS) to Mixed Use (MX), which would allow for higher density residential development, as well as a mix of commercial and residential uses on each site. This would further the City's goal to maintain a compact Central City core that reduces distances between commercial and residential uses, encourages a mix of uses on the rezone sites, and encourages higher density development. Therefore, the project would be consistent with these policies.</p> |
| <p>Policy CD-3.8: Promote the use of alternative modes of transportation, including bus, rail, bicycling and walking.</p> <p>Policy COS-8.5: Encourage land use arrangements and densities that facilitate the use of energy efficient public transit.</p> | <p>Consistent. The project would rezone sites from PS to MX, which would allow for mixed use development in downtown Salinas near existing bus, rail, bicycle, and pedestrian facilities. The higher density development facilitated by the project would encourage the use of existing nearby public transit and would promote the use of alternative modes of transportation, due to the proximity to existing employment/office buildings, other commercial developments, and recreational facilities. Therefore, the project would be consistent with these policies.</p> |
| <p>Policy COS-8.1: Enforce State Title 24 building construction requirements.</p> <p>Policy COS-8.2: Apply standards that promote energy conservation in new and existing development.</p> | <p>Consistent. Future development facilitated by the project would be required to comply with Title 24 standards, which promote energy conservation in new buildings. Therefore, the project would comply with these policies.</p> |

Source: City of Salinas 2002b

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in AMBAG's 2040 MTP/SCS, the 2017 Scoping Plan, and the City of Salinas General Plan. Consistency with the above plans, policies, regulations and GHG reduction actions/strategies would reduce the project's incremental contribution of GHG emissions. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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As a department of the California Environmental Protection Agency (CalEPA), the Department of Toxic Substances Control (DTSC) is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of Resource Conservation and Recovery Act (RCRA) and the California Health and Safety Code. DTSC also administers the California Hazardous Waste Control Law to regulate hazardous wastes.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection with CalEPA consolidates the information submitted by these agencies into a master list, referred to as the Cortese List. The Cortese List is distributed to each city and county where sites on the lists are located. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by DTSC, SWRCB, and CalRecycle.

If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed project would rezone six sites to allow for greater housing density and more flexible development standards at the sites. This would facilitate the construction of new structures and could involve demolition of existing structures at the Lot 12, ITC, and Permit Center and Parking Garage sites. Demolition and construction activities may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, impacted groundwater, or contaminated soils. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation (USDOT) regulations (USDOT Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through RCRA. DTSC is responsible for implementing the RCRA program, as well as California's own hazardous waste laws, including the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. DTSC also oversees permitting, inspection, compliance, and corrective action programs to

ensure that hazardous waste managers follow federal and State requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Compliance with existing regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction.

Existing buildings and the parking structure at the Lot 12, ITC, and Permit Center and Parking Garage sites may contain asbestos and/or lead-based paint (LBP) due to their age. Structures built before the 1970s were typically constructed with asbestos-containing materials (ACM). In addition, because many of the existing buildings were constructed before the time of the federal ban on the manufacture of PCBs, it is possible that light ballasts in the structures contain PCBs. Demolition of the existing structures could therefore result in health hazard impacts to workers if not remediated prior to construction activities. However, demolition and construction activities would be required to adhere to MBARD Rule 424, which governs the proper handling and disposal of ACM for demolition, renovation, and manufacturing activities in Monterey Bay, and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. California Code of Regulations Section 1532.1 requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. DTSC has classified PCBs as a hazardous waste when concentrations exceed 50 parts per million in non-liquids, and the DTSC requires that materials containing those concentrations of PCBs be transported and disposed of as hazardous waste. Light ballasts to be removed would be evaluated for the presence of PCBs and managed appropriately. With required adherence to MBARD, CalOSHA, and DTSC regulations regarding ACM, LBP, and PCBs, construction at the rezone sites would not create a significant hazard to the public or the environment through accidental release or the routine transport use, or disposal of hazardous materials. Therefore, construction-phase impacts would be less than significant.

The project would facilitate future construction of residential and commercial uses. Residential and commercial uses (particularly smaller-sized commercial development that would commonly be associated with the proposed mixed-use designation of the rezone sites) typically do not use or store large quantities of hazardous materials. Operation of the project would not involve the use, storage, transportation, or disposal of hazardous materials other than those typically used for household cleaning, maintenance, and landscaping. Therefore, operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

Two schools occur within 0.25 mile of the rezone sites: the Sacred Heart School, located just south of the ITC site on West Market Street, and Roosevelt Elementary School, located approximately 820 feet west of Lot 12. As described under criteria (a) and (b), operation of new mixed-use developments facilitated by the project would not involve the use, storage, or transport of hazardous materials within 0.25 miles of schools. Hazardous materials used during construction would be disposed of off-site in accordance with all applicable laws and regulations, including but not limited to the California Building and Fire Codes, as well regulations of the federal and state OSHAs. Therefore, potential impacts associated with an accidental emission or release of hazardous materials in proximity to a school would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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d. *Would the project be located on a site that is included on a list of hazardous material 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?*

The following databases were checked, pursuant to Government Code Section 95962.5, on August 20, 2020 for known hazardous materials contamination at parcels within a 0.25 radius of the six rezone sites:

- **United States Environmental Protection Agency**
 - Comprehensive Environmental Response, Compensation, and Liability Information System/ Superfund Enterprise Management System/Envirofacts database
- **State Water Resources Control Board**
 - GeoTracker, for leaking underground storage tanks and other cleanup sites
- **California Department of Toxic Substances Control**
 - EnviroStor, for hazardous facilities or known contamination sites
 - Cortese List of Hazardous Waste and Substances Sites
 - Cleanup Site and Hazardous Waste Facilities Database

Table 18 shows which parcels within the area are listed on a list compiled pursuant to Section 65962.5 of the Government Code. Of the 14 sites listed, five are listed as open or active in site assessment or verification monitoring, while the remaining nine are closed.

Table 18 Cleanup Sites in the Vicinity of the Rezone Sites

| Property Name | Address | Type | Status | Constituents of Concern |
|---------------------------------------|---------------------------------|----------------------|---|---|
| Universal Auto Repair | 6 Bridge Street | LUST Cleanup Site | Open – Site Assessment; January 1996 | Waste oil, motor, hydraulics |
| Powers Rentals and Sales | 210 West Market Street | LUST Cleanup Site | Case closed; October 2001 | Gasoline |
| Pat’s Service Station | 205 West Market Street | LUST Cleanup Site | Case closed; February 1994 | Gasoline |
| Chevron Service Station #7530 | 401 Monterey Street | LUST Cleanup Site | Case closed; January 1998 | Gasoline |
| Bridgestone/Firestone Store | 340 Monterey Street | LUST Cleanup Site | Case closed; October 1993 | Gasoline |
| Salinas Development Agency | 100 Market Street | LUST Cleanup Site | Open – Verification Monitoring; December 2008 | Gasoline |
| Union Pacific Railroad – Salinas Yard | Rico and West Lake Streets | Cleanup Program Site | Open – Verification Monitoring; April 2012 | Solvent or non-petroleum hydrocarbon, diesel, other petroleum |
| Tosco – Facility #1011 | 201 Monterey Street | LUST Cleanup Site | Case closed; December 2013 | Gasoline |
| Beacon Station | 51 John Street | LUST Cleanup Site | Open – Site Assessment; April 2003 | Gasoline |
| McCarthy Property | Lincoln and West Market Streets | LUST Cleanup Site | Case closed; April 1998 | Gasoline |

| Property Name | Address | Type | Status | Constituents of Concern |
|-----------------------------------|--------------------|-------------------|--------------------------|-------------------------|
| Union Pacific Railroad | 40 Railroad Avenue | LUST Cleanup Site | Case closed; August 2015 | Diesel |
| Pacific Gas & Electric | 111 Bridge Street | LUST Cleanup Site | Case closed; June 1987 | Gasoline |
| PG&E, Salinas MGP | 2 Bridge Street | Voluntary Cleanup | Active; May 2010 | Cyanide (Free) |
| Mission Uniform and Linen Service | 121 Gablian Street | Historical | Historical; March 1991 | Halogenated solvents |

Notes: LUST = Leaking Underground Storage Tank
Source: DTSC 2020; SWRCB 2020

As shown in Table 18, 14 listed cleanup sites are located within 0.25 mile of the six rezone sites and two of these listed sites are located within the boundary of the ITC. While several of these sites have been closed or have undergone previous remediation efforts, it is possible that residual contamination exists at properties adjacent to or within the rezone sites. Based on these existing conditions, construction activities facilitated by the project, including excavation to accommodate foundations and subterranean structures, could expose construction workers or nearby residents to potentially unacceptable health risks from contaminated soil or groundwater. Impacts are therefore potentially significant, and Mitigation Measure HAZ-1 is required to reduce impacts to a less than significant level.

Mitigation Measure

HAZ-1 Project-Level Hazardous Materials Assessment

Prior to the obtaining grading permits or starting other ground disturbing work for each individual site, the City shall hire a qualified environmental professional to conduct a Phase I environmental assessment (ESA), consistent with the American Society for Testing Materials standards (ASTM E1527). The Phase I ESA shall evaluate the likelihood that hazardous chemicals are present and whether soil sampling is necessary. If the Phase I ESA indicates that contamination is unlikely, no further mitigation is necessary other than any recommendations identified in the Phase I ESA (such as stopping work if stained soil is encountered).

If the Phase I ESA indicates that additional soil sampling or other further evaluation is necessary, the City and/or future developer shall hire a qualified environmental professional to conduct a Phase II ESA to determine the presence and extent of contamination. If the results indicate that contamination exists at levels above regulatory action standards, then the site shall be remediated in accordance with recommendations made by applicable regulatory agencies, including RWQCB and DTSC. The agencies involved shall depend on the type and extent of contamination. If remediation is necessary, the City shall hire a qualified environmental professional prior to obtaining grading permits or ground disturbance to prepare a work plan that identifies necessary remediation activities, including excavation and removal of on-site contaminated soils, appropriate dust control measures, and redistribution of clean fill material on the project site. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil removed from the site. The plan shall also identify when and where soil disturbing construction activities may safely commence. The City shall review and approve the work plan prior to issuance of demolition or

grading permits. The City shall require individual projects to comply with the work plan as a condition of approval.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The rezone sites are not located within a public airport land use plan area or within two miles of a public airport. The Salinas Municipal Airport (SNS) is the closest airport to the rezone sites. There are no private airstrips in the vicinity of the sites. SNS is a general aviation facility occupying 763 acres, with two runways serving single- and twin-engine aircraft and helicopters, as well as an increasing number of turbo-propeller and turbine engine business jets. The airport is located approximately 2.3 miles southeast of the rezone sites, and all rezone sites are located entirely outside of the Airport Influence Area and Runway Protection Zone (Salinas Community Development Department 1982). Therefore, no impact related to airport safety would occur.

NO IMPACT

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed project would facilitate the development of higher-density housing and commercial uses on six rezone sites in the City of Salinas. Each rezone site is adequately served by local roadways, and the future development of the rezone sites would not require the construction of new roadways or obstruct existing roadways. In addition, local requirements and review procedures would ensure that new development facilitated by the project would not interfere with emergency response or evacuation. For example, Salinas General Plan Implementation Program S-23 requires the City to maintain the Multi-Hazard Emergency Plan under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers and minimize human suffering and property damage during disasters. Additionally, new development is required to help provide fire and police protection facilities necessary to provide adequate response times through the collection of development fees. Building permit applications for future development facilitated by the proposed project on the rezone sites would be reviewed by the Department of Public Works and the Salinas Fire and Police Departments for potential problems with emergency access within the City. Therefore, the project would not result in buildings that would block emergency response or evacuation routes or interfere with adopted emergency response and emergency evacuation plans. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The rezone sites are located within an urbanized area of the City of Salinas and are surrounded by existing urban development. Furthermore, the rezone sites are identified as not being within a Very High Fire Hazard Severity Zone (VHFHSZ) and being within an area of local responsibility (California Department of Forestry and Fire Protection [CAL FIRE] 2007). Therefore, the project would not expose people or structures to a significant risk involving wildland fires. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iv) Impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. In flood hazard, tsunamis, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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The federal Clean Water Act establishes the framework for regulating discharges to Waters of the United States in order to protect their beneficial uses. The Porter-Cologne Water Quality Act regulates water quality within California and establishes the authority of the SWRCB and the nine Regional Water Quality Control Boards (RWQCBs). The SWRCB requires construction projects to provide careful management and close monitoring of runoff during construction, including on-site erosion protection, sediment management, and prevention of non-storm discharges. The SWRCB and RWQCBs issue NPDES permits to regulate specific discharges. The NPDES Construction General Permit regulates stormwater discharges from construction sites that disturb more than one acre of land.

The rezone sites overlie the Salinas Valley Groundwater Basin (SVGB), which extends from north of Marina and Salinas to the Monterey County/San Luis Obispo County line throughout the Salinas Valley. The rezone sites are within the 180-400 Foot Aquifer Subbasin of the SVGB, which covers 89,700 acres (140 square miles) of the SVGB. The rezone sites are within the Alisal Slough-Tembladero Slough Hydrologic Unit (HUC 180600150103). Surface water flows generally follow local creeks and canals toward Alisal Creek. Groundwater is primarily recharged naturally through infiltration of surface water, deep percolation of excess irrigation water, and deep percolation of infiltrating precipitation. Recharge of the aquifer is limited due to the permeability of the Salinas Valley Aquitard, and there are no mapped springs, seeps, or discharge to streams identified in the Subbasin (Salinas Valley Basin Groundwater Sustainability Agency 2020).

This section incorporates information provided in the Water Supply Assessment for the Downtown Parking Lot and Intermodal Transportation Center Rezone Project prepared by EKI Environment & Water on behalf of the California Water Service Salinas District. This report is dated March 2021 and included as Appendix C.

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Excavation, grading, and other activities associated with construction facilitated by the proposed project would result in soil disturbance that could cause water quality violations through potential erosion and subsequent sedimentation of receiving water bodies. Construction activities could also cause water quality violations in the event of an accidental fuel or hazardous materials leak or spill. If precautions are not taken to contain contaminants, construction activities could result in contaminated stormwater runoff that could enter nearby waterbodies. Construction activities resulting in ground disturbance of one acre or more are subject to the permitting requirements of the NPDES General Permit for Stormwater Discharges associated with Construction and Land Disturbance Activities (Construction General Permit Order No. 2009-0009-DWQ). The Construction General Permit requires the preparation and implementation of a SWPPP, which must be prepared before construction begins. The SWPPP includes specifications for BMPs implemented during project construction to minimize or prevent sediment or pollutants in stormwater runoff.

Construction facilitated by the project would comply with the requirements of the Construction General Permit. In addition, the contractor would be required to implement BMPs identified in the SWPPP to prevent construction pollution via stormwater and minimize erosion and sedimentation into waterways as a result of construction. Additionally, development facilitated the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans.

Compliance with the NPDES Construction General Permit would ensure the proposed project would not violate any water quality standards or WDRs, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The rezone sites overlie the SVGB, 180-400 Foot Aquifer Subbasin. The Salinas Valley Basin Groundwater Sustainability Agency developed a Groundwater Sustainability Plan (GSP) for the subbasin, which was adopted in January 2020. The GSP describes current groundwater conditions, develops a hydrogeologic conceptual model, establishes a water budget, outlines local sustainable management criteria, and provides projects and programs for reaching sustainability in the Subbasin by 2040.

Under existing conditions, the rezone sites are developed with impervious surfaces (parking lot pavement and extant buildings) that cover the majority of the sites. Water supply to the rezone sites would be sourced from the local groundwater aquifer. The groundwater basin currently has issues with lowered groundwater elevations, seawater intrusion, and groundwater contamination.

As discussed in Section 19, *Utilities and Service Systems*, development facilitated by the project would increase water demand by approximately 88 acre-feet per year (AFY) at full buildout (Appendix C). The project's water demands would be served by California Water Service-Salinas District (Cal-Water). Groundwater is the water source utilized by Cal-Water, with wells that extract water from five different groundwater basins, including the Corralitos-Pajaro Valley Subbasin, Salinas Valley-Langley Area Subbasin, Salinas Valley-180/400 Foot Aquifer Subbasin, Salinas Valley-East Side Aquifer Subbasin, and Salinas Valley-Monterey Subbasin. The WSA prepared for the project concluded that there is sufficient water supply available to Cal-Water to support buildout of the rezone sites (Appendix C). As described in Section 19, *Utilities and Service Systems*, water supplies in the Salinas District as a whole would be adequate to serve projected demand through 2045 in normal, single dry, and multiple dry year scenarios. As discussed in Section 14, *Population and Housing*, the proposed project would not introduce an unplanned increase in population, and therefore the project's water supply needs are considered in the supply/demand estimates in the UWMP. Therefore, the project would not substantially deplete groundwater resources via water demand.

While development facilitated by the proposed project would replace existing and may construct new impervious surfaces that would prevent groundwater recharge in certain areas of the rezone sites, the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans for the site, which would allow for groundwater recharge on the rezone sites. Currently, almost no recharge occurs on the rezone sites, due to the paved nature of the sites, with limited landscaping. Therefore, future development on the sites consistent with City requirements would increase groundwater recharge across the rezone sites. Impacts to groundwater recharge would be less than significant.

Because the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, the proposed project would not conflict with or obstruct implementation of the 180-400 Foot Aquifer GSP.

As discussed under item (a), the proposed project would not degrade surface or groundwater quality. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or groundwater management plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project 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 off-site?*
 - (iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
 - (iv) *Impede or redirect flood flows?*

Drainage on the rezone sites generally follows the gently sloping topography of the sites. Existing stormwater drainage systems include curb and gutter along existing roadways adjacent to the rezone sites. Development facilitated by the project would involve grading of the rezone sites and improvements to the existing stormwater drainage of the site. Construction would not substantially change the topography of the sites. However, construction facilitated by the proposed project would replace impervious surfaces. Rainfall onto the rezone sites would run off the replaced surfaces and be incorporated into surface runoff. Development facilitated by the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans for the rezone sites. Therefore, the project would not result in increased surface runoff that could result in flooding or exceed the capacity of existing stormwater drainage systems. Additionally, the project would not result in additional sources of polluted runoff.

As stated previously, construction facilitated by the project would be conducted in compliance with the State’s Construction General Permit (Order No. 2009-0009-DWQ). Preparation of the SWPPP in accordance with the Construction General Permit would require erosion-control BMPs at the construction areas. BMPs that are typically specified within the SWPPP may include, but would not be limited to, temporary measures during construction, revegetation, and structural BMPs. Therefore, the project would not result in substantial erosion or siltation during construction.

Construction and operational permitting requirements, including the NPDES Construction General Permit and City of Salinas MS4 Permit would require erosion-control measures and the construction of on-site retention basins or bioretention facilities. These features would capture and treat stormwater runoff during construction and operation, ensuring no increase in erosion, siltation, surface runoff, or polluted runoff at the rezone sites.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the rezone sites and surrounding area is located within Flood Zone X, outside the one-percent annual Flood Hazard Area (FEMA 2009). Therefore, the project would not alter the flood zone boundaries, cause excess flooding downstream of the rezone sites, or impede or redirect flood flows. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

According to FEMA Flood Insurance Rate Maps, the rezone sites and surrounding area is located within Flood Zone X, outside the one-percent annual Flood Hazard Area (FEMA 2009). Any materials stored on the rezone sites that could pollute runoff from flood events would be properly contained and stored per applicable local, state, and federal regulations (refer to Section 9, *Hazards and Hazardous Materials*, for additional information). There are no major water bodies within two miles of the site that could cause impacts from seiches on the rezone sites. Further, the rezone sites are not located in a tsunami inundation zone and there are no large bodies of water that could seiche and inundate the rezone sites (DOC 2020). Therefore, inundation of the site would not occur during the one-percent annual flood, the project would not release pollutants into floodwaters, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Would the project physically divide an established community?

The rezone sites are within an area that is completely developed. Development facilitated by the project would not require new roadways or other features that would divide existing communities or make them inaccessible. Additionally, future development of the rezone sites would not require internal streets, as all sites are located within existing city blocks. Future development facilitated by the project would maintain existing vehicular, bicycle, and pedestrian connections through the downtown area. The City’s DVP emphasizes pedestrian travel as the primary means of travel in downtown, and this rezone project would encourage pedestrian, bicycle, and transit usage due to the mixed-use nature of future development. No impact related to the physical division of an established community would occur.

NO IMPACT

b. Would the project 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?

As discussed in Section 6, *General Plan Designation*, the ITC is located on a site designated as a combination of Retail and PS under the Salinas General Plan. Lot 8, Lot 12, and the Permit Center and Parking Garage are designated PS. Lots 1 and 5 are designated MX (City of Salinas 2014). As stated in Section 7, *Zoning*, Lots 1, 5, 8, and 12, and the Permit Center and Parking Garage are currently zoned PS. The ITC contains zoning designations of PS and CR. Existing land use and zoning designations are illustrated on Figure 3 and Figure 4, respectively.

The project would rezone each site to MX. In addition to the base zoning of the rezone sites, the sites are also located in the CC overlay district, which supplements the base district for the purpose of establishing special use or development regulations. The ITC site is in the DN Area, and the other five sites are in the DC Overlay Area. MX zoning would allow for development that would do the following:

- Promote and provide development opportunities for integrated, complementary housing and employment opportunities in the same building, on the same parcel or within the same block

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

- Promote compact development that is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk
- Promote residential development that is appropriate in an urban setting in mixed use buildings by providing incentives, as well as, standards and regulations
- Promote vital and safe mixed-use areas through the incorporation of CPTED features in development

Table 19 lists applicable policies intended to reduce environmental effects of projects from the 2002 General Plan and indicates the project’s consistency with those policies. This table also includes policies related to land use and planning, for informational purposes. As described in Section 3, *Air Quality*, development facilitated by the project would not conflict with the current AQMP that MBARD adopted to provide a strategy for the attainment of state and federal air quality standards. As described in Section 6, *Energy*, development facilitated by the project would not conflict with General Plan energy-related policies, and in Section 9, *Greenhouse Gas Emissions*, development facilitated by the project would not conflict with GHG-related policies provided in the City’s General Plan. Additionally, as described in Section 10, *Hydrology and Water Quality*, the project would not conflict with adopted water quality standards or policies.

Table 19 Project Consistency with General Plan Policies

| Policy | Consistency |
|--|---|
| Policy LU-1.1: Balanced Land Use Pattern. Achieve a balance of land uses to provide for a range of housing, jobs, libraries, and educational and recreational facilities that allow residents to live, work, shop, learn, and play in the community | Consistent. The project would facilitate the development of under-utilized areas in the downtown area with a mix of uses, specifically residential and commercial. |
| Policy LU-1.2: Accommodate Projected Growth. Provide a plan for land uses that includes capacity to accommodate growth projected for 2020 and beyond. | Consistent. The project would rezone sites currently allocated for public facilities to mixed-use, where new housing and commercial uses could be built, thereby accommodating projected growth. |
| Policy LU-2.1 Minimize Growth Impacts to Agricultural Lands. Minimize disruption of agriculture by maintaining a compact city form and directing urban expansion to the north and east, away from the most productive agricultural land. | Consistent. The project would involve infill development in an already urbanized downtown area, where no active agricultural lands exist. |
| Policy LU-2.4: Compact Growth. Utilized well-designed infill development and selective increase density within Focused Growth Areas to maintain compact city form. | Consistent. The project would facilitate new infill development to occur in already developed downtown area, contributing to a more compact city form with increased density. |
| Policy LU-3.8: Essential Worker Housing. Encourage the production of housing that meets the needs of agricultural and other essential workers within the community. | Consistent. The project would facilitate mixed-use development that would include residential uses. The City offers density bonuses based on the percentage of affordable units that could serve essential worker populations. |
| Policy LU-4.1: Accommodate Projected Growth. Provide a plan for land uses that includes capacity to accommodate growth projected for 2020 and beyond. | Consistent. The project would rezone sites currently allocated for public facilities to mixed-use, where new housing and commercial uses could be built, thereby accommodating projected growth. |

As demonstrated in Table 19, development facilitated by the project would be consistent with the applicable land use policies of the 2002 General Plan. Because the project would be consistent with applicable 2002 General Plan policies and other plans the City has adopted to avoid or reduce environmental impacts, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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12 Mineral Resources

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

- a. *Would the project 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. *Would the project 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?*

The Salinas General Plan states that although quarrying operations have previously occurred in the City’s planning area, most mineral extraction sites are no longer considered significant resources. The General Plan does not identify mineral resources within or near the rezone sites (City of Salinas 2002b). The rezone sites are fully developed, and no mineral extraction presently occurs or is proposed to occur on the sites. Therefore, the project would not affect the availability of any mineral resources. There would be no impact.

NO IMPACT

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13 Noise

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

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Crocker 2007).

The unit of measurement used to describe a noise level is the decibel (dB). However, the human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called “A-weighting” is used to filter noise frequencies that are not audible to the human ear. A-weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the “A-weighted” levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving the human perception of noise. In this analysis, all noise levels are A-weighted, and the abbreviation “dBA” identifies the A-weighted decibel.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A 10 dB increase represents a 10-fold increase in sound intensity, a 20 dB increase is a 100-fold intensity increase, a 30 dB increase is a 1,000-fold intensity increase, etc. Similarly, a doubling of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the noise source would result in a 3 dB decrease.

Human perception of noise has no simple correlation with acoustical energy. The perception of noise is not linear in terms of dBA or in terms of acoustical energy. Two equivalent noise sources combined do not sound twice as loud as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA (increase or decrease); that a change of 5 dBA is readily perceptible; and that an increase or decrease of 10 dBA sounds twice (half) as loud (Caltrans 2013).

Noise

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this analysis are the one-hour equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL).

The L_{eq} is the level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound. For example, $L_{eq(1h)}$ is the equivalent noise level over a 1-hour period, and $L_{eq(8h)}$ is the equivalent noise level over an 8-hour period. $L_{eq(1h)}$ is a common metric for limiting nuisance noise, whereas $L_{eq(8h)}$ is a common metric for evaluating construction noise.

The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional +5 dBA penalty to noise occurring during evening hours (i.e., 7:00 p.m. to 10:00 p.m.) and an additional +10 dBA penalty to noise occurring during nighttime hours (i.e., 10:00 p.m. to 7:00 a.m.). These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

There is no precise way to convert a peak hour L_{eq} to DNL or CNEL – the relationship between the peak hour L_{eq} value and the DNL/CNEL value depends on the distribution of traffic volumes during the day, evening, and night. However, in urban areas near heavy traffic, the peak hour L_{eq} is typically 2 to 4 dBA lower than the daily DNL/CNEL. In less heavily developed areas, such as suburban areas, the peak hour L_{eq} is often roughly equal to the daily DNL/CNEL. For rural areas with little nighttime traffic, the peak hour L_{eq} will often be 3 to 4 dBA greater than the daily DNL/CNEL value (SWRCB 1999). The rezone sites are located in an urban area; therefore, the DNL/CNEL in the area would be approximately 2 to 4 dBA higher than the peak hour L_{eq} .

Noise Attenuation

Sound from a small, localized source decreases or drops off at a rate of 6 dBA for each doubling of distance. Traffic noise, which is not considered to be a stationary point source, decreases or drops off at a rate of 3 dBA for each doubling of distance.

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body is from a low of less than 1 Hz up to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise may result in adverse effects, such as building damage, when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz). Vibration may also damage infrastructure when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration [FTA] 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. Particle velocity is the velocity at which the ground moves. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the greatest magnitude of particle velocity associated with a vibration event. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as blasting, pile-driving, vibratory compaction, demolition, drilling, and excavation, are based on information contained in Caltrans' *Transportation and Construction Vibration Guidance Manual* and the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (Caltrans 2020; FTA 2018). Maximum recommended vibration limits by the American Association of State Highway and Transportation Officials (AASHTO) are identified in Table 20.

Table 20 AASHTO Maximum Vibration Levels for Preventing Damage

| Type of Situation | Limiting Velocity (in./sec.) |
|--|------------------------------|
| Historic sites or other critical locations | 0.1 |
| Residential buildings, plastered walls | 0.2–0.3 |
| Residential buildings in good repair with gypsum board walls | 0.4–0.5 |
| Engineered structures, without plaster | 1.0–1.5 |

Source: Caltrans 2020

Based on AASHTO recommendations, limiting vibration levels to below 0.2 in/sec PPV at residential structures would prevent structural damage regardless of building construction type. These limits are applicable regardless of the frequency of the source. However, as shown in Table 21 and Table 22 potential human annoyance associated with vibration is usually different if it is generated by a steady state or a transient vibration source.

As shown in Table 21, the vibration level threshold at which steady vibration sources are considered to be distinctly perceptible is 0.035 in/sec PPV. However, as shown in Table 22, the vibration level threshold at which transient vibration sources (such as construction equipment passbys) are considered to be distinctly perceptible is 0.24 in/sec PPV. This analysis uses the distinctly perceptible

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

threshold for purposes of assessing vibration impacts. The vibration level threshold for human perception is assessed at occupied structures (FTA 2018).

Table 21 Human Response to Steady State Vibration

| in/sec PPV | Human Response |
|-------------------------------|------------------------|
| 3.6 (at 2 Hz)–0.4 (at 20 Hz) | Very disturbing |
| 0.7 (at 2 Hz)–0.17 (at 20 Hz) | Disturbing |
| 0.10 | Strongly perceptible |
| 0.035 | Distinctly perceptible |
| 0.012 | Slightly perceptible |

Source: Caltrans 2020

Table 22 Human Response to Transient Vibration

| in/sec PPV | Human Response |
|------------|------------------------|
| 2.0 | Severe |
| 0.9 | Strongly perceptible |
| 0.24 | Distinctly perceptible |
| 0.035 | Barely perceptible |

Source: Caltrans 2020

Regulatory Setting

Federal Transit Administration

The FTA has recommended noise criteria related to traffic-generated noise in *Transit Noise and Vibration Impact Assessment* that can be used to determine whether a change in traffic would result in a substantial permanent increase in noise (FTA 2018). Table 23 shows the significance thresholds for increases in traffic-related noise levels. These standards are applicable to project impacts on existing sensitive receivers (as defined under *Environmental Setting* above).

Table 23 Significance of Changes in Operational Roadway Noise Exposure

| Existing Noise Exposure (dBA DNL or L _{eq}) | Allowable Noise Exposure Increase (dBA DNL or L _{eq}) |
|--|--|
| 45-49 | 7 |
| 50-54 | 5 |
| 55-59 | 3 |
| 60-64 | 2 |
| 65-74 | 1 |
| 75+ | 0 |

dBA = A-weighted sound pressure level
DNL =Day-Night Average Level
L_{eq} =Equivalent continuous sound level
Source: FTA 2018

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For adjacent residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period. These values are used in the construction noise analysis as the thresholds as the City does not specify construction noise limits.

City of Salinas

CITY OF SALINAS MUNICIPAL CODE

Section 37-50.180 of the Zoning Code identifies performance standards for noise for the receiving property based on its zoning. Residential and Public/Semipublic Districts allow maximum noise levels to be at or below 60 dBA or CNEL; Mixed Use and Commercial Districts allow maximum noise levels to be at or below 65 dBA or CNEL, as long as interior noise levels at residential developments do not exceed a maximum of 45 dBA from exterior ambient noise; Parks/Open Space Districts allow maximum noise levels to be at or below 70 dBA or CNEL.

CITY OF SALINAS 2002 GENERAL PLAN

The City’s General Plan contains a Noise Element which identifies and appraises existing noises in Salinas and provides guidance to avoid noise-related impacts in the future. Table 24 below, shows the land use compatibility matrix from the General Plan.

Table 24 City of Salinas Noise/Land Use Compatibility Matrix

| Land Use | Community Noise Exposure (Ldn or CNEL, dBA) | | | |
|---|---|--------------------------|-----------------------|----------------------|
| | Normally Acceptable | Conditionally Acceptable | Normally Unacceptable | Clearly Unacceptable |
| Residential | <60 | 60-70 | 70-75 | >75 |
| Transient Lodging – Motel, Hotel | <60 | 60-75 | 75-80 | >80 |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | <60 | 60-70 | 70-80 | >80 |
| Auditoriums, Concert Halls, Amphitheaters | N/A | <70 | N/A | >70 |
| Playgrounds, Parks | <70 | N/A | 70-75 | >75 |
| Golf Course, Riding Stables, Water Recreation, Cemeteries | <70 | N/A | 70-80 | >80 |
| Office Buildings, Business Commercial, and Professional | <65 | 60-75 | >75 | N/A |
| Industrial, Manufacturing, Utilities, Agriculture | <70 | 70-80 | >80 | N/A |

N/A = not applicable
 Source: City of Salinas 2002b

Existing Noise Setting

The most common source of noise in the rezone site vicinity is vehicular traffic (e.g., automobiles, buses, and trucks) from West Market Street and Salinas Street for the ITC site; Central Avenue, Lincoln Avenue, and West Gabilan Street for Lot 12; Lincoln Avenue, West Gabilan Street, and Salinas Street for Lot 8; Salinas Street for Lot 1; Lincoln Avenue, West Alisal Street, and Salinas Street for the Permit Center and Garage site; and West Alisal Street and Monterey Street for Lot 5. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds. Motor vehicle noise is characterized by a high number of individual events, which creates sustained noise levels. Other sources of noise in the project vicinity include train noise adjacent to the ITC site.

To determine ambient noise levels at the rezone sites, six 15-minute noise measurements ($L_{eq[15]}$ dBA) were taken between 11:30 a.m. and 2:15 p.m. on July 23, 2020 and August 3, 2020. Figure 17 shows the noise measurement locations. Table 25 summarizes noise measurement activities and results. As shown in Table 25, measured noise levels ranged from 60.5 to 70.9 dBA L_{eq} .

Table 25 Project Sound Level Monitoring Results

| Measurement Location | Measurement Location | Sample Date and Times | Primary Noise Source | Approximate Distance to Primary Noise Source | L _{eq[15]} (dBA) ¹ | L _{min} (dBA) | L _{max} (dBA) |
|----------------------|----------------------------------|------------------------------------|-------------------------------|--|--|------------------------|------------------------|
| 1 | North side of ITC | 7/23/2020 11:39 - 11:54 a.m. | Construction ² | 50 feet | 69.7 | 55.3 | 79.1 |
| 2 | South side of West Market Street | 8/3/2020 12:43 – 12:58 p.m. | Traffic on West Market Street | 50 feet | 70.9 | 54.9 | 83.9 |
| 3 | Gabilan Street near Lot 12 | 8/3/2020 11:11 – 11:26 a.m. | Traffic on Gabilan Street | 50 feet | 60.5 | 52.3 | 77.5 |
| 4 | Lincoln Avenue near Lot 8 | 7/23/2020 1:00 – 1:15 p.m. | Traffic on Lincoln Avenue | 50 feet | 65.3 | 51.2 | 85.5 |
| 5 | Salinas Street | 8/3/2020 12:05 – 12:20 p.m. | Traffic on Salinas Street | 50 feet | 67.3 | 53.0 | 84.4 |
| 6 | Alisal Street near Lot 5 | 7/23/2020 1:51 – 2:06 p.m. | Traffic on Alisal Street | 50 feet | 63.5 | 53.3 | 81.5 |

See Appendix D for noise monitoring data.

¹ The equivalent noise level (L_{eq}) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement, the L_{eq} was over a 15-minute period (L_{eq[15]}).

² No trains passed during the noise measurement; however, Amtrak commuter trains use the adjacent tracks once per day at 11:48 a.m. Tuesdays, Thursdays, and Saturdays, and 6:28 p.m. Mondays, Wednesdays, and Fridays (Amtrak 2020).

Source: Rincon Consultants, field measurements on July 23, 2020 and August 3, 2020, using ANSI Type II integrating sound level meter.

Figure 17 Noise Measurement Locations



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Fig. 6 Noise Measurement Locations

Sensitive Receivers

Noise exposure standards for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Noise sensitive receivers include residences, schools, hospitals, religious meetings, and recreation areas (City of Salinas 2002b). Noise-sensitive receivers nearest to the rezone sites are provided in Table 26 below.

Table 26 Nearest Sensitive Receivers to Rezone Sites

| Site | Nearest Receiver | Zoning | Distance from Property Line to Receiver (direction) | Distance from Center of Rezone Site to Receiver |
|----------------------------------|--|---------|---|---|
| Parking Lot 1 | Recreation (Salinas Police Activities League) | PS | 50 feet (west) | 125 feet |
| Parking Lot 5 | Residences (between Lodge Lane and Pajaro Street) | MX | 185 feet (east) | 265 feet |
| Parking Lot 8 | Recreation (Salinas Police Activities League) Recreation (Salinas Women’s Club) | PS | 75 feet (south) Adjacent/15 feet (south) | 145 feet 85 feet |
| Parking Lot 12 | Residences | CO | Adjacent (west) | 65 feet |
| ITC | Recreation (Bataan Memorial Park) | P | 40 feet (southeast) | 475 feet |
| | Religious (Islamic Community of Salinas, Sacred Heart Church) | MX | 80 feet (south) | 255 feet |
| | Residences (Steinbeck Commons Apartments) | R-H-1.8 | 80 feet (south) | 255 feet |
| Permit Center and Parking Garage | Recreation (Salinas Recreation Center) | PS | 50 feet (west) | 150 feet |

PS = Public/Semipublic; MX = Mixed Use; CO = Commercial Office; P = Parks; R-H-1.8 = Residential High Density

Methodology

Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FTA 2018) to estimate construction noise levels at noise sensitive receivers near the rezone sites. In typical construction projects, grading activities generate the highest noise levels because grading involves the largest equipment and covers the greatest area.

Development facilitated by the project is expected to be completely built out in five years or longer, with periods of inactivity as development applications are processed. Construction phases would include demolition, site preparation, grading, building construction, architectural coating, and paving of the rezone sites. Construction would not require blasting as blasting is performed to remove large rock formations in areas of varied terrain; it would not occur in a developed urban area. It is assumed that diesel engines would power all construction equipment. For assessment purposes, and to be conservative, the loudest construction hour, which would occur during earthmoving activities for grading, has been used for assessment. Therefore, noise levels are based on a potential construction scenario of one bulldozer, one grader, and one scraper operating simultaneously during the grading phase. At a distance of 65 feet, one bulldozer, one grader, and one scraper would generate a noise

level of approximately 82.1 dBA L_{eq} (RCNM Calculations are included in Appendix D). The grading phase was the only phase modeled in RCNM because it would be the loudest construction phase.

Depending on the outcome of future geotechnical investigations specific to future development on each of the rezone sites, a deep foundation system may be required. Deep foundation systems can be installed using several methods, such as pile driving or drilled piers. Pile driving involves hammering foundation piles into the ground using an impact pile driver; drilled piers are typically performed by drilling the hole for the foundation and filling the hole with concrete or similar material. As pile driving must occur in a stationary location, with equipment setbacks it is assumed the potential pile driving would occur as close as 20 feet from property lines. At 20 feet, an impact pile driver would generate a noise level of approximately 102 dBA L_{eq} (RCNM Calculations are included in Appendix D). An auger drill rig would involve similar operation and noise to a device used for drilled piles; at 20 feet, an auger drill rig would generate a noise level of approximately 85 dBA L_{eq} .

For adjacent residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period. This FTA threshold is used in the construction noise analysis as significance thresholds as the City does not specify construction noise criteria.

Groundborne Vibration

Based on Caltrans recommendations (Caltrans 2020), limiting vibration levels to not exceed 0.2 in/sec PPV at nearby structures would prevent structural damage. In addition, the vibration level threshold at which transient vibration sources (such as construction equipment passbys) are considered to be distinctly perceptible is 0.24 in/sec PPV; this threshold is used for human annoyance.

- a. *Would the project result in 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?*

Construction

General Construction

The nearest noise-sensitive receivers to project construction would include the residences located adjacent to Lot 12 and recreational uses located adjacent to Lot 8. The nearest receivers to the remaining rezone sites are located at least 40 feet from the sites (refer to Table 26). Over the course of a typical construction day, construction equipment would be located as close as 10 feet to the nearest receivers. As the equipment would move throughout the site during a normal construction day (e.g., from between 10 feet to several hundred feet from the property line adjacent to the nearest receivers), a reasonable estimate of the average distance during a day of the equipment to the nearest residences would be 65 feet for construction on Lot 12 and 85 feet for construction on Lot 8 (i.e., the approximate center of construction activity) for the purposes of estimating a typical noise level that sensitive receivers would experience. Refer to Table 26 for additional average distance measurements for the remaining rezone sites. At 65 feet, one bulldozer, one grader, and one scraper would generate a noise level of approximately 82 dBA L_{eq} (RCNM calculations are included in Appendix D). Additional construction noise estimates for the other rezone sites are provided in Table 27, below. As shown in the table, construction noise levels would only exceed the FTA daytime residential construction noise threshold of 80 dBA L_{eq} (8-hour) at sensitive receivers adjacent to Lot 12. Construction noise would exceed this limit if conducted within an average of 85 feet over an 8-hour construction day.

Table 27 RCNM Results at Each Rezone Site for General Construction Activities

| Site | Nearest Receiver (Zoning) | FTA Construction Threshold (dBA L_{eq} 8-hour) | RCNM Output (dBA L_{eq} 8-hour) ¹ | Exceed Threshold? |
|----------------------------------|---------------------------|--|--|-------------------|
| Parking Lot 1 | Recreation (PS) | 80 | 76.5 | No |
| Parking Lot 5 | Residences (MX) | 80 | 69.9 | No |
| Parking Lot 8 | Recreation (PS) | 80 | 79.8 | No |
| Parking Lot 12 | Residences (CO) | 80 | 82.1 | Yes |
| ITC | Recreation (P) | 80 | 64.9 | No |
| | Religious (MX) | 80 | 70.3 | No |
| | Residences (R-H-1.8) | 80 | 70.3 | No |
| Permit Center and Parking Garage | Recreation (PS) | 80 | 74.9 | No |

¹ Output files provided in Appendix D.

PS = Public/Semipublic; MX = Mixed Use; CO = Commercial Office; P = Parks; R-H-1.8 = Residential High Density

Foundation Pile Construction

An impact pile driver would generate a noise level of approximately 102 dBA L_{eq} at 20 feet; this would exceed the FTA daytime residential construction noise threshold of 80 dBA L_{eq} (8-hour). Impact pile driving would exceed 80 dBA L_{eq} (8-hour) at distances of up to 255 feet. Therefore, impacts from impact pile driving would be potentially significant within 255 feet.

An auger drill rig would generate a noise level of 85 dBA L_{eq} at 20 feet; this would exceed the FTA daytime residential construction noise threshold of 80 dBA L_{eq} (8-hour). An auger drill rig would exceed 80 dBA L_{eq} (8-hour) at distances of up to 40 feet. Therefore, impacts from an auger drill rig used to drill piles would be potentially significant within 40 feet.

Mitigation Measure N-1 is required to reduce potential impacts from the construction of foundation piles to a less than significant level.

Traffic Noise

According to the CalEEMod outputs for air quality and GHG emissions (Appendix A), the building construction phase of project construction would generate the greatest number of worker vehicle trips, with a total of 400 worker trips that would occur per day. A total of 74 vendor trips would occur over the 300-day building construction phase, or a maximum of one vendor trip per day. Therefore, the building construction phase would involve up to 401 daily trips. Assuming all worker trips would occur during the AM and PM peak hours and the vendor trips would be spread evenly throughout the 10-hour workday, up to 200 peak hour trips would occur during the building construction phase. As described in Section 17, *Transportation*, Salinas Street south of West Gabilan Street (adjacent to Lot 8 and Lot 1) has a reported volume of 5,181 daily trips. Conservatively assuming all construction trips would use this segment of Salinas Street (which is the lowest volume street in the area), project construction would result in a 7.7 percent increase in daily trips, which would less than double existing traffic, resulting in a minimal increase in traffic noise from construction trips.

Conclusion

Project construction would adhere to the hour limitations identified in the City's Municipal Code Noise Ordinance and Standard Conditions of Approval related to construction noise (reproduced below). Compliance with the City's Noise Ordinance would ensure that construction noise does not disturb residents during the times they are most likely to be home or during hours when ambient noise levels are likely to be lower (i.e., at night). Development facilitated by the project would also be required to adhere to General Plan Policy N-3.1, which requires that noise emanating from construction activities are minimized. Implementation of Mitigation Measure N-1, which requires implementation of temporary sound barriers or blankets, would reduce construction noise impacts on adjacent noise-sensitive receivers at Lot 12 and noise from foundation pile construction on all sites. Construction on the remaining rezone sites (Lot 1, Lot 5, Lot 8, ITC, and Permit Center and Parking Garage) would result in less than significant noise impacts.

Implementation of Mitigation Measure N-1 and Standard Conditions of Approval would entail the use of noise reduction measures. Implementation of temporary sound barriers or blankets required by Mitigation Measure N-1 would reduce daytime construction noise levels at the sensitive receivers near Lot 12 by at least 5 dBA, which would result in noise below the FTA construction noise thresholds. Therefore, construction noise impacts would be reduced to a less than significant level.

Operation

Future mixed-use developments on the rezone sites would generate noise during operation typical and consistent with neighboring uses in downtown Salinas, such as vehicle use and mechanical equipment noise. Buildout of the rezone sites would contribute new vehicle trips, which could increase traffic noise throughout the downtown area. Additionally, buildout of the rezone sites would include the installation of heating, ventilation, and air conditioning (HVAC) units, which are typically placed on building rooftops. This is considered a stationary source of noise, and would be a new noise source as compared to existing conditions of the rezone sites. The potential effects of these two new noise sources are described below.

Traffic Noise

As described in Section 17, *Transportation*, the proposed project would generate approximately 5,500 daily trips in the downtown area. Generally, a doubling of traffic volume results in a 3 dBA increase, which is considered barely perceptible to humans. The minimum existing traffic volumes in the vicinity of the rezone sites is 5,181 daily trips on Salinas Street south of West Gabilan Street. Because only three of the six rezone sites are located along Salinas Street (Lot 1, Lot 8, and Permit Center and Parking Garage), it is assumed that only half of the operational trips (2,750 daily trips) generated by future development on these sites would use Salinas Street. Therefore, the project would less than double the existing traffic.¹³ The resultant noise increase of project trips in the vicinity of the rezone sites would be approximately 2.7 dBA. Therefore, traffic noise at sensitive receivers along local roadways would remain below the City's noise compatibility levels. Trips generated by project operation would not result in perceptible increases in traffic noise levels. Impacts would be less than significant.

¹³ 2,750 project trips to Lot 1, Lot 8, and Permit Center and Parking Garage sites divided by 5,181 existing trips is a 53 percent increase in trips.

Stationary Noise

The primary stationary noise generator from the rezone sites would be HVAC units. Development facilitated by the project would also be required to adhere to General Plan Policy N-3.1, which requires that noise from stationary sources are minimized, and Policy N-1.2, which requires the inclusion of noise-reducing design features in development and reuse/revitalization projects. Specific planning data for the future HVAC systems are not available at this stage of project design; however, it is assumed that proposed HVAC systems would be roof-mounted and could result in noise above the ambient noise land use thresholds set by the City. As such, for the purposes of this analysis, HVAC noise may exceed the City's thresholds, and impacts would be potentially significant.

Implementation of Mitigation Measure N-2 would entail the use of noise reduction measures for HVAC unit noise. Use of HVAC equipment with the appropriate noise levels and/or implementation of sound walls required by Mitigation Measure N-2 would reduce HVAC noise levels at the sensitive receivers below the City's noise thresholds. Therefore, operational noise impacts would be reduced to a less than significant level.

Mitigation Measures

N-1 Construction Noise Reductions

The City shall require the construction contractor for future development at Lot 12 or from foundation pile construction on all sites to reduce construction noise levels at the adjacent sensitive receivers through the following measures:

- If construction would occur within an average distance of 85 feet to adjacent noise sensitive uses near Lot 12 or if drilled piles would occur within 40 feet to adjacent noise sensitive uses at any rezone site, noise barriers with a minimum height of eight feet shall be placed between the construction equipment and adjacent noise sensitive uses. The noise barriers shall be constructed of material with a minimum weight of two pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, and hay bales. Example noise reduction equipment product sheets are included in Appendix E.
- Use of an impact or sonic pile driver shall not occur; if an alternative method for foundation piles is proposed other than drilled piles (e.g., micro piles), the method shall be reviewed by a qualified acoustician to ensure that noise and vibration levels do not exceed the noise and vibration standards of 80 dBA L_{EQ} (8-hour) at a residential use and 0.2 in/sec PPV at any structure, respectively. The analysis shall be performed prior to project approval from the City.
- A sign shall be provided at the yard entrance, or other conspicuous location, that includes a 24-hour telephone number for project information, and a procedure where a field engineer/construction manager shall respond to and investigate noise complaints and take corrective action, if necessary, in a timely manner. The sign shall have a minimum dimension of 48 inches wide by 24 inches high. The sign shall be placed five feet above ground level.
- If a noise complaint(s) is (are) registered, the contractor shall retain a City-approved noise consultant to conduct noise measurements at the use(s) that registered the complaint. The noise measurements shall be conducted for a minimum of one hour and shall include one-minute intervals. The consultant shall prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible. The letter report shall include all measurement and calculation data used in determining impacts and resolutions. The

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letter report shall be provided to code enforcement for determining adequacy and recommendations, as well potential revocation of the grading and/or building permit if measures are inadequate.

N-2 HVAC Noise Reduction

Appropriate noise reduction measures shall be implemented for HVAC noise from future development of the rezone sites to ensure compliance with the City’s Community Noise Exposure Levels for various land uses (refer to the City of Salinas General Plan). Table 28 provides the noise levels and existing minimum distances between the rezone sites and adjacent receptors. Prior to approval of building permits, developers shall provide the manufacturer specifications, including the noise level of the proposed HVAC units in dBA CNEL, to the City. As needed, a City-approved noise consultant shall review the specifications and determine if a sound wall around the HVAC units or if additional setbacks from the property line of the rezone site are required to ensure noes HVAC units does not exceed the criteria provided in Table 28.

Table 28 Sensitive Receiver HVAC Noise Thresholds

| Site | Nearest Receiver | Land Use Threshold (dBA CNEL) ² | Distance from Property Line to Receiver (direction) |
|----------------------------------|----------------------|--|---|
| Parking Lot 1 | Recreation (PS) | 60 | 50 feet (west) |
| Parking Lot 5 | Residences (MX) | 65 | 185 feet (east) |
| Parking Lot 8 | Recreation (PS) | 60 | 75 feet (south) Adjacent/15 feet (south) |
| Parking Lot 12 | Residences (CO) | 65 | Adjacent (west) |
| ITC | Recreation (P) | 70 | 40 feet (southeast) |
| | Religious (MX) | 65 | 80 feet (south) |
| | Residences (R-H-1.8) | 60 | 80 feet (south) |
| Permit Center and Parking Garage | Recreation (PS) | 60 | 50 feet (west) |

Methods for ensuring compliant noise levels may include, but not be limited to, the following:

- Review the manufacturer’s specifications for proposed HVAC units, and confirm the HVAC noise is lower than the noise levels provided in Table 28 per the provided minimum distances between the rezone sites and sensitive receivers.
- If the manufacturer’s specifications do not meet the noise levels indicated in Table 28, require, as a part of project approval, at least one of the following:
 - The installation of a sound wall or similar attenuation feature around the HVAC units that would achieve the required noise level reduction to meet the noise levels indicated in Table 28. If a sound wall is used, the sound wall shall be constructed of a material with a minimum weight of two pounds per square foot with no gaps or perforations. The sound walls may be constructed of, but are not limited to, masonry block, concrete panels, 1/8 inch thick steel sheets, 1-1/2 inch wood fencing, or 1/4 inch glass panels. If wood is used as the primary barrier component, the fence boards must overlap or be of “tongue and groove” construction with a joining compound between the boards to ensure there would be gaps or holes in the fence.

- Additional setback of the proposed HVAC units to achieve adequate attenuation of HVAC noise at the nearest receiver to meet the noise levels indicated in Table 28.

Prior to approval of building permits, a City-approved noise consultant shall review the proposed method to reduce HVAC noise to verify that attenuation measures would reduce HVAC noise levels to below City limits.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

General Construction

The greatest anticipated source of vibration during general project construction activities would be from a large bulldozer, which may be used within 15 feet of the nearest structures when accounting for setbacks. A dozer would create approximately 0.089 in/sec PPV at a distance of 25 feet (Caltrans 2020). This would equal a vibration level of 0.16 in/sec PPV at a distance of 15 feet.¹⁴ This would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in/sec PPV, and the structural damage impact of 0.2 in/sec PPV. Therefore, although the equipment may be perceptible to nearby human receivers, temporary impacts associated with the equipment would be less than significant.

Foundation Pile Construction

The FTA provides vibration levels for pile driving and drilling as shown in Table 29. As shown therein, vibration levels from pile driver can vary widely depending on the type of pile driving, from as low as 0.170 in/sec PPV for typical sonic pile driving to 1.518 in/sec PPV for the upper range of impact pile driving (FTA 2018). Caisson drilling as referenced by the FTA is the same technique as drilled piles for the project foundations (i.e., it involves drilling holes into the ground and filling the holes with concrete to use as the foundation).

Table 29 Vibration Levels Measured during Construction Activities

| Equipment | | PPV at 25 ft. (in/sec) |
|----------------------|-------------|------------------------|
| Pile Driver (impact) | Upper range | 1.518 |
| | Typical | 0.644 |
| Pile Driver (sonic) | Upper range | 0.734 |
| | Typical | 0.170 |
| Caisson Drilling | | 0.089 |

Source: FTA 2018

For the most conservative pile driving scenario of the upper range of an impact pile driver, the pile driving would generate a vibration level of 1.942 in/sec PPV at 20 feet. For the upper range of sonic pile driving, this would generate a vibration level of 0.938 in/sec PPV at 20 feet. These would both exceed the distinctly perceptible impact for humans of 0.24 in/sec PPV, and the structural damage impact of 0.2 in/sec PPV. Therefore, if impact or sonic pile driving is used, impacts from vibration would be potentially significant. Implementation of Mitigation Measure N-1 would reduce impacts

¹⁴ $PPV_{Equipment} = PPV_{Ref} (25/D)^n$ (in/sec); PPV_{Ref} = reference PPV at 25 feet, D = distance, and n = 1.1

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from foundation pile construction activities to less than significant, as the use of drilled piles or other activity verified by a qualified acoustician would ensure construction vibration would not exceed the applicable standards.

A caisson drill at 20 feet would generate a vibration level of 0.114 in/sec PPV at a distance of 20 feet. This would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in/sec PPV, and the structural damage impact for “historic and some old buildings” of 0.2 in/sec PPV. Therefore, temporary vibration impacts associated with drilled piles would be less than significant.

Operation

Operation of the project would not include substantial vibration sources. Therefore, operational vibration impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- 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?*

The nearest public airport to the rezone sites is the SNS located approximately 2.1 miles southeast of Lot 5, which is the nearest rezone site to the airport. None of the rezone sites are located in the airport’s 55 dBA CNEL contour (City of Salinas 2002b). Because the rezone sites are located outside the noise contours of the SNS, and no other airports are located nearby, the project would not expose people residing or working in the project area to excessive aircraft-related noise. There would be no impact.

NO IMPACT

14 Population and Housing

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a. *Would the project 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)?*

The proposed project would allow future buildout of up to 500 new residential units and up to 125,000 square feet of new commercial space at the rezone sites. As such, the project would directly generate population growth. Based on a per-person household rate of 3.85 for the City of Salinas (DOF 2020), these 500 units would add an estimated 1,925 new residents to the City’s population. The current population of Salinas is estimated at 162,222 (DOF 2020). The addition of new residents at the rezone sites would therefore increase the population of Salinas to 164,147. AMBAG estimates that the City’s population will increase to 184,599 by 2040, an increase of 25,113 residents since 2015 (AMBAG 2018). The population increase facilitated by the proposed project would therefore be within AMBAG’s population forecast for the City.

The city also currently has 43,411 housing units (DOF 2020). The addition of 500 units would bring the total number of housing units to 43,911. The latest AMBAG projections also estimate that the number of housing units in the city in 2040 will be 53,043 (AMBAG 2018). The housing growth facilitated by the project is therefore well within AMBAG projections. Therefore, the proposed project would not substantially induce population growth through the provision of new housing units.

It should be noted that overcrowding is a documented issue in the City, with 7,351 households, or 18 percent of all households, categorized as overcrowded in 2016 (County of Monterey 2019). This is further evidenced by the persons per household rate in the City of Salinas (3.85) as compared to Monterey County (3.32) and the State of California as a whole (2.93) (DOF 2020). The project would assist in alleviating overcrowding in the City by providing more available units to existing residents.

The employment growth forecasts in AMBAG’s 2040 MTP/SCS estimate that the number of jobs in Salinas would be 76,294 in 2040, up 7,024 jobs from a job number of 67,270 in 2020. Potential buildout for the proposed project would allow for up to 125,000 square feet of commercial uses. Applying square feet per employee rates for the other retail/services land use from the Employee

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Density Report produced by the Southern California Association of Governments (SCAG), the proposed project could result in approximately 364 employees.¹⁵ This increase in jobs would be within the AMBAG's projected 2040 employment increase of 7,024 from 2020 for Salinas. Therefore, the proposed project would not facilitate substantial unplanned population growth in the area and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The only structures located at the rezone sites are the Permit Center, transportation-oriented buildings, and parking structures. There are no existing housing units or people residing at the rezone sites as the sites are mainly developed with parking lots. Therefore, future buildout facilitated by the proposed project would not displace any existing housing units or people. No impact would occur.

NO IMPACT

¹⁵ The other retail/services land use is estimated to generate one employee for every 344 square feet of commercial space. The proposed project would facilitate the development of 125,000 square feet of spaces, so dividing this total commercial area the generation rate of 344 square feet/employee, gives an estimated 364 future employees for the potential buildout.

15 Public Services

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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: | | | | |
| 1 Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2 Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3 Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4 Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5 Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

The Salinas Fire Department (SFD) provides all-risk fire protection to the City of Salinas in the form of fire suppression, search and rescue, emergency medical services, operational training, disaster preparedness, community education, and other services based on community needs. Total authorized staffing for the SFD is 99 personnel, 93 of which are sworn public safety employees. An increase in service for the city was brought about in July of 2016, when a second truck company was added and there is now no less than 26 personnel on-duty at all times (City of Salinas 2021). SFD operates with three platoons. Each platoon has six engine companies that are made up of a Captain, Engineer, and two Firefighters, with one of the members being a Paramedic. The department has six pumper trucks, two ladder trucks, a crash truck for airport emergencies and other service vehicles (City of Salinas 2021).

The SFD has established performance goals for the first unit response time of within five minutes, 20 seconds, 90 percent of the time for fire incidents; within five minutes, 90 percent of the time for emergency medical incidents; and within five minutes, 20 seconds, 90 percent of the time for all other priority incidents. Overall, response time for all priority incidents was within seven minutes, 23

seconds, 90 percent of the time during 2018, indicating that the SFD is not meeting its performance goals (City of Salinas 2019a).

SFD Fire Station #1 is closest to the rezone sites at 216 West Alisal Street, approximately 0.3 mile west of Lot 5. The rezone sites are in the existing service area of the SFD. All future development at the rezone sites would be required to comply with applicable Fire Code requirements and project design plans would be reviewed by the SFD prior to construction. The project would facilitate population growth and would result in an increased demand for services proportional to the population increase; however, the increase would be incremental and within the growth projections for Salinas (AMBAG 2018). The addition of an estimated 1,925 future residents would not create excessive demand for emergency services or introduce development to areas outside of normal service range that would necessitate new fire protection facilities. With the continued implementation of existing practices, including compliance with the California Fire Code, future development of the project site would undergo review by the SFD during the Building Permitting process to ensure adequate access, consistency with existing facilities, and acceptable response times. Therefore, the project would not place an unanticipated burden on fire protection services or affect response times or service ratios such that new or expanded fire facilities would be needed. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Salinas Police Department (SPD) provides police protection in the City of Salinas. The SPD has 187 full-time sworn officers. Under this sworn staffing level, the SPD has one sworn officer for every 867 residents. The SPD is divided into three divisions; Field Operations, Investigations, and Administration. The Field Operations Division is headed by one Assistant Chief who oversees the Patrol Division, K-9 Unit, Traffic Unit, Crime Scene Investigators Unit, and Special Operations (Salinas Police Department 2021).

The SPD communications center screens and assign calls on a priority basis based on the nature of the problem. SPD response time data is currently unavailable; however, the highest priority calls are typically answered within a few minutes. Less urgent calls can take longer depending on availability of the police officers and other calls the department is responding to at the time.

The nearest police station is at 312 East Alisal Street, located approximately 0.5 mile east of Lot 5. The rezone sites are in the SPD service area. The project would generate new population and associated demand for services; however, the increase would be incremental and within the growth projections for Salinas (AMBAG 2018). The addition of an estimated 1,925 residents would not create excessive demand for police services or introduce development to areas outside of normal service range that would necessitate new police protection facilities. Therefore, the project would not place an unanticipated burden on police protection services or affect response times or service ratios such that new or expanded police facilities would be needed. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.3. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The rezone sites are located in the Salinas City Elementary and Salinas Union High School Districts (City of Salinas 2017b). In the 2019-2020 school year, Salinas City Elementary School District had an enrollment of 6,689 students and Salinas Union High School District had an enrollment of 15,818 students (California Department of Education 2021). Salinas City Elementary School District has a total capacity of approximately 9,000 students (Salinas City Elementary School District 2021) and Salinas Union High School District has a total enrollment capacity of 16,000 students (Salinas Union High School District 2021). Development facilitated by the proposed project would add up to 500 new residential units in Downtown Salinas. Assuming a conservative student generation rate of one student per residential unit, the development of the rezone sites would generate up to 500 additional students at local schools. While future development would increase the number of students, it would not do so to the extent that new school facilities would be required, as the increase would be incremental, and would not result in an exceedance in capacity of the local elementary and high school districts. Furthermore, a school impact fee is collected for each residential unit that is constructed. As stated in California Government Code Section 65996, payment of school impact fees is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. Therefore, impacts related to the need for new school facilities as a result of implementing the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.4. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, public facilities, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

As described in Section 16, *Recreation*, the Salinas General Plan establishes a standard of 3.0 acres of parkland for every 1,000 residents. The project would result in an incremental reduction in available recreation space per resident in the City but would be above the minimum required parkland standard. Therefore, while the project would facilitate new housing development that would contribute additional residents to the City population, given the existing population in the City and the number of new residents the project would produce, it would not result in overuse of parks such that substantial physical alteration of parks would occur, or require the construction of new park facilities. Impacts would be less than significant; refer to Section 16, *Recreation*, for further discussion.

LESS THAN SIGNIFICANT IMPACT

- a.5. *Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

As described in criteria a.1 – a.4 above, impacts related to expanded or altered government facilities, including fire, police, school, and park facilities, would be less than significant.

Other government facilities include library services, which are provided by the Salinas Public Library. The public library system in Salinas is comprised of three branch libraries: John Steinbeck Library,

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Cesar Chavez Library, and El Gabilan Library. The library collection includes more than 100,000 books, magazines, movies, and audiobooks, and a separate Steinbeck Collection of more than a thousand books, articles, and historical items. The closest library branch is the John Steinbeck Library located at 350 Lincoln Avenue, approximately 0.2 mile west of Lot 5.

As described in Section 14, *Population and Housing*, development facilitated by the proposed project would generate population growth of approximately 1,925 people. This level of population growth would not be substantial in relation to the City's overall population and would thus not require construction of new library facilities. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

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

- 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?*

Pursuant to the City’s Park Classifications and Sports Facilities Standards that were adopted in 2018, parkland is classified to assist in planning for the community’s recreational needs. The six classifications of parks in Salinas include community parks, neighborhood parks, small parks, school parks, greenways, and special use areas. Each classification corresponds to a different size and type of park as well as a different population-based standard for parks to person ratios. According to a recreational facility inventory conducted in 2019, Salinas provides more than 684 acres of public parkland and recreation facilities distributed throughout 52 park sites and numerous open space parcels (City of Salinas 2019b). The City’s current estimated population is 162,222 residents (DOF 2020). Therefore, the ratio of parks to residents in the City is 4.2 acres of developed public parkland for every 1,000 residents.

Recreational facilities nearest the rezone sites include the Salinas Parks and Recreation Center, Clay Street Park, Central Community Park, Bataan Memorial Park, La Paz Park, and Cesar Chavez Community Park. Central and Cesar Chavez Community Parks are larger community park facilities with a minimum of 20 acres or larger of developed recreational space that serves several neighborhoods. La Paz Park is a medium-sized neighborhood park, which provides a social focus and recreational activities within a half mile walking distance of the neighborhood it serves. Clay Street Park and Bataan Memorial Park are small parks that are generally less than two acres in size and provide some recreation services to residents within a quarter mile walking distance. All parks are within a one-mile radius of the rezone sites.

Table LU-4 of the Salinas General Plan establishes public services and facility service standards in the city, including standards for the city’s parks and recreation services. The service standard for parks in

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Salinas, as described by the Salinas General Plan is 3.0 acres of developed community parkland per 1,000 residents.

As described in Section 14, *Population and Housing*, the proposed project would facilitate the development of up to 500 housing units at the rezone sites and would increase the population of Salinas to 164,147. Therefore, if all 500 housing units potentially allowed under the proposed rezone were constructed, the ratio of urban parks to residents in the City would be 4.17 acres of developed public parkland for every 1,000 residents. This would result in an incremental reduction in available recreation space per resident in the City but would be above the minimum required parkland standard of 3.0 acres of parks for every 1,000 residents. Additionally, the Salinas Municipal Code requires the provision of on-site open space areas for residential and mixed-use developments. Therefore, while the project would facilitate new housing development that would contribute additional residents to the City population, given the existing population in the City and the number of new residents the project would produce, it would not substantially alter citywide demand for parks such that substantial physical deterioration of parks would occur, or the construction of new recreational facilities would be required. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

17 Transportation

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Downtown Salinas roadways are set up in a grid formation, with some variation toward the northern portion of the downtown area. Streets traveling from east to west in the vicinity of the rezone sites include West Market Street, Central Avenue, West Gabilan Street, and West Alisal Street. Streets traveling from north to south in the vicinity of the rezone sites include Lincoln Avenue, Salinas Street, Main Street, and Monterey Street. These streets include the following features in the vicinity of the rezone sites:

- **West Market Street** is part of State Route 183 and it is owned and operated by Caltrans. It is a four-lane major arterial with left-turn pockets, some parallel street parking, no bicycle facilities, 10- to 14-foot-wide sidewalks on both sides of the roadway, controlled crosswalks and uncontrolled crosswalks at some intersections.
- **Central Avenue** is a two-lane minor arterial with a central turning lane, parallel street parking, no bicycle facilities, 12-foot-wide sidewalks on both sides of the roadway, controlled crosswalks and uncontrolled crosswalks at some intersections.
- **West Gabilan Street** is a two-lane collector with right-turn lanes at intersections, parallel street parking, Class III (shared on-street) bicycle facilities, 12-foot-wide sidewalks on both sides of the roadway, and crosswalks at intersections.
- **West Alisal Street** is a two-lane major arterial with some parallel street parking, buffered bike lanes on both sides, 7- to 10-foot-wide sidewalks on both sides of the roadway, and controlled crosswalks at some intersections.
- **Lincoln Avenue** is a two-lane minor arterial with some parallel street parking, Class III bicycle facilities south of West Alisal Street, 10-foot-wide sidewalks on both sides of the roadway, and crosswalks at intersections.

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- **Salinas Street** is a three-lane one-way (southbound) major arterial with some parallel street parking, no bicycle facilities, 10-foot sidewalks on both sides of the roadway, controlled crosswalks and uncontrolled crosswalks at intersections.
- **Main Street** is a two-lane collector with angled and parallel street parking, no bicycle facilities, sidewalks on both sides of the roadway, and controlled crosswalks at intersections.
- **Monterey Street** is a three-lane one-way (northbound) major arterial with parallel street parking, no bicycle facilities, 10-foot sidewalks on both sides of the roadway, and controlled crosswalks at intersections.

Additionally, some city blocks are bisected by small alleys adjacent to some of the rezone sites, including Lot 1 (Melody Lane) and Lot 5 (Harmony Lane).

Transit stops are available immediately north of the ITC (served by Amtrak trains, Greyhound buses, and Monterey-Salinas Transit buses), south of the intersections of West Market Street and Lincoln Avenue, along Central Avenue between Lincoln Avenue and Salinas Street, along Salinas Street between Central Avenue and West Gabilan Street, along Lincoln Avenue between West Gabilan Street and West Alisal Street, along West Alisal Street west of Church Street and west of Monterey Street, along Salinas Street south of West Alisal Street, and along Lincoln Avenue between West Alisal Street and West San Luis Street. Some but not all transit stops have bus shelters and benches.

Regulatory Setting

California Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process that will change the way transportation impact analysis is conducted as part of CEQA compliance. These changes will eliminate automobile delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. The *CEQA Guidelines* requires all jurisdictions in California to use VMT-based thresholds of significance, starting July 2020.

SB 743 requires the *CEQA Guidelines* to prescribe an analysis that better accounts for transit and reducing greenhouse gas emissions. In December 2018, Office of Planning and Research (OPR) released the final update to *CEQA Guidelines* consistent with SB 743, which recommend using VMT as the most appropriate metric of transportation impact to align local environmental review under CEQA with California's long-term greenhouse gas emissions reduction goals. In October 2020, the City of Salinas published a Final Interim Policy for analyzing VMT in CEQA documents. The City's guidance indicates that the methodology of OPR's Technical Advisory be used for land use projects, including OPR's screening criteria for projects near high-quality transit.

City of Salinas Plans and Policies

While the City is undertaking a General Plan update, the existing adopted General Plan contains the following transportation-related policies and programs, which apply to development projects in the City:

Goal CD-3 Create a community that promotes a pedestrian-friendly, livable environment.

- Policy CD-3.3** Maintain a compact Central City core that minimizes distances between most residential units, offices, stores and restaurants.
- Policy CD-3.4** Actively encourage mixed-use development in order to provide a greater spectrum of housing near businesses, alternative modes of transportation and other activity areas.
- Policy CD-3.6** Provide and maintain a pedestrian-friendly atmosphere by encouraging "pedestrian zones" with increased land-scaping, use of traffic-calming techniques on local streets, adequate separation from automobile traffic and the inclusion of amenities such as lighted crosswalks and increased lighting along sidewalks.

Goal C-1 Provide and maintain a circulation system that meets the current and future needs of the community.

- Policy C-1.2** Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.
- Policy C-1.3** Require that new development and any proposal for an amendment to the Land Use Element of the General Plan demonstrate that traffic service levels meeting established General Plan standards will be maintained on arterial and collector streets.
- Policy C-1.4** Continue to require new development to contribute to the financing of street improvements, including formation of roadway maintenance assessment districts, required to meet the demand generated by the project.
- Policy C-1.5** Ensure that new development makes provisions for street maintenance through appropriate use of gas tax and formation of maintenance assessment districts.
- Policy C-1.7** Design roadway capacities to adequately serve planned land uses.
- Policy C-1.8** Whenever possible, in reuse/revitalization projects, reduce the number of existing driveways on arterial streets to improve traffic flow.
- Policy C-1.9** Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system.
- Policy C-1.10** Encourage car-pooling, at government offices, business, schools, and other facilities, to reduce the number of vehicles using the roadway system.
- Policy C-2.1** Urge a countywide approach to Transportation Demand Management (TDM) and Transportation Systems Management (TSM) as the best way to reduce peak-hour vehicle trips and congestion at major employment centers.
- Policy C-2.6** Promote a regional jobs-housing balance to reduce vehicle miles traveled and congestion on the regional circulation system.
- Policy C-2.7** Support continued maintenance and expanded use of the City's Intermodal Transportation Center.
- Policy C-3.1** Support Monterey-Salinas Transit initiatives to provide adequate and improved (i.e. more frequent availability and use of Intelligent Transportation System measures where appropriate) public transportation service.

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- Policy C-3.2** Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service.
- Policy C-3.3** Support the extension of commuter rail to Salinas to allow for alternatives to automobile use.

Goal C-4 Provide an extensive, safe public bicycle network that provides on-street as well as off-street facilities.

- Policy C-4.1** Continue to develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips. Eliminate gaps and provide connections between existing bicycle routes.
- Policy C-4.2** Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes, that promote bicycling.
- Policy C-4.4** Improve the biking environment by providing safe and attractive cut-throughs, bike lanes, and bike paths for both recreational and commuting purposes.
- Policy C-4.5** Where possible, ensure that roadway improvements (i.e., widening and re-striping), as well as new overpasses and underpasses, allow for safe on-street bike lanes or adequate right-lane space for bicycles.
- Policy C-4.6** Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.
- Policy C-5.1** Increase availability of safe and well-maintained sidewalks in all areas of the City.
- Policy C-5.5** Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes.

Implementation Program C-12: Salinas Bikeways Plan

Continue to implement the Salinas Bikeways Plan by applying for additional funding and requiring developers to assist in the provision of the needed facilities.

Implementation Program C-13: Pedestrian Facilities

Require new development and redevelopment to provide pedestrian facilities within the project and pedestrian connections with major destinations. Identify areas within the existing community that would benefit from improved pedestrian facilities. Explore additional funding sources to provide additional pedestrian facilities.

The City of Salinas' 2002 Bikeways Plan identifies proposed bicycle paths, lanes, and routes, with a proposed bicycle lane along West Alisal Street adjacent to Lot 5 and the Permit Center and Parking Garage sites. Additionally, the DVP proposes new bicycle lanes and routes in the vicinity of the rezone sites, including a Class II bicycle lane on Lincoln Avenue between West Alisal Street extending north of Market Street, on Salinas Street north of West Gabilan Street, and along West Alisal Street. The DVP also proposes Class III bicycle routes on Salinas Street south of West Gabilan Street, Main Street between John Street and Central Avenue, and Monterey Street between John Street and West Market Street.

Additionally, the DVP envisions new pedestrian connections along Melody Lane and Harmony Lane adjacent to the rezone sites, mid-block west of Lot 5, and mid-block east of Lot 1, and specifies various pedestrian and bicycle safety improvements to be implemented throughout the downtown area, including using median pedestrian refuge islands, curb extensions at pedestrian crossings, and improving traffic signals with pedestrian count-down indications and/or pedestrian phasing.

Additionally, the City of Salinas has begun work on a downtown complete streets project on West Alisal Street and on Main Street, with improvements including a new traffic signal at Main and Gabilan Streets with an exclusive pedestrian phase, and signal work at other intersections.

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Roadway Facilities

While SB 743 has phased out the use of LOS to determine potential transportation impacts, in evaluating project consistency with the City's General Plan, a comparison of LOS is still required per General Plan Policies C-1.2 and C-1.3. This analysis is provided for informational purposes. Based on standard ITE trip generation rates specified by the City for downtown apartments and downtown commercial uses, the project would facilitate an estimated total daily trip generation of 5,500 trips.¹⁶ To provide for a conservative analysis, all project trips were applied to the street with the highest available trip counts (and thus highest LOS) in the downtown area. The highest available trip counts in the vicinity of the rezone sites are along West Market Street, which has a reported volume of 22,673 daily trips (July 2011; City of Salinas 2018b).¹⁷ This street is considered a 4-lane, divided arterial, per the City's General Plan. Assuming all project-generated trips use this roadway, 28,173 total daily trips would be expected on this roadway, resulting in a level of service (LOS) of C (less than 29,000 daily trips), per General Plan Table C-2. It should be noted that the project-generated trips would be anticipated to be dispersed throughout the downtown area, and would not be directed entirely onto one roadway, as assumed above. The above analysis provides a conservative estimate for future roadway volumes resulting from the project. Therefore, the project would be consistent with General Plan Policies C-1.2 and C-1.3, which aims to maintain LOS D for all roadways in the City. Impacts to roadways would be less than significant.

Pedestrian and Bicycle Facilities

In the project area, bicycle routes are located along Lincoln Avenue between the ITC and the Permit Center and Parking Garage Site and along West Gabilan Street adjacent to Lot 12 and Lot 8. These facilities connect to bicycle routes, bicycle lanes, and bicycle paths that provide bicycle access to the city. Pedestrian sidewalks exist along all frontages of the project sites, as well as on adjacent and neighboring blocks to the rezone sites. The project would facilitate new pedestrian and bicycle trips, as it involves the future development of mixed-use buildings on infill sites. Approximately 3,188 total

¹⁶ The City uses revised rates for downtown land uses to account for bicycle, pedestrian, and transit trip reductions. The City's downtown apartment rate is 5 daily trips per unit, and downtown commercial rate is 21 daily trips per 1,000 square feet of commercial use. These trip rates are consistent with the City's Traffic Fee Ordinance Trip Generation Rates.

¹⁷ Based on the existing traffic volumes and LOS of other roadways in the vicinity of the rezone sites, West Market Street (traffic count of 24,881; LOS B) represents the worst-case scenario. Monterey Street has a traffic volume of 8,756 (LOS A), Salinas Street has a traffic volume of 5,181 (LOS A), and West Alisal Street has a traffic volume of 11,630 (LOS A). Traffic counts for other project roadways, including Lincoln Avenue, are not readily available.

bicycle, pedestrian, and transit (non-passenger vehicle) trips would be generated by the project.¹⁸ Future residents would be anticipated to use alternate modes of transportation, such as walking or bicycling, to nearby services. Both bicycle and pedestrian facilities are located in the vicinity of each of the rezone sites, and the future development on the rezone sites would be required to be consistent with existing City plans and policies regarding bicycle and pedestrian facilities. Because buildout of the rezone sites facilitated by the project would result in an increase in bicycle and pedestrian trips in the downtown area, the demand for bicycle and pedestrian facilities would increase. Future projects on the rezone sites would be required to pay fair share payments toward funding bicycle and pedestrian facility improvements, per Mitigation Measure TR-1, provided below. With these fair share payments, the project would have a less than significant impact on pedestrian and bicycle facilities.

Transit Facilities

Monterey-Salinas Transit provides fixed route bus service in the vicinity of the rezone sites, and both Greyhound and Amtrak provide regional transit options from the ITC. The project would facilitate increased transit demand, as it involves the future development of mixed-use buildings on infill sites. Traffic delay caused by vehicle trips generated by future development would also increase the delay time of transit buses at these intersections. However, as described above, the project would not have a significant impact to roadway volumes. Therefore, transit vehicles would not experience significant delays at intersections as a result of new traffic facilitated by the proposed project. The future population increase facilitated by the proposed project could increase ridership on public transit. However, increased ridership would not be an adverse environmental impact.

Development of the rezone sites would not conflict with a program, plan, ordinance or policy addressing the circulation system, including pedestrian, bicycle, and transit facilities. This impact would be less than significant.

Mitigation Measures

TR-1 Fair Share Payment

Prior to issuance of any grading permit and/or building permit for each individual site, the City shall require the applicant or successor in interest to pay a fair share fee for the purpose of providing adequate bicycle and pedestrian facilities, consistent with the applicable City planning documents, such as the City's General Plan, Bikeways Plan, or Downtown Vibrancy Plan.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Section 15064.3 of the CEQA Guidelines replace congestion-based metrics, such as auto delay and LOS, with VMT as the basis for determining significant impacts, unless the CEQA Guidelines provide specific exceptions. Per Section 15064.3(b)(1), land use projects that are located within 0.5 mile of an existing major transit stop or stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.

¹⁸ This estimate is based on the City's standard vehicle trip rates and standard downtown trip rate reductions associated with anticipated buildout of the rezone sites. The City's standard rates would result in a total trip generation of 8,688 daily trips, and the City's reduced downtown rates would result in a vehicle trip generation of 5,500 daily trips. Therefore, non-vehicle (e.g. bicycle, pedestrian, and transit) trips generated by buildout of the rezone sites would be 3,188 daily trips (8,688 trips minus 5,500 trips).

The following bus routes are in proximity to the rezone sites:

- Route 20: Runs every 30 minutes during peak periods on weekdays, and every hour between 7:00 a.m. and 9:00 p.m. on weekends.
- Route 23: Runs on irregular intervals ranging from 5 minutes to 1 hour during weekdays and approximately every 2 hours on weekends.
- Route 29: Runs every 2 hours daily.
- Route 41: Runs every 15 minutes between 8:45 a.m. and 5:15 p.m., with service every 30 minutes outside those hours on weekdays. Runs every 30 minutes on weekends.
- Route 45: Runs every 75-80 minutes daily.
- Route 48: Runs hourly daily.
- Route 49: Runs hourly daily.
- Route 61: Runs hourly on weekdays and every 2 hours on weekends.
- Route 95: Runs every 2 hours daily.

In addition to the above bus routes, Amtrak's Coast Starlight route services the Salinas station (located immediately north of the ITC site) twice daily, and the Greyhound bus services the station once daily. The number and frequency of existing transit routes that serve stops within 0.5 mile of the rezone sites meet the definition of a high-quality transit corridor.¹⁹ Additionally, Route 41 is within 0.5 mile of each rezone site and meets the definition of a high-quality transit corridor (service every 15 minutes during peak hours).

Because Route 41 runs every 15 minutes during peak commute hours within 0.5 mile of all rezone sites, all of the rezone sites are located along an existing high-quality transit corridor. Pursuant to Section 15064.3(b)(1) of the State CEQA Guidelines, future development of the rezone sites should be presumed to cause a less than significant transportation impact. As such, impacts related to VMT associated with the project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

Currently, there are no proposed site plans for future development on the rezone sites. However, development facilitated by the project would be required to undergo site plan review and building permit approval prior to construction. This process includes an evaluation of the site plan by the City and local fire district for site circulation, which would ensure that project designs do not include hazardous design features, including sharp curves or dangerous intersections, and are compatible with the DVP's proposed transportation changes along adjacent streets (refer to Figure 2-1 and Chapter 2 of the DVP). The DVP includes travel lane reductions to reduce vehicle speeds and enhance pedestrian and bicycle safety through the downtown area. The DVP also identifies proposed bicycle paths and routes and proposed pedestrian crossings. Future projects would be mixed use

¹⁹ Pursuant to PRC Section 21155(b), "a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours." Route 41 runs every 15 minutes during peak commute hours within 0.5 mile of all rezone sites.

developments, similar to existing surrounding uses, ensuring that hazards from incompatible uses do not occur.

This process also includes an evaluation of the site plan by the local fire district for emergency access, which would ensure that adequate access is provided. However, because project designs are not available to review for safety features and geometric design, it is possible that future project applicants could propose a feature(s) that could increase hazards or result in inadequate emergency access. Therefore, impacts are potentially significant. Mitigation Measure TR-1 requires the payment of fair share fees for facilities improvements, and Mitigation Measure TR-2 requires a City-specific review of proposed site plans to ensure consistency with the DVP and requires the inclusion of necessary safety-related features as part of final project design plans. With implementation of Mitigation Measures TR-1 and TR-2, impacts would be less than significant.

Mitigation Measure

TR-2 Consistency with DVP Policies and Implementation of Safety Features

Developers shall submit site plans for future development of each individual rezone site that demonstrates consistency with DVP-designated future bicycle lanes, pedestrian paths, and roadway improvements. Particular attention shall be paid to street frontages, setbacks, and vehicle access driveways for both compatibility and safety. Site plans shall indicate the presence of safety features, such as pedestrian warning devices (flashing lights and alarms at driveways), adequate sight distances and sight triangles for safe vehicle maneuvering onto local streets (such as limiting types of vegetation and signage at driveways to increase visibility), signage warning vehicle operators of pedestrian or bicycle presence when existing the site, or other features commonly used in the City to enhance the safety of pedestrians and bicycles.

The City shall review submitted site plans for consistency with the DVP prior to approval of grading and/or building permits. If site plans are determined to be inconsistent with the DVP, the City shall require modifications to project design to accommodate the DVP-identified improvements throughout the downtown area specific to each rezone site location before approving requested grading and/or building permits.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

18 Tribal Cultural Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

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

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

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

Assembly Bill 52 (AB 52) establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

On June 19, 2020 and August 21, 2020, the City of Salinas, pursuant to Public Resources 21080.3.1 and AB 52, sent via certified mail notification letters to seven California Native American Tribes that are traditionally and culturally affiliated with the project area. The letter was sent to representatives of the Ohlone/Costanoan-Esselen Nation, the Amah Mutsun Tribal Band, the Indian Canyon Mutsun Band of Costanoan, the Xolon Salinan Tribe, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Torres Martinez Desert Cahuilla Indians, and the Costanoan Rumsen Carmel Tribe. On October 15, 2020, Louis J. Ramirez-Miranda, Chairperson of the Ohlone/Costanoan-Esselen Nation emailed a City Associate Planner requesting additional consultation. A virtual consultation meeting was scheduled via Zoom with Chairperson Ramirez-Miranda of the Ohlone/Costanoan-Esselen Nation, the City's Planning Manager, and a Senior Planner on October 20, 2020.

On October 29, 2020, the City of Salinas, pursuant to California Senate Bill 18 (SB 18) and California Government Code Section 65352.3 sent via certified mail notification letters to eight (8) California Native American Tribes that are traditionally and culturally affiliated with the project area. The letter was sent to representatives of the Ohlone/Costanoan-Esselen Nation, the Amah Mutsun Tribal Band, the Indian Canyon Mutsun Band of Costanoan, the Xolon Salinan Tribe, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Torres Martinez Desert Cahuilla Indians, the Costanoan Rumsen Carmel Tribe, and the Amah Mutsun Tribal Band. As of April 12, 2021, the City has not received requests for additional consultation.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

Neither the cultural resources records search nor Native American consultation through AB 52 identified cultural resources listed on or eligible for listing on the CRHR or a local register within the rezone sites. However, there is always potential to uncover buried archaeological and tribal cultural resources during ground disturbing activities, which could potentially be considered tribal cultural resources eligible for listing in the CRHR or a local register or be considered tribal cultural resources. Should project construction activities encounter and damage or destroy a tribal cultural resource or resources, impacts would be potentially significant. Mitigation Measure TCR-1 would ensure that tribal cultural resources are preserved in the event they are uncovered during construction and would reduce impacts regarding disrupting tribal cultural resources to a less than significant level.

Mitigation Measure

TCR-1 Inadvertent Discoveries During Construction

In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2. If the City, in consultation with local Native Americans, determines

that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

Would the project:

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section incorporates information provided in and the findings of the Water Supply Assessment for the Downtown Parking Lot and Intermodal Transportation Center Rezone Project prepared by EKI Environment & Water on behalf of the California Water Service Salinas District. This report is dated March 2021 and included as Appendix C.

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

- a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or *relocation* of which could cause significant environmental effects?

Water

Water for future development facilitated by the project would be provided by Cal-Water via existing utilities on and adjacent to the rezone sites. The Cal-Water Salinas District relies entirely on groundwater, with wells that extract water from five different groundwater basins, including the Corralitos-Pajaro Valley Subbasin, Salinas Valley-Langley Area Subbasin, Salinas Valley-180/400 Foot Aquifer Subbasin, Salinas Valley-East Side Aquifer Subbasin, and Salinas Valley-Monterey Subbasin. Water supply is discussed further under criterion (b) below.

New residential and commercial development facilitated by the project would increase demand for water above existing conditions on the rezone sites. The project’s estimated water demand would be approximately 88 acre-feet per year (AFY) at full buildout, which is an approximately 0.5 percent increase above Cal-Water Salinas District’s 2020 water demand of 16,497 AFY (Appendix C). Based on normal year water supply estimates, the increase in water demand from development facilitated by the project would not exceed available water supplies of 23,569 AFY in the Salinas District. Existing supplies would be sufficient to meet forecasted water demand for development facilitated by the project. Therefore, impacts would be less than significant.

Wastewater

M1W provides wastewater collection, treatment, and disposal services for the City of Salinas. Wastewater is transported to the M1W Regional Treatment Plant (RTP) located in Marina. The RTP is designed with a daily capacity of 29.6 million gallons for secondary and tertiary treatment, and 5 million gallons for advanced purification for groundwater replenishment. The RTP treats an average of 17 million gallons per day, and has a remaining capacity of 12.6 million gallons per day (M1W 2021).

The project’s estimated wastewater generation would be approximately 70.4 AFY, or 22.9 million gallons per year (assuming water use is approximately 120 percent of wastewater generation), or approximately 0.063 million gallons per day. This would represent approximately 0.5 percent of the RTP wastewater treatment plant remaining capacity. Therefore, the RTP has capacity to meet the wastewater treatment demands that would be generated by future development facilitated by the project. Therefore, impacts associated with project’s incremental wastewater generation would be less than significant.

Stormwater

Future development facilitated by the project would be designed and engineered with drainage features appropriate to accommodate the needs of the future development. As discussed in Section 10, *Hydrology and Water Quality*, development facilitated the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. The proposed project would not require the construction of new off-site stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

A significant impact to electricity, natural gas, and telecommunications facilities may occur if a project's demand for these services exceeds the capacity of local providers. Telecommunications are generally available in the project area, and facility upgrades would not likely be necessary.

As described in Section 6, *Energy*, development facilitated by the project would require approximately 3.4 GWh of electricity per year and approximately 4,616 MMBtu of natural gas per year. CCCE would provide electricity to new development at the rezone sites, and PG&E would provide electricity transmission and natural gas. PG&E maintains power lines along West Market Street, Lincoln Avenue, Salinas Street, Central Avenue, East Alisal Street, and Melody Lane (PG&E 2021a). The substation that powers lines in the vicinity of the rezone sites has a capacity of 151 megawatts (MW) and a typical load of 118 MW, with a remaining capacity of 33 MW (PG&E 2021a). The project would require approximately 0.39 MW,²⁰ approximately 1.2 percent of the remaining capacity of the PG&E substation that serves the rezone sites. PG&E has adequate natural gas storage to ensure adequate natural gas supply, and supply often exceeds demand (PG&E 2021b). Accordingly, the project would be accommodated adequately by existing electricity, natural gas, and telecommunication facilities and would not require improvements to existing facilities, or the provision of new facilities, that would cause significant environmental effects. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Estimated water demand for development facilitated by the project is 88 AFY at buildout. The California Urban Water Management Planning Act requires that each water supplier provide an assessment of the reliability of its water supply during normal, dry, and multiple dry years. Table 30 shows Cal-Water's assessment for normal, single dry, and multiple-dry year periods, estimating supply and demand during the years 2025, 2030, 2035, 2040, and 2045.

As shown in Table 30, available supply is expected to be adequate to serve projected water demand for the normal, single dry, and multiple-dry year scenarios assessed through 2045. Considering the additional water demand resulting from development facilitated by the project, adequate water supply would be available to serve full buildout of the rezone sites in any of the above water year scenarios through 2045. However, it should be noted that water supply available through the Salinas and Country Meadows Public Water Systems would experience small shortfalls towards the end of the planning period, specifically (1) a 2.6 percent shortfall in normal years in 2045, (2) 1.7 percent and 5.9 percent shortfalls in 2040 and 2045, respectively, during single-dry years, and (3) 3.6 percent and 7.4 percent shortfalls in 2040 and 2045, respectively, during multiple dry year periods. However, any potential dry year shortfalls in 2040 or 2045 in the Salinas Public Water System and the Country Meadows Mutual Public Water System service areas would be alleviated by proactive actions conducted by Cal Water, including efforts to identify new water supply sources and further reduce projected demand through conservation efforts (Appendix C). Therefore, adequate water supply facilities would be available to serve the project for the reasonably foreseeable future, and the project's water system would connect to existing water supply infrastructure. Water supply impacts would be less than significant.

²⁰ Full buildout of the rezone sites would require 3,400 MWh per year. $3,400 \text{ MWh per year} / 365 \text{ days per year} / 24 \text{ hours per day} = 0.39 \text{ MW}$.

Table 30 Multiple Dry Years Water Supply and Demand – Salinas District

| | 2025 | 2030 | 2035 | 2040 | 2045 |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Normal Year | | | | | |
| Total Supply (AFY) | 23,569 | 23,569 | 23,569 | 23,569 | 23,569 |
| Total Demand | 16,497 | 16,996 | 17,583 | 18,183 | 18,861 |
| Supply Shortage? | No | No | No | No | No |
| Single Dry Year | | | | | |
| Total Supply (AFY) | 23,569 | 23,569 | 23,569 | 23,569 | 23,569 |
| Total Demand | 17,037 | 17,551 | 18,156 | 18,773 | 19,472 |
| Supply Shortage? | No | No | No | No | No |
| First Dry Year | | | | | |
| Total Supply (AFY) | 23,569 | 23,569 | 23,569 | 23,569 | 23,569 |
| Total Demand | 17,372 | 17,894 | 18,510 | 19,138 | 19,851 |
| Supply Shortage? | No | No | No | No | No |
| Second Dry Year | | | | | |
| Total Supply (AFY) | 23,569 | 23,569 | 23,569 | 23,569 | 23,569 |
| Total Demand | 17,372 | 17,894 | 18,510 | 19,138 | 19,851 |
| Supply Shortage? | No | No | No | No | No |
| Third Dry Year | | | | | |
| Total Supply (AFY) | 23,569 | 23,569 | 23,569 | 23,569 | 23,569 |
| Total Demand | 17,372 | 17,894 | 18,510 | 19,138 | 19,851 |
| Supply Shortage? | No | No | No | No | No |
| Fourth Dry Year | | | | | |
| Total Supply (AFY) | 23,569 | 23,569 | 23,569 | 23,569 | 23,569 |
| Total Demand | 17,372 | 17,894 | 18,510 | 19,138 | 19,851 |
| Supply Shortage? | No | No | No | No | No |
| Fifth Dry Year | | | | | |
| Total Supply (AFY) | 23,569 | 23,569 | 23,569 | 23,569 | 23,569 |
| Total Demand | 17,372 | 17,894 | 18,510 | 19,138 | 19,851 |
| Supply Shortage? | No | No | No | No | No |

Source: Appendix C

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Sanitary sewer service would be provided by M1W, which operates the RTP. As described above, the RTP has a remaining capacity of 12.6 million gallons per day (M1W 2021). The project's estimated wastewater generation would be approximately 70.4 AFY or 22.9 million gallons per year (assuming water use is approximately 120 percent of wastewater generation), or approximately 0.063 million gallons per day. This demand would amount to approximately 0.5 percent of RTP wastewater treatment plant remaining capacity. Therefore, development facilitated by the project would be served by a wastewater treatment plant with sufficient capacity, and impacts related to wastewater treatment would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

To comply with the California Integrated Waste Management Act of 1989 (AB 939), the County must divert at least 50 percent of its solid waste from landfills. In addition, Assembly Bill 341 (AB 341) sets a statewide 75 percent recycling goal by 2020. AB 341 also requires businesses generating more than four cubic yards of solid waste to recycle and requires owners of multi-family housing with five or more units to provide recycling for their tenants.

The Salinas Valley Solid Waste Authority transports solid waste generated in the City of Salinas to the Johnson Canyon Landfill. The landfill is permitted to receive a maximum throughput of 1,574 tons per day. The landfill has remaining capacity of 6,923,297 cubic yards an estimated closure date of 2055 (California Department of Resources Recycling and Recovery [CalRecycle] 2020).

Based on CalEEMod outputs (Appendix A), development facilitated by the project would generate approximately 361 tons per year (approximately 1,980 pounds of solid waste per day). Assuming a minimum of 50 percent diversion from landfills in accordance with AB 939, the project would send approximately 990 pounds per day, or 0.5 ton, to the Johnson Canyon Landfill.²¹ This represents approximately one percent of the landfill's allowable daily throughput. Therefore, the project would be served by a landfill with sufficient available capacity and would comply with applicable regulations related to solid waste. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

²¹ Calculation: 1,980 pounds divided by 2 = 990 pounds

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20 Wildfire

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

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather and other relevant factors (Public Resources Code [PRC] 4201-4204, California Government Code 51175-89). The primary factors that increase an area's susceptibility to fire hazards include topography and slope, vegetation type and vegetation condition, and weather and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. Under state regulations, areas within Very High Fire Hazard Severity Zones (VHFHSZ) must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

In California, responsibility for wildfire prevention and suppression is shared by federal, state, and local agencies. Federal agencies have legal responsibility to prevent and suppress wildfires in Federal Responsibility Areas. CAL FIRE prevents and suppresses wildfires in State Responsibility Area lands, which are non-federal lands in unincorporated areas with watershed value, are of statewide interest, defined by land ownership, population density, and land use. Wildfire prevention and suppression in

Downtown Parking Lot and Intermodal Transportation Center Rezone Project

Local Responsibility Areas (LRA) are typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. These lands include incorporated cities, cultivated agriculture lands, and portions of the desert (CAL FIRE 2020).

The rezone sites are within a developed and urbanized area, with minimal vegetation. The sites are not within a State Responsibility Area (SRA) and are not within an area classified as Very High, High, or Moderate for fire hazard severity. The nearest VHFHSZ occurs approximately four miles south of the sites, and the nearest SRA with a hazard severity rating is located more than three miles south of the rezone sites (CAL FIRE 2007).

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The rezone sites are not located within or near (within two miles of) a VHFHSZ or SRA (CAL FIRE 2007). The rezone sites are surrounded on all sides by developed land and paved urban areas. All areas immediately surrounding the rezone sites are non-VHFHSZs. As discussed in Section 15, *Public Services*, the SFD provides emergency response and public safety services for the rezone sites. In addition, the project would not involve the installation of overhead powerlines or other infrastructure that may exacerbate fire risk. Therefore, the project would not expose people or structures to a significant risk involving wildfires nor exacerbate the risk of wildfire. There would be no impact.

NO IMPACT

21 Mandatory Findings of Significance

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

Does the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| <p>a. 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?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation Measure BIO-1 would reduce impacts to nesting bird species bats to less than significant.

As discussed in Section 5, *Cultural Resources*, and Section 7, *Geology and Soils*, no archaeological or paleontological resources are known to occur on the rezoned sites. Nevertheless, the potential for the

recovery of buried cultural materials during development activities remains. Implementation of Mitigation Measures CUL-2 and GEO-1 would reduce impacts to previously undiscovered cultural and paleontological resources to a less than significant level by providing a process for evaluating and, as necessary, avoiding impacts to any resources found during construction. As described in Section 5, *Cultural Resources*, historic resources are potentially present within the boundaries of three of the rezone sites. Mitigation Measure CUL-1 would reduce potential impacts to historic resources to less than significant through the preparation of a treatment plan for confirmed historic resources to ensure compliance with the Secretary of the Interior's Standards for the Treatments of Historic Properties and implementation of site-specific mitigation. As discussed in Section 18, *Tribal Cultural Resources*, the potential to discover unanticipated resources during development is a possibility. Mitigation Measure TCR-1 provides for guidance steps to take in the event of an unanticipated discovery of tribal cultural resources. With the implementation of Mitigation Measure TCR-1, impacts related to tribal cultural resources would be reduced to a less than significant level. Therefore, impacts to important examples of California history or prehistory would be less than significant with mitigation incorporated.

As noted throughout the Initial Study, most other potential environmental impacts related to the quality of environment would be less than significant or less than significant with implementation of mitigation measures.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Cumulative impacts associated with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gas Emissions, Water Supply, and Solid Waste (CEQA Guidelines Section 15064[h][3]) and would be less than significant. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as Agriculture and Forestry Resources, Mineral Resources, and Wildfire. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). Other issues (e.g., aesthetics, hazards and hazardous materials) are site-specific, and impacts at one location do not add to impacts at other locations or create additive impacts. The project would incrementally increase traffic compared to existing conditions. However, due to the mixed-use nature of development facilitated by the project, traffic and VMT impacts would be less than significant. Therefore, the project's impacts would not be cumulatively considerable.

LESS THAN SIGNIFICANT IMPACT

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As discussed in Section 3, *Air Quality*, the project would not conflict with an air quality plan, result in cumulatively considerable net increase in pollutants, or expose sensitive receptors to substantial concentrations of pollutants or odors. As discussed in Section 9, *Hazards and Hazardous Materials*, construction and operation of the project would not result in the upset, release or use of hazardous materials. As discussed in Section 13, *Noise*, the project would not generate significant impacts to ambient noise or ground-borne vibration with implementation of Mitigation

Measures N-1 and N-2, which require construction noise reductions at Lot 12 and foundation pile construction noise reductions on all rezone sites, as well as operational HVAC noise reductions. Therefore, the project would not cause substantial adverse effects on human beings with mitigation implemented.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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²² Note Monterey Bay Community Power has changed its name to Central Coast Community Energy since publication of this document.

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