**DRAFT**

# INITIAL STUDY/
# MITIGATED NEGATIVE DECLARATION

## GONZALES RIVER ROAD BRIDGE REHABILITATION PROJECT

## MONTEREY COUNTY, CALIFORNIA

LSA

October 2021

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## GONZALES RIVER ROAD BRIDGE REHABILITATION PROJECT

## MONTEREY COUNTY, CALIFORNIA

Lead Agency:

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Project No. TRT1503

LSA

October 2021

# TABLE OF CONTENTS

## FIGURES



## TABLES



## APPENDICES

# LIST OF ABBREVIATIONS AND ACRONYMS

| | |
|---|---|
| AASHTO | American Association of State Highway and Transportation Officials |
| AB | Assembly Bill |
| ac | acres |
| ADT | average daily traffic |
| APE | Area of Potential Effects |
| APN | Assessor's Parcel Number |
| AQMP | Air Quality Management Plan |
| Basin Plan | Water Quality Plan for the Central Coastal Basin |
| BMPs | Best Management Practices |
| bridge | Gonzales River Road Bridge |
| BSA | Biological Study Area |
| CAAQS | California ambient air quality standards |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Cal/OSHA | California Occupational Safety and Health Administration |
| California Register | California Register of Historical Resources |
| Cal-IPC | California Invasive Plant Council |
| Caltrans | California Department of Transportation |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| cfs | cubic feet per second |
| CGS | California Geological Survey |
| $CH_4$ | methane |
| CHP | California Highway Patrol |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | carbon dioxide equivalent |
| County | County of Monterey |
| CWA | Clean Water Act |
| cy | cubic yards |

| | |
|---|---|
| dBA | A-weighted decibels |
| DDD | dichlorodiphenyldichloroethane |
| DDT | dichlorodiphenyltrichloroethane |
| DOC | California Department of Conservation |
| DOT | United States Department of Transportation |
| DPS | distinct population segment |
| EIR | Environmental Impact Report |
| EO | Executive Order |
| ESA | Environmentally Sensitive Area |
| FEMA | Federal Emergency Management Agency |
| FIRM | Flood Insurance Rate Map |
| ft | feet |
| GHG | greenhouse gas |
| GSAs | Groundwater Sustainability Agencies |
| GSPs | Groundwater Sustainability Plans |
| GWP | global warming potential |
| HBP | Highway Bridge Program |
| HCD | Housing and Community Development |
| HCP | Habitat Conservation Plan |
| HFCs | hydrofluorocarbons |
| HPSR | Historic Property Survey Report |
| HSC | California Health and Safety Code |
| LBP | lead-based paint |
| $L_{max}$ | maximum instantaneous noise level |
| LRA | Local Responsibility Area |
| MBARD | Monterey Bay Air Resources District |
| MBTA | Migratory Bird Treaty Act |
| mi | miles |
| Monterey County GSA | Monterey County Groundwater Sustainability Agency |
| mph | miles per hour |
| MT | metric tons |
| $N_2O$ | nitrous oxide |
| NAHC | Native American Heritage Commission |
| National Register | National Register of Historic Places |
| NCCAB | North Central Coast Air Basin |

| | |
|---|---|
| NCCP | Natural Communities Conservation Plan |
| NEPA | National Environmental Policy Act |
| NES | Natural Environment Study |
| NMFS | National Marine Fisheries Service |
| $NO_2$ | nitrogen dioxide |
| NOI | Notice of Intent |
| NOT | Notice of Termination |
| NOX | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NWIC | Northwest Information Center |
| OCEN | Ohlone Costanoan Esselen Nation |
| PCBs | polychlorinated biphenyls |
| PFCs | perfluorocarbons |
| $PM_{10}$ | particulate matter less than 10 microns in size |
| $PM_{2.5}$ | particular matter less than 2.5 microns in size |
| PRC | Public Resources Code |
| PRDs | Permit Registration Documents |
| PS&E | Plans, Specifications, and Estimates |
| RoadMod | Road Construction Emissions Model |
| ROG | reactive organic gases |
| ROW | right-of-way |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| sf | square feet |
| $SF_6$ | sulfur hexafluoride |
| SGMA | California Sustainable Groundwater Management Act |
| SMARTS | Stormwater Multiple Application and Report Tracking System |
| $SO_2$ | sulfur dioxide |
| SRA | State Responsibility Area |
| STIP | State Transportation Improvement Program |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAMC | Transportation Agency for Monterey County |
| TDS | total dissolved solids |
| TMDL | Total Maximum Daily Load |

| | |
|---|---|
| TMP | Transportation Management Plan |
| US-101 | U.S. Route 101 |
| USACE | United States Army Corps of Engineers |
| USFWS | United States Fish and Wildlife Service |
| USGS | United States Geological Survey |
| VHFHSZ | Very High Fire Hazard Severity Zone |
| VMT | vehicle miles traveled |
| WDID | Waste Discharge Identification Number |
| Williamson Act | California Land Conservation Act of 1965 |

# 1.0 PROJECT INFORMATION

| | |
|---|---|
| **Project Title:** | Gonzales River Road Bridge Rehabilitation Project |
| **File No.:** | Project No. 3853 |
| **Project Location:** | The Gonzales River Road Bridge is located approximately 0.2 mile (mi) east of River Road and 2 mi west of U.S. Route 101 (US-101) in an unincorporated portion of Monterey County. |
| **Name of Property Owner:** | County of Monterey |
| **Name of Applicant:** | County of Monterey Department of Public Works, Facilities & Parks |
| **Assessor's Parcel Number(s):** | 216-012-002-000, 216-031-001-000, 216-032-018-000, 223-011-032-000, 223-011-040-000, 223-012-001-000, and 223-012-005-000. |
| **Acreage of Property:** | The completed project would cover approximately 6 acres (ac). |
| **General Plan Designations:** | Farmlands 40 Acre Minimum |
| **Zoning:** | F/40 |
| **Lead Agency:** | County of Monterey Department of Public Works, Facilities & Parks |
| **Prepared By:** | LSA<br>285 South Street, Suite P<br>San Luis Obispo, California 93401 |
| **Date Prepared:** | October 2021 |
| **Contact Person:** | José Gómez, Project Manager II |
| **Phone Number:** | (831) 755-4816 |

# 2.0 PROJECT DESCRIPTION

## 2.1 INTRODUCTION

The County of Monterey (County) Department of Public Works, Facilities & Parks proposes to replace the superstructure of the existing two-lane Gonzales River Road Bridge, Bridge No. 44C0035, over the Salinas River in Monterey County, California (proposed project) with a wider bridge deck that meets current American Association of State Highway and Transportation Officials (AASHTO) requirements. The proposed project would address certain existing structural deficiencies (e.g., cracks, exposed reinforcing bars, and failing joints in the superstructure) and improve the conditions for conveying flood flows. The proposed project would also widen the roadway approaches on the north and south ends of the Gonzales River Road Bridge (bridge) to conform to the new bridge width and profile. After construction, both the bridge and roadway approaches would contain two 12-foot (ft) lanes (one in each direction) and two 3 ft shoulders, and would meet current AASHTO minimum design speed standards.

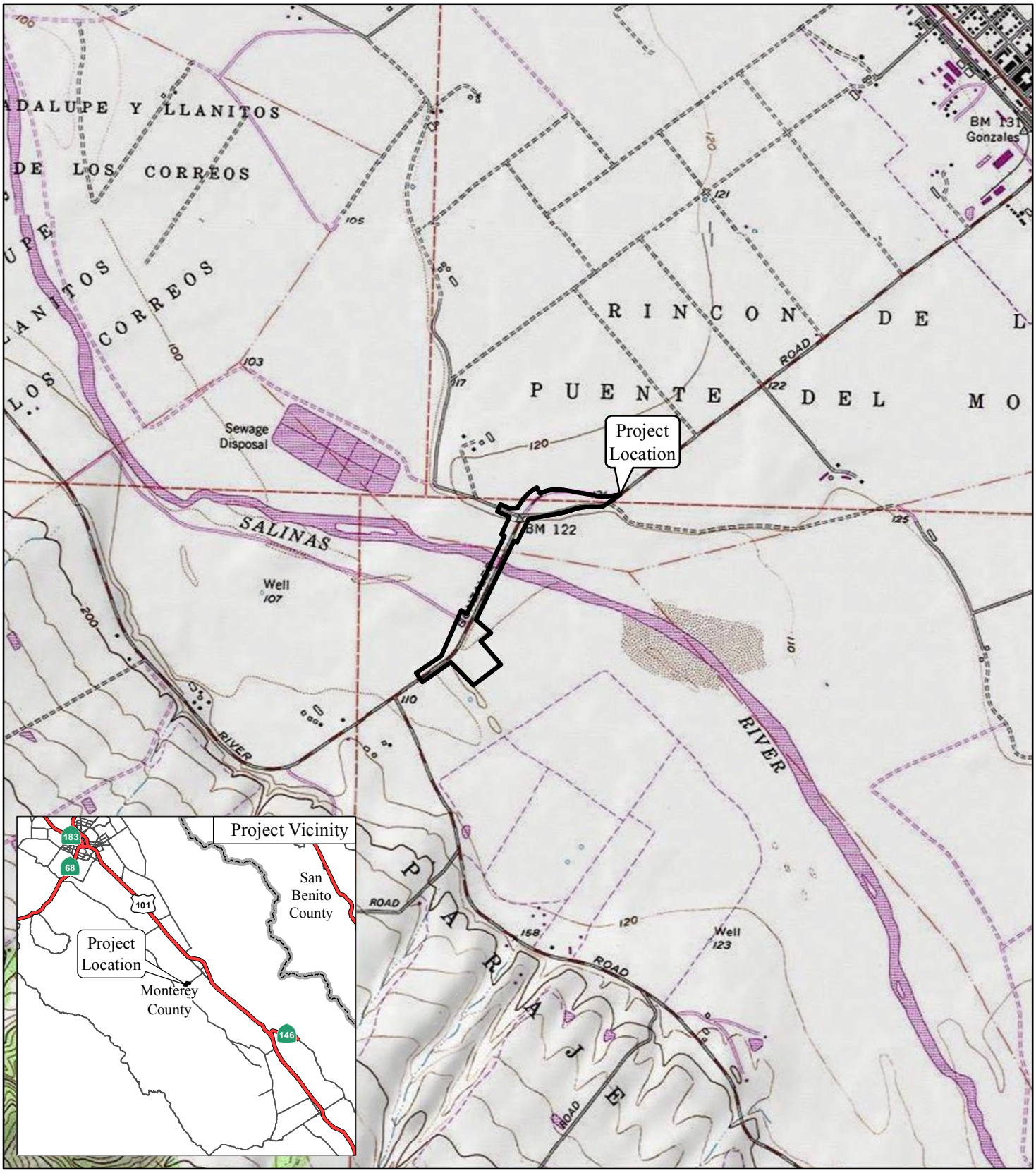
The bridge identification information is listed below:

Dist.-County-Route-PM: 05-MON-0-CR
Fed. Proj. No.: BRLS-5944(098)
Caltrans Bridge No. 44C0035, County Bridge No. 309
Latitude: 36° 29' 10"
Longitude: 121° 28' 11"

### 2.1.1 Existing Facility

The project area is located in an unincorporated part of Monterey County, 3 mi southeast of Gonzales and midway between Salinas to the north and Soledad to the south. The Gonzales River Road Bridge is approximately 0.2 mi east of Gonzales River Road and 2 mi west of US-101 (refer to Figure 2-1, Project Location). The bridge runs generally in a north-south direction with the Salinas River flowing under the bridge in an east-west direction (refer to Figure 2-2, Project Area). The surrounding land uses are in agriculture.

The Gonzales River Road Bridge was originally constructed in 1930. The bridge is 1,661 ft long and 23 ft wide with two 10 ft travel lanes and no shoulders. In 2001, the bridge underwent a seismic retrofit that included the construction of new foundations and substructures; however, the seismic retrofit did not include replacing the superstructure (i.e., bridge deck), which is the focus of the proposed project. According to the California Department of Transportation (Caltrans) California Road System Map, Gonzales River Road is classified as a Major Collector (Rural Roadway).




LEGEND

Project Area

FIGURE 2-1

*Gonzales River Road Bridge Replacement Project*
*Monterey County, California*
*Federal Project Number BRLS-5944(098)*

Project Location

0 1000 2000
FEET

SOURCE: USGS 7.5' Quad., *Palo Escrito Peak, CA* (1984); TRC (6/2016)

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LEGEND

Project Area

FIGURE 2-2

*Gonzales River Road Bridge Replacement Project*
*Monterey County, California*
*Federal Project Number BRLS-5944(098)*

Project Area

0 250 500
FEET

SOURCE: Bing Aerial (2011); TRC (6/2016)

I:\TRT1503\GIS\PD_GonzalesRiverRd_ProjectArea.mxd (8/22/2016)

## 2.2 PROJECT PURPOSE AND NEED

### 2.2.1 Purpose

The purpose of this project is to:

- Provide for wider travel lanes and shoulders that comply with current AASHTO bridge and road design standards;
- Replace the deficient deck and nonstandard bridge railings;
- Improve the seismic resistance of the structure;
- Improve access for trucks; and
- Increase the bridge clearance over the Salinas River, both vertically and horizontally, to improve flood flows.

### 2.2.2 Need

The existing bridge has 10 ft travel lanes, no shoulders, and does not meet AASHTO minimum lane and shoulder width standards (i.e., 12 ft and 3 ft, respectively) for Rural Roadways with a future average daily traffic (ADT) of more than 2,000. In addition, the existing roadway approaches have no shoulders, which do not meet the AASHTO 3 ft minimum shoulder width standard for a Local Road. The existing bridge is structurally deficient and fracture critical (Caltrans 2010), and does not pass code-mandated flood-flow requirements.

### 2.2.3 Funding

Funding for the proposed project will come from the Federal Highway Bridge Program (HBP) and local matching funds. It is anticipated that the local match will come from the Monterey County Road Fund or other local funds allocated by the Transportation Agency for Monterey County (TAMC).

## 2.3 PROJECT ALTERNATIVES

The environmental documentation for the proposed project evaluates one Build Alternative. A No Project/No Build Alternative is also evaluated as required by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

### 2.3.1 No Build Alternative: No Action is Taken to Address AASHTO Noncompliance at Gonzales River Road Bridge

In the No Build Alternative, no improvements to the Gonzales River Road Bridge or Gonzales River Road would be implemented. The bridge would remain functionally obsolete in that neither the bridge nor the roadway approaches would meet AASHTO lane width and/or shoulder width standards, the bridge would continue to be structurally deficient and fracture critical, and would remain in noncompliance with code-mandated flood-flow requirements.

### 2.3.2 Build Alternative: Rehabilitation/Replacement of the Bridge Deck of Gonzales River Road Bridge

#### 2.3.2.1 Bridge Superstructure Rehabilitation/Replacement

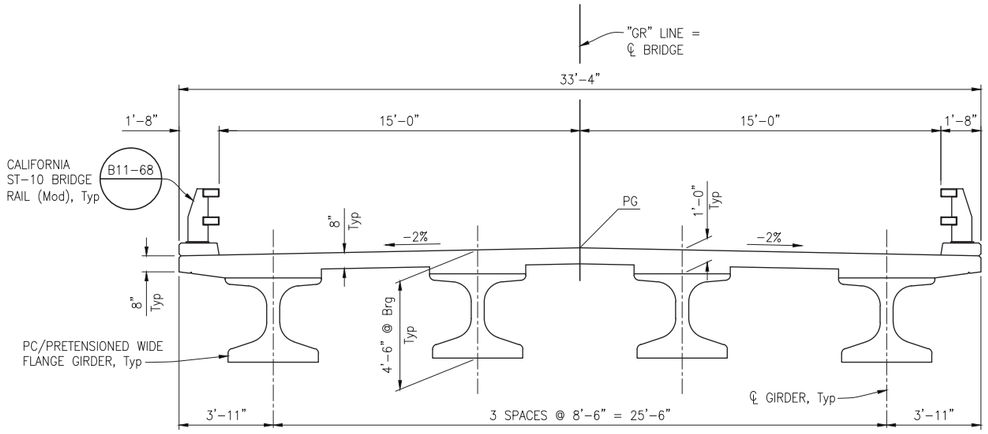
As part of the Build Alternative, the existing 1,661 ft long, approximately 23 ft wide bridge superstructure (i.e., bridge deck) would be replaced with a new 1,701 ft long and approximately 34 ft wide bridge superstructure. The new bridge deck would have two 12 ft travel lanes and 3 ft shoulders along each side of the travel lanes. The superstructure would be replaced with steel plate girders with a cast-in-place reinforced concrete deck (refer to Figure 2-3, Typical Cross Section). Because the girders are prefabricated, falsework would not be required to be placed in the river for construction of the superstructure. The bridge widening would be symmetrical about the existing centerline. The bridge would include new California ST-10 Bridge Rail and two-bar curb-mounted steel bridge railings along the edges of the bridge deck. On the south end of the bridge, the terminus of the bridge rail would be protected with guardrails engineered for larger passenger vehicles (Midwest Guardrail System). On the north end of the bridge, the terminus of the bridge rail would be protected with 25 ft of crash cushion guardrail (TRACC system). The profile on the south end of the bridge would be raised approximately 10 ft to meet the grade of the rehabilitated bridge.

The bridge abutment at the south end of the bridge (Abutment 1) would be replaced and rebuilt approximately 40 ft south of its existing location (refer to Figure 2-4, General Plan). The bridge abutment at the north end of the bridge (Abutment 30) would be replaced and rebuilt in its existing location. The replacement bridge abutments would be made of reinforced concrete.

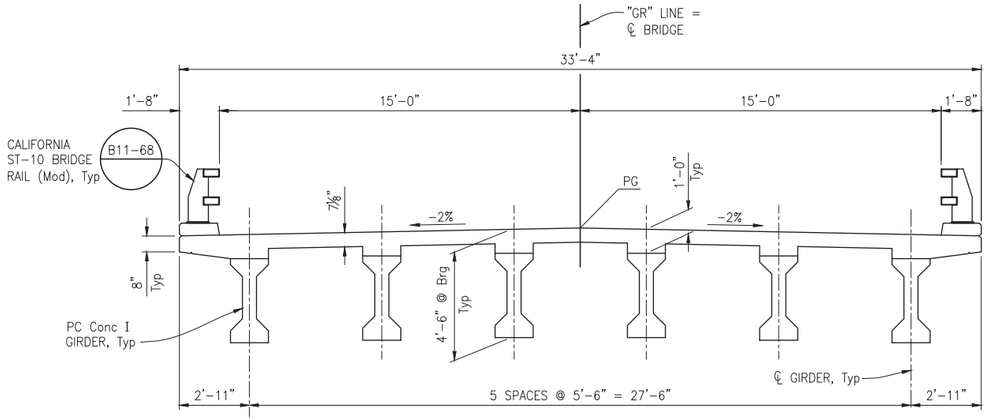
Piers 2 and 4, along with Abutment 1, would be rebuilt (i.e., raised) to meet the profile of the new, higher elevation of the bridge at the southern end and be strengthened to meet current seismic design standards. Piers 21 and 29 would also be modified to add steel piles between the existing piles for additional support. Minor modifications to the remaining piers, such as adding a small amount of concrete on top, would also be required. In addition, seven (7) existing bridge piers (Piers 3, 5, 7, 9, 11, 13, and 15) would be completely removed. The removal of these seven piers will reduce the total number of spans and increases the distance between them, which would increase the hydraulic conveyance capacity beneath the bridge. The new span configuration would start at Abutment 1 on the south end of the bridge and end at Abutment 23 on the north, which is currently Abutment 30.

#### 2.3.2.2 Roadway Approaches

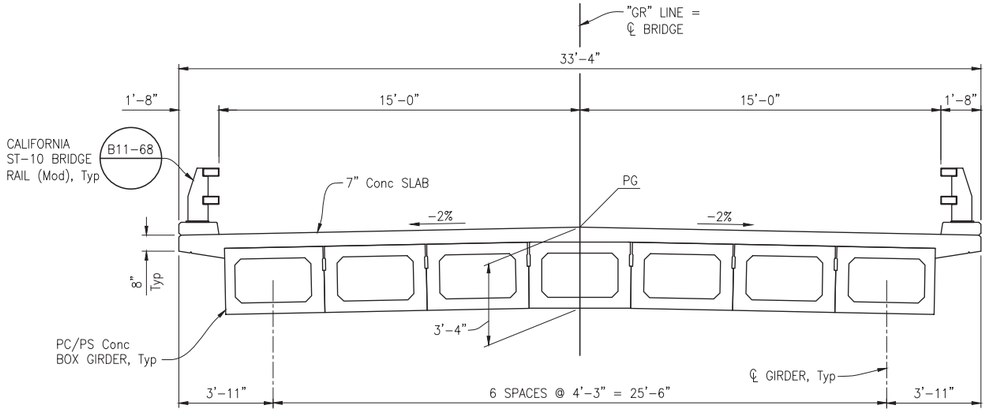
As part of the Build Alternative, the roadway approaches on either end of the bridge would be widened to 12 ft travel lanes and 3 ft shoulders to match the width of the travel lanes and shoulders on the bridge. The width of the bridge approaches would transition and conform to the existing width of Gonzales River Road, which consists of 12 ft travel lanes with 6 ft shoulders. Approximately 1,025 ft of approach work would be required on the south end of the bridge, and 400 ft of approach work would be required on the north end.



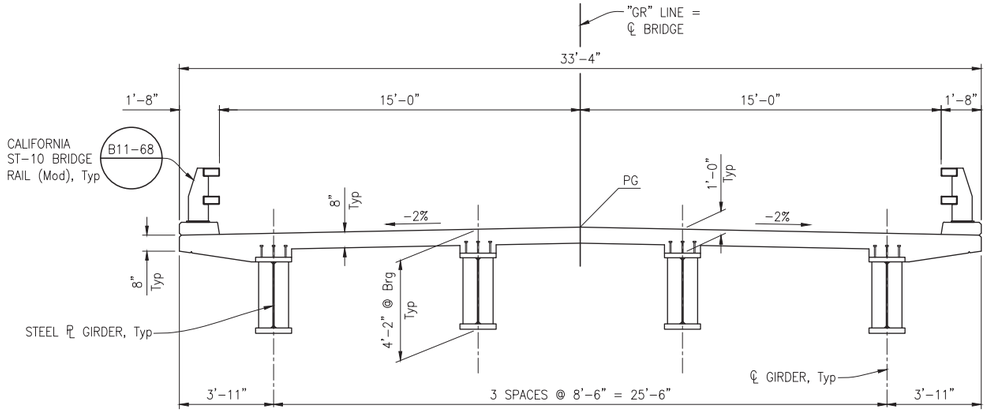

**PC/PS Conc WIDE FLANGE GIRDER**




**PC/PS Conc I GIRDER**




**PC/PS Conc ADJACENT BOX BEAMS**




**STEEL PLATE GIRDER**

FIGURE 2-3

*Gonzales River Road Bridge Replacement Project*
*Monterey County, California*
*Federal Project Number BRLS-5944(098)*

Typical Cross Section

SOURCE: TRC

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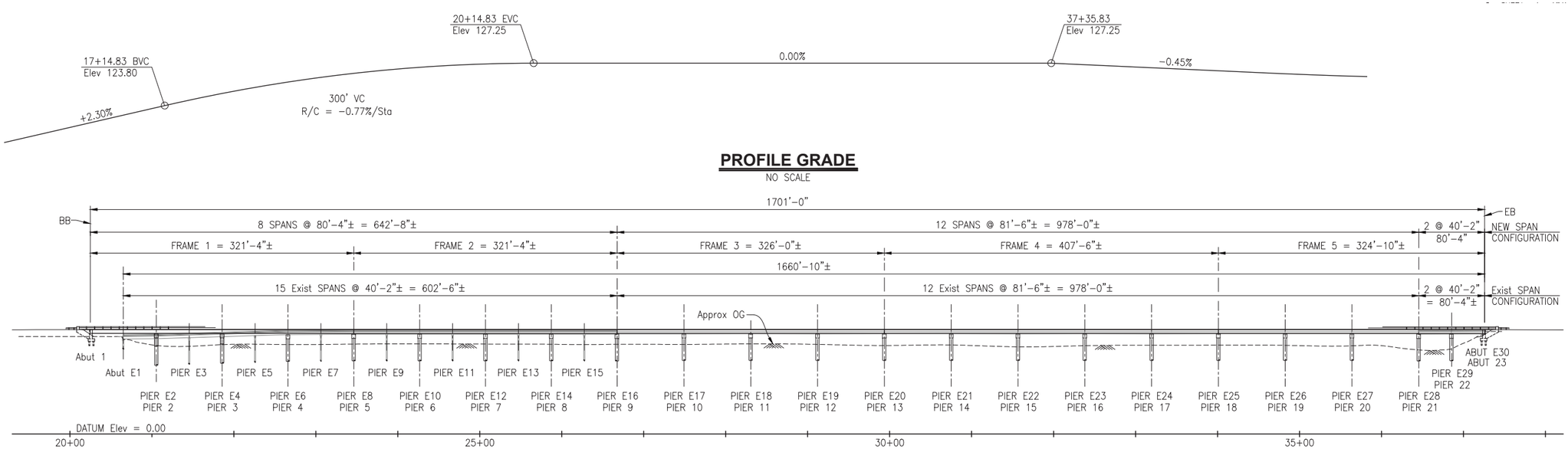


## PROFILE GRADE

NO SCALE

## ELEVATION

1"=60'

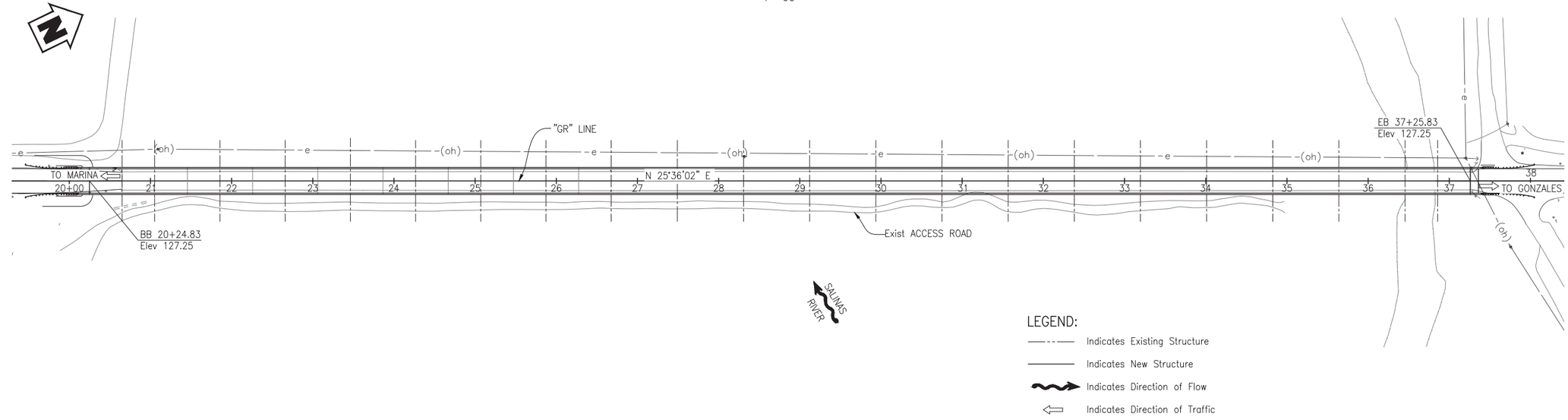


FIGURE 2-4

*Gonzales River Road Bridge Replacement Project*
*Monterey County, California*
*Federal Project Number BRLS-5944(098)*

General Plan

SOURCE: TRC

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On the east side of Gonzales River Road, at the southern approach to the bridge, there is an existing 3 ft to 8 ft deep, earth-lined ditch with 2:1 side slopes that drains to the Salinas River. This ditch would be impacted by the proposed widening of the roadway. Approximately 1,100 ft of this ditch, with the same shape and 2:1 side slope, would be realigned east of its current location to accommodate the widened roadway.

Within the project area, the existing pavement of Gonzales River Road would be excavated or recycled, and a new roadway section would be constructed. The new roadway would be constructed with 3 ft shoulder backing (a strip of granular material used to protect the outside edge of the roadway pavement) and side slopes of 4:1. As with the bridge, the widening of the roadway approach would be symmetrical relative to the existing centerline of the road.

#### 2.3.2.3 Access Roads

There are two access roads, Short Road and an unnamed river access road, that intersect Gonzales River Road at the north end of the bridge. Short Road would be realigned farther north so it meets Gonzales River Road north of the new guard rail. Short Road and the unnamed river access road would be modified to meet the new profile grade of Gonzales River Road in this location (refer to Figure 2-5, Construction Staging Areas and Access Roads).

A 10 ft wide farm access road is located on the south end of the bridge along the west side of, and parallel to, Gonzales River Road. A new 10 ft wide farm access road would be constructed west of its current location, outside the roadway fill limits, and parallel to Gonzales River Road in order to maintain access around the agricultural property.

#### 2.3.2.4 Utility Rerouting

Overhead electrical and telephone lines are located within the project area. Three utility poles that are identified to be in conflict with the Project would need to be relocated. One pole that is located on the west side of the bridge on the south approach would need to be moved approximately 11 ft west from its current location, outside of the edge of pavement. The telephone line that is located on this pole goes underground and is carried in a conduit along the west side of the bridge. The second pole is located 335 ft south of the bridge on the west side of the roadway and would need to be moved approximately 7 ft west of its current location. The third pole is located 930 ft south of the south approach to the bridge on the east side of the roadway and would need to be relocated approximately 10 ft east of its current location (refer to Figure 2-5, Construction Staging Areas and Access Roads).

The overhead electrical line running along the west side of the bridge is within 10 ft of the bridge piers and may need to be temporarily moved to facilitate the construction of the new bridge pile and placement of the bridge girders. A total of three poles would be temporarily relocated farther west from the bridge but within the identified Project area.

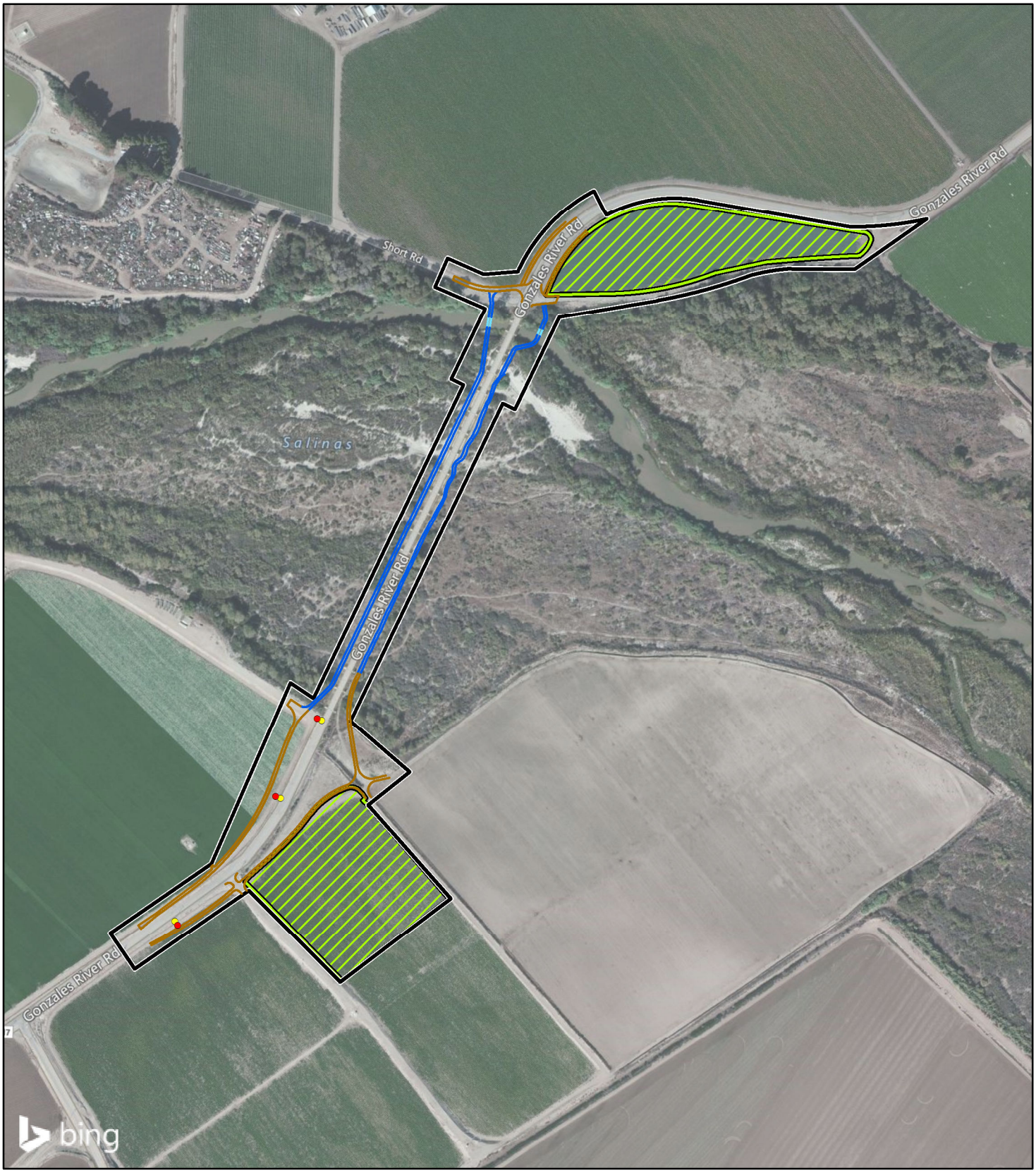


FIGURE 2-5

LEGEND

- Project Area
- Staging Areas
- Temporary Access Road
- Relocated Farm Road / Driveway
- Low Water Crossing
- Utility Pole to be Relocated
- Approximate Location of Relocated Utility Pole

N

0 250 500
FEET

SOURCE: Bing Aerial (2011); TRC (6/2016)

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*Gonzales River Road Bridge Replacement Project*
*Monterey County, California*
*Federal Project Number BRLS-5944(098)*

Construction Staging Areas and Access Roads

#### 2.3.2.5 Construction Details

Construction is expected to occur during the summers of 2024 and 2025, with completion by fall of 2025. Although construction would span two seasons, the total duration for construction is anticipated to be 16 months. Construction activities within the Salinas River are planned to occur outside the rainy season, when surface water in the Salinas River is at its seasonal minimum. While the dry season is historically between April 15 and October 15 each year, over the last several years, flow has been absent or averaged less than 37 cubic feet per second (cfs) during the October through December time period. Thus, there will be sufficient time to construct piers in and adjacent to the low flow channel during the months of the year when the river is dry or experiencing minimal flows. Construction within the low-flow channel is anticipated to take a total of approximately 2 months.

#### 2.3.2.6 Traffic Rerouting

The Gonzales River Road Bridge and its roadway approaches would be closed during construction. Vehicles traveling north on US-101 would be notified by advance warning signage that Gonzales River Road is closed to through traffic and would be routed northwest on Arroyo Seco Road to Fort Romie Road and River Road. Vehicles traveling south on US-101 would be notified by advance warning signage that Gonzales River Road is closed and they would be routed southwest on Chualar River Road to River Road. Vehicles traveling from the north and south to access the Gonzales River Road Bridge from the west would be routed to Arroyo Seco Road or Chualar River Road accordingly. The total detour to the north via Chualar River Road is approximately 17 mi in length, and the total detour to the south via Arroyo Seco Road is approximately 24 mi in length (refer to Figure 2-6, Construction Detour).

#### 2.3.2.7 Construction Access, River Access and Staging

Construction materials and equipment would be staged in two locations within the project limits. One staging area is located southeast of Abutment 1, and the other staging area is located northeast of Abutment 30, which will be numbered Abutment 23 after the proposed project has been completed (refer to Figure 2-5, Construction Staging Areas and Access Roads). A 30 ft wide low-water crossing over the low flow channel would be constructed to connect these two staging areas and provide support for the construction and removal of the old superstructure. A construction equipment access road would also be constructed on the downstream (west) side of the bridge. Grading and excavation would be required to construct the temporary bridge and access road on the east and west sides of the bridge (refer to Figure 2-5, Construction Staging Areas and Access Routes).

#### 2.3.2.8 Bridge Demolition

Once the Gonzales River Road Bridge is closed to traffic, the contractor will remove the existing bridge superstructure using the construction access road located on the east side of the bridge. After the superstructure has been removed, the odd-numbered piers from Pier 3 to Pier 15 will be removed, and minor grading will take place around the removed piers.

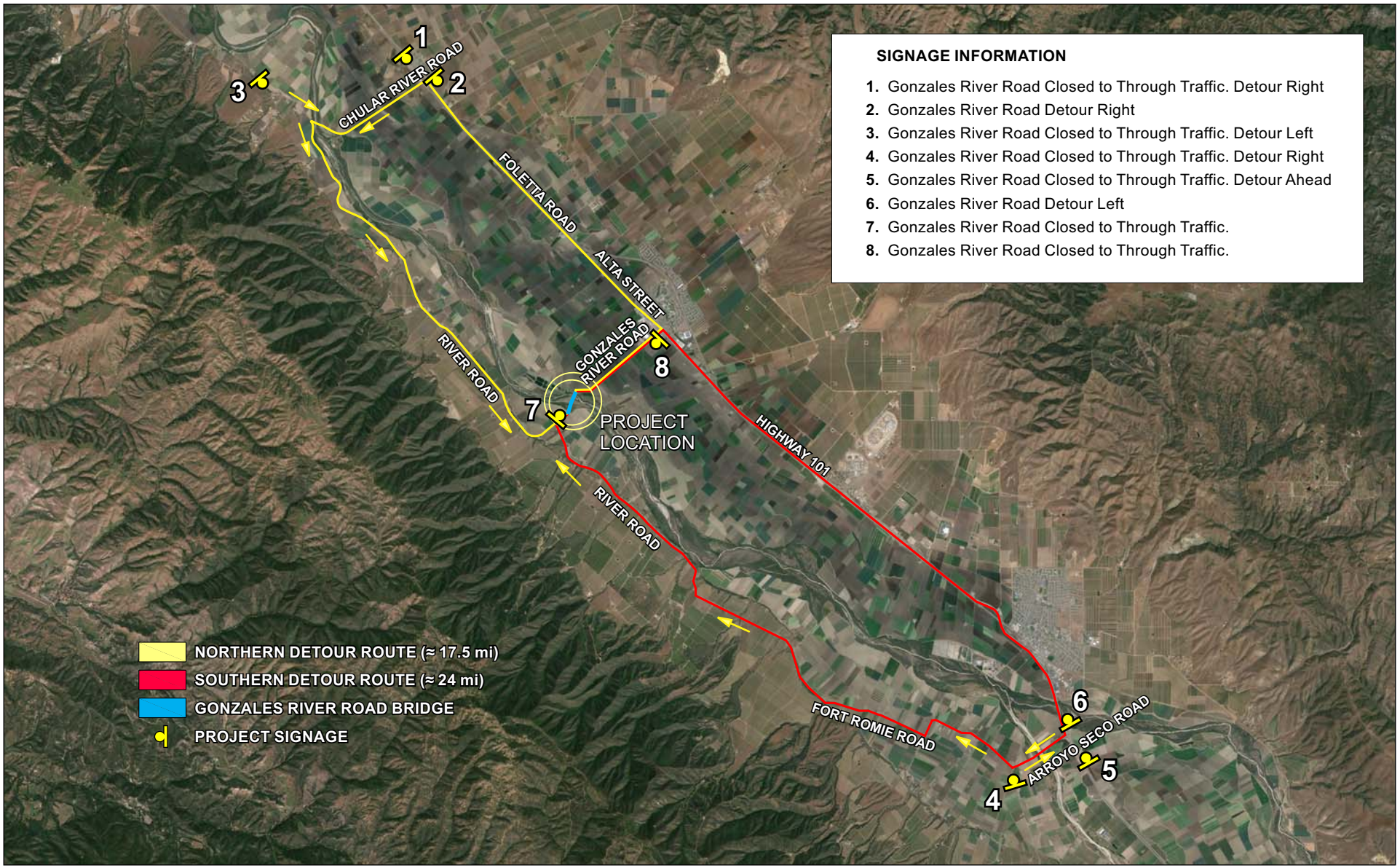


FIGURE 2-6

N

0 1 2

MILES

SOURCE: TRC (2016)

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*Gonzales River Road Bridge Replacement Project*
*Monterey County, California*
*Federal Project Number BRLS-5944(098)*

Construction Detour

#### 2.3.2.9 Project Site Dewatering

Construction in the Salinas River is scheduled from July to December, which is outside the rainy season and when the riverbed is dry. However, if water is encountered, the river would be channelized during construction so that it is shifted away from the location of any pier/abutment work. If the river is flowing during the time of construction, the contractor would construct a temporary low-water crossing across the low-flow channel. This crossing would consist of a cofferdam that channelizes flow through an opening between piers or, alternatively, a temporary bridge may be placed across the low-flow channel. This bridge would likely consist of steel girders that span between supports consisting of clean river run gravel in lieu of fill placement.

#### 2.3.2.10 Construction Equipment

Typical excavators and earthmoving equipment would be used on this project near and within the river channel. In addition, it is likely that a drill rig, a large pile-driving rig, and a supporting crane would be required. Heavy cranes, concrete pump trucks, and other heavy construction equipment would travel along the length of the access road parallel to the bridge during the construction process.

# 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 4.0.

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

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impacts related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a nonsensitive environment, and are easily identifiable and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following findings can be made using the project description, environmental setting, or other information as supporting evidence.

☐ Check here if this finding is not applicable.

## 3.1 FINDING

For the above-referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation, or maintenance of the proposed project, and no further discussion in the Environmental Checklist is necessary.

## 3.2 EVIDENCE

### 3.2.1 Land Use and Planning

The proposed project is within the boundaries of the Central Salinas Valley Area Plan, which is part of the Monterey County General Plan. The Monterey County General Plan was adopted in 2010. The project area is currently designated as Farmlands 40 Acre Minimum (F/40) and Rivers and Water Bodies in the Central Salinas Valley Land Use Plan. The proposed project is an infrastructure repair project, and would be located primarily within existing public right-of-way (ROW) on Gonzales River Road. The proposed project would widen an existing two-lane bridge and its approaches; therefore, it would not physically divide an established community.

As stated above, the proposed project would be implemented within existing ROW, as well as within land designated as Farmlands 40 Acre Minimum (F/40), and Rivers and Water Bodies. The proposed project would permanently convert fewer than 2 ac of farmland to transportation uses along the

existing road. The widening of existing ROW would not introduce a new or conflicting land use to the F/40 zone, and the proposed project would not conflict with the Monterey County General Plan. The proposed project would not result in the conversion of any land-designated as Rivers and Water Bodies to a transportation use. The proposed project is consistent with all applicable land use plans, policies, or regulations adopted, and no conflict/impacts would occur.

### 3.2.2 Mineral Resources

The proposed project is not located within an area classified as a Mineral Resource Zone. No mineral resources have been identified in the project area. Implementation of the proposed project would not result in the loss of availability of any known, including locally important, mineral resources.

### 3.2.3 Population and Housing

The proposed project would replace the superstructure of the existing two-lane Gonzales River Road Bridge with a wider bridge deck that meets AASHTO requirements. The proposed project would address certain existing structural deficiencies (e.g., cracks, exposed reinforcing bars, and failing joints in the superstructure) and improve the conditions for conveying flood flows. The proposed project would also widen the roadway approaches on the north and south ends of the bridge to conform to the new bridge width and profile. The capacity of Gonzales River Road would not change, and no additional traffic would be generated upon completion of the proposed project. The proposed project does not include the construction of new housing nor would it cause an increase in the housing supply indirectly through increased demand for housing or through extension of roads or other infrastructure. Additionally, the proposed project would not cause an increase in the County's population and would not result in direct or indirect growth-inducing effects. Furthermore, the proposed project would not displace existing housing or people because it is located in public ROW and agricultural land, and no habitable structures exist within the project area. Therefore, implementation of the proposed project would not have an impact on population growth and housing.

### 3.2.4 Public Services

Public services are currently provided to the project area. Fire services for the proposed project and the surrounding area are currently and would continue to be provided by the Gonzales Fire Department. Police services for the proposed project and the surrounding area are currently and would continue to be provided by the Monterey County Sheriff's Department. Implementation of the proposed project involves replacing the superstructure of an existing bridge and therefore would not increase the demand for fire or police services or affect service ratios, response times, or other performance objectives. The proposed project is a bridge rehabilitation project, which would not generate a need for additional schools, park space, or other public services in the vicinity. Implementation of the proposed project would not have an impact on public services.

### 3.2.5 Recreation

The proposed project would replace the superstructure of the existing two-lane Gonzales River Road Bridge with a wider bridge deck that meets AASHTO standards. The proposed project would address certain existing structural deficiencies (e.g., cracks, exposed reinforcing bars, and failing joints in the superstructure) and improve the conditions for conveying flood flows. The proposed project would

also widen the roadway approaches on the north and south ends of the bridge to conform to the new bridge width and profile. The proposed project does not include the construction of new housing or employment centers, nor would it cause an increase in housing supply indirectly through increased demand for housing. Therefore, the proposed project would not generate an increased demand for park space or recreational facilities in the project vicinity. Furthermore, there are no existing parks or recreational facilities within the project area. Implementation of the proposed project would not have an impact on parks and recreation.

### 3.2.6 Utilities and Service Systems

**Wastewater.** The proposed project is a bridge rehabilitation project and, as such, does not involve uses requiring wastewater treatment. Any wastewater generated during construction of the proposed project would be temporary and would be disposed of properly by the project contractor as required by the Construction General Permit. Operation of the proposed project does not include uses that demand substantial wastewater treatment needs. The proposed project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.

**Water.** The proposed project would replace the superstructure of the existing two-lane Gonzales River Road Bridge with a wider bridge deck that meets AASHTO standards. The proposed project would address certain existing structural deficiencies (e.g., cracks, exposed reinforcing bars, and failing joints in the superstructure) and improve the conditions for conveying flood flows. The proposed project would also widen the roadway approaches on the north and south ends of the bridge to conform to the new bridge width and profile. Water could potentially be used for dust control during construction activities. However, due to the relatively small areas that could require soil watering, and the temporary nature of construction, soil watering activities would not generate an increase in demand for water. It is anticipated that water used for dust control would be provided by truck. The proposed project is a bridge rehabilitation project and does not include uses that demand a substantial amount of water other than those potentially necessary during the construction phase. Therefore, operation of the proposed project would not generate a new demand for water and would not adversely affect long-term water supplies. The proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities.

**Stormwater Runoff.** The proposed project would not require or result in construction of new storm water drainage facilities or require the expansion of existing facilities. Refer to the Hydrology and Water Quality discussion under Section 4.10 of the Environmental Checklist for information regarding stormwater drainage facilities.

**Solid Waste.** The proposed project would generate a nominal amount of construction waste that would require disposal in local landfills. Construction waste would be recycled as appropriate and consistent with Federal, State, and local management and solid waste reduction statutes and regulations. The proposed project is a bridge rehabilitation project and does not include uses that generate a substantial amount of solid waste during project operations. Operation of the proposed project would not increase the demand for solid waste disposal (landfill service facilities).

**Conclusion.** The construction and operation of the proposed project would not impact wastewater, water, stormwater runoff, or solid waste services. The proposed project would have no impact on utilities and service systems.

### 3.2.7 Wildfire

The proposed project is not located in or near a State Responsibility Area (SRA) nor is it located in a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA). The proposed project is a bridge rehabilitation project, and would not exacerbate wildfire risks or expose people or structures to pollutant concentrations from wildfire, the uncontrolled spread of a wildfire, or downslope/downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. The proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing environmental impacts. The proposed project would have no impacts related to wildfire.

## 3.3 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

| | |
|---|---|
| Project Planner | Date |
| Planning Manager | Date |

# 4.0 CEQA ENVIRONMENTAL CHECKLIST

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

4. "Negative Declaration: Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced, as discussed below).

5. Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063 [c][3][D]). In this case, a brief discussion should identity the following:

    a. **Earlier Analysis Used:** Identify and state where they are available for review.

    b. **Impacts Adequately Addressed:** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. **Mitigation Measures:** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. **Supporting Information Sources.** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and Lead Agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

## 4.1 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? | ☐ | ☐ | ☐ | ☒ |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway | ☐ | ☐ | ☐ | ☒ |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☐ | ☒ | ☐ |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☐ | ☒ |

### 4.1.1 Impact Analysis

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

A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include: (1) scenic quality, (2) sensitivity level, and (3) view access. The proposed project is located in an area that is primarily characterized by farmlands and the Salinas River. Development in the project vicinity includes local roads, single residential housing, industrial sites (agricultural warehouses, and shipping and receiving buildings), and commercial infill (shopping, dining, office space). The project site is only visible from Gonzales River Road and not from surrounding public viewpoints, such as US-101. While regional foothills are visible from the project site, the proposed bridge rehabilitation would not alter those views. Furthermore, there are no designated scenic vistas in the vicinity of the proposed project per the Monterey County General Plan (2010). Implementation of the proposed project would not result in a substantial adverse effect on a scenic vista; therefore, no mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** 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?*

The Caltrans Landscape Architecture Program administers the Scenic Highway Program contained in Streets and Highways Code Sections 260–263. There are no State Scenic Highways designated under the Scenic Highway Act located in the project vicinity. In addition, according to the Monterey County

General Plan, there are no designated scenic corridors within the project vicinity. There are no historic buildings or rock outcroppings located on the project site or in the surrounding vicinity. Furthermore, implementation of the proposed project would not result in the removal or damage of scenic resources. Therefore, implementation of the proposed project would not damage scenic resources within a State or locally designated scenic roadway, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*c. In non-urbanized areas, 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?*

The visual character of the project site is primarily defined by the vegetated Salinas riverbed, adjacent flat farmlands, and foothills in the background. The proposed project is only visible to motorists traveling along Gonzales River Road.

The proposed project would involve replacing the existing bridge superstructure with a new 1,701 ft long, approximately 34 ft wide bridge superstructure. The superstructure would be replaced with steel plate girders with a cast-in-place reinforced concrete deck. The bridge would include new California ST-10 Bridge Rail and two-bar curb-mounted steel bridge railings along the edges of the bridge deck. On the south end of the bridge, the terminus of the bridge rail would be protected with guardrails engineered for larger passenger vehicles (Midwest Guardrail System). On the north end of the bridge, the terminus of the bridge rail would be protected with 25 ft of crash cushion guardrail (TRACC system). The profile on the south end of the bridge would be raised approximately 10 ft to meet the grade of the rehabilitated bridge.

Although implementation of the proposed project would raise the profile on the south end of the bridge by approximately 10 ft to meet the new grade of the new bridge superstructure, the overall profile of the bridge would only be raised by approximately 2.5 ft. The approximately 2.5 ft change in the overall profile of the bridge would not be perceptible to travelers along Gonzales River Road or from viewpoints in the surrounding project area. Furthermore, the existing bridge rails, which are solid, would be replaced with bridge rails that are visually open for the entire length of the bridge. Replacing solid bridge rails with a more open design would improve the visual appearance of the bridge. Therefore, changes to the bridge height and design would be negligible to travelers along Gonzales River Road when compared to the existing bridge and would not substantially degrade the existing visual character or quality of the project site and its surroundings.

All temporary construction-related visual impacts such as construction equipment, staging areas, stockpile locations, and construction fencing would be removed following completion of construction. Implementation of the proposed project would have a less than significant impact associated with degrading the existing visual character or quality of the project site and its surroundings. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

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

No new permanent source(s) of light or glare would be introduced as part of the proposed project. All temporary construction-related sources of light or glare (i.e., construction equipment headlights/safety lights) would cease following completion of construction. Implementation of the proposed project would not result in impacts associated with light or glare that would adversely affect day or nighttime views in the project area. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the 7.

| | 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 the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☒ | ☐ | ☐ |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☒ | ☐ | ☐ |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 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. Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☒ | ☐ |

### 4.2.1 Impact Analysis

The analysis in this section is based on the Farmlands Impact Memorandum (LSA 2016a), provided in Appendix A.

*a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The California Department of Conservation Farmland Mapping and Monitoring Program reports biannually on the conversion of farmland and grazing land, and compiles important farmland maps and data for each county within the State. These maps categorize land use into the following nine categories to describe farmland and non-farmland:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land
- Urban and Built Up Land
- Other Land
- Water
- Area Not Mapped

Per CEQA Guidelines, the following categories of farmlands are evaluated:

- **Prime Farmland** is irrigated land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.

- **Unique Farmland** is land with lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California.

- **Farmland of Statewide Importance** is irrigated land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops. This land has minor shortcomings, such as greater slopes or less ability to store soil moisture than Prime Farmland.

- **Farmland of Local Importance** is land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

Primarily for construction staging areas, the proposed project would temporarily impact 11.05 ac of Prime Farmland and 0.58 ac of Unique Farmland during construction. The proposed project would not temporarily impact any Farmlands of Statewide or Local Importance. **Mitigation Measure AG-1** requires that farmland temporarily impacted by construction activities be restored and returned to agricultural use after construction of the proposed project is complete. Implementation of **Mitigation Measure AG-1** would reduce temporary impacts to important farmland to a less than significant level. With the implementation of **Mitigation Measure AG-1**, temporary impacts to important farmland during construction would be less than significant.

The proposed project would permanently impact 1.59 ac of Prime Farmland primarily to accommodate the widened roadway approaches on both the north and south sides of the bridge deck and the relocation or modification of existing farm access roads to conform to the new widened roadway approaches. The proposed project would not permanently impact any Unique Farmland or Farmland of Statewide or Local Importance. Impacts to Prime Farmland would be limited to the agricultural land along the edge of the existing road. Because the impacted agricultural land is limited to a linear strip of land along the edge of the existing road, impacts to agricultural land would not affect agricultural operations. Nevertheless, because Monterey County is

California's third largest agricultural producer, permanent impacts on any important farmland is considered a potentially significant impact requiring mitigation. **Mitigation Measure AG-2** requires that permanent impacts to important farmland be addressed by the preservation of equivalent agricultural land at a 2:1 ratio. Implementation of **Mitigation Measure AG-2** would reduce permanent impacts to important farmland to a less than significant level. With implementation of **Mitigation Measure AG-2**, permanent impacts to important farmland would be less than significant.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:**

**Mitigation Measure AG-1** **Restoration of Agricultural Land.** Prior to construction, the Monterey County Department of Public Works, Facilities & Parks shall ensure that the project plans incorporate details regarding the restoration of agricultural land following the completion of project construction.

**Mitigation Measure AG-2** **Agricultural Preservation Ratio.** Prior to construction, the Monterey County Department of Public Works, Facilities & Parks shall ensure that all permanent impacts to farmlands shall be mitigated by the preservation of equivalent agricultural land at a 2:1 ratio. This may be accomplished by payment of a fee into the Monterey County Agricultural Land Trust's Transaction Bank Account to be used solely for the purpose of acquiring agricultural land and/or agricultural conservation easements to protect equivalent farmland. Documentation of the payment of the fee shall be submitted to the Monterey County Housing and Community Development (HCD) Department.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact with Mitigation Incorporated

*b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**Zoning.** The agricultural lands within the project area are zoned F/40. Implementation of the proposed project would result in 1.59 ac of permanent direct impacts to farmlands zoned F/40. Roadways within Monterey County are zoned public/quasi-public. Monterey County Zoning Ordinance Title 21 allows for "public and quasi-public uses" as an Allowable Use, subject to a Use Permit within areas that are zoned F/40 (Section 21.30.050B). The proposed project involves replacing a bridge and widening an existing road, which is considered to be an allowable use within the existing land use zoning designation. The proposed project would not conflict with existing zoning for agricultural use, and impacts associated with zoning conflicts would be less than significant.

**Williamson Act Lands.** The California Land Conservation Act of 1965 (the Williamson Act) is a voluntary program that incentivizes the preservation of farmland. Monterey County has approximately 735,000 ac of land designated as Williamson Act Preserves, including 32,000 ac of land under the Farmland Security Zone (Monterey County General Plan 2010). The proposed project would temporarily impact 5.27 ac of Williamson Act Contract Land during project construction primarily for staging operations. The proposed project would permanently impact (i.e., convert) approximately 0.19 ac of Williamson Act Contract Land to a transportation use to accommodate the widening of the roadway approach on the north side of the bridge. The County would be required to follow the Department of Conservation (DOC) public acquisition notification procedures (refer to **Mitigation Measure AG-3**) to address the conversion of 0.19 ac of land under a Williamson Act Contract to a non-agricultural use. The acreage to be removed from Williamson Act protection is minor and would not result in the cancellation of a Williamson Act Contract. With implementation of **Mitigation Measure AG-3**, impacts to Williamson Act Contract Land would be reduced to a less than significant level.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:**

**Mitigation Measure AG-3** **Williamson Act Notification.** Prior to construction, the Monterey County Department of Public Works, Facilities & Parks shall notify the California Department of Conservation (DOC) of its intent to acquire land that is under a Williamson Act Contract for a public improvement project. The notification shall follow the procedures set forth by the California DOC Public Acquisitions of Williamson Act Contracted Land. The notice shall indicate the amount of land that would need to be acquired to implement the proposed project. The notice shall also indicate that the remaining land not required for project implementation would continue to be governed by a Williamson Act Contract.

**Significance Determination after Mitigation/Compliance:** Less Than Significant Impact with Mitigation Incorporated

*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))?*

The proposed project is not located on forest land or timberland, and would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production. Implementation of the proposed project would not result in any impacts to forest land. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*d. Would the project result in the loss of forest land or conversion of forestland to non-forest use?*

The proposed project is not located on forest land and would not result in the loss of forest land or conversion of forest land to non-forest use. Implementation of the proposed project would not result in any impacts to forest land. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*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 or conversion of forest land to non-forest use?*

The proposed project would result in 11.05 ac and 0.58 ac of temporary impacts to Prime Farmland and Unique Farmland, respectively. The proposed project would result in 1.59 ac of permanent impacts to Prime Farmland. Although the proposed project would require the permanent acquisition of Prime Farmland, the farmland impacts would occur in a linear strip along the edge of the existing road, which would not significantly affect the agricultural production or viability of the existing agricultural operations. Because the existing agricultural operations would not be disrupted, the proposed project would not result in the conversion of surrounding farmland to a non-agricultural use. Furthermore, the proposed project would not require additional restrictions or limitations on nearby growers such as limiting the use of water, pesticides, fungicides, and herbicides on crops or restrictions on noise, burning, and dust. Therefore, the proposed project would not involve other changes in the existing environment that could result in conversion of farmland to a non-agricultural use, and such impacts would be considered to be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

## 4.3 AIR QUALITY

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

| | 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? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ |
| c. Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

### 4.3.1 Impact Analysis

The discussion and analysis provided in this section is based on air quality information obtained from the Monterey Bay Air Resources District (MBARD) as described below and air quality modeling conducted by LSA. The air quality modeling worksheets are included in Appendix B. The MBARD regulates air quality in the project area.

Within the MBARD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), particulate matter less than 10 microns or 2.5 microns in size ($PM_{10}$ and $PM_{2.5}$, respectively), and lead have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The MBARD area is in nonattainment for State ozone and $PM_{10}$.

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

The proposed project is located in unincorporated Monterey County and within the jurisdiction of MBARD, which regulates air quality in the North Central Coast Air Basin (NCCAB). Air quality in the planning area is not only affected by various emission sources (mobile, industry, etc.), but also by atmospheric conditions such as wind speed, wind direction, temperature, and rainfall.

An air quality plan describes air pollution control strategies to be taken by counties or regions classified as nonattainment areas. The main purpose of an air quality plan is to bring a nonattainment area into compliance with the requirements of federal and State air quality standards. The air quality plan uses the assumptions and projections provided by local planning agencies to determine control strategies for achieving regional air quality compliance. The most recent MBARD plan for attaining California ambient air quality standards (CAAQS) is the 2012–2015 Air Quality Management Plan (AQMP), which was adopted on March 15, 2017. The AQMP

documents the MBARD's progress toward attaining the State ozone standard. For a project in the NCCAB to be consistent with the AQMP, the pollutants emitted from the project must not exceed the MBARD significance thresholds or cause a significant impact to air quality.

Project construction emissions were analyzed using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RoadMod), Version 9.0.0[1]. The results of the modeling are summarized in Table 4.3-1. Project construction would occur during the summers of 2024 and 2025, with completion by fall of 2025 with a total duration of 16 months, which was included in RoadMod. In addition, approximately 15,500 cubic yards (cy) of import would be required, resulting in approximately 2,000 haul truck trips, which was also included in RoadMod. Based on the RoadMod results, the estimated maximum project emissions during construction for reactive organic gases (ROG), nitrogen oxides ($NO_X$), CO, $PM_{10}$, and $PM_{2.5}$ were then compared to the MBARD threshold for construction-related emissions.

### Table 4.3-1: Project Construction Emissions in Pounds per Day

| | ROG | $NO_X$ | CO | Total $PM_{10}$ | Total $PM_{2.5}$ |
|---|---|---|---|---|---|
| Maximum Project Emissions | 10.1 | 102.7 | 85.7 | 63.2 | 16.0 |
| MBARD Threshold | 137.0 | 137.0 | 550.0 | 82.0 | 55.0 |
| **Exceed Threshold?** | **NO** | **NO** | **NO** | **NO** | **NO** |

Sources: CEQA Air Quality Guidelines (Monterey Bay Unified APCD 2008) and CALEEMOD worksheets provided in Appendix B.
APCD = Air Pollution Control District
MBARD= Monterey Bay Air Resources District
$NO_X$ = nitrogen oxides
$PM_{10}$ = particulate matter of 10 microns or less
PM2.5 = particulate matter of 2.5 microns or less
ROG = reactive organic gases

The results that are summarized in Table 4.3-1 were compared to the MBARD threshold for construction-related emissions of ROG, $NO_X$, CO, $PM_{10}$, and $PM_{2.5}$. As shown in Table 4.3-1, the proposed project would not exceed the MBARD threshold of significance for construction-related emissions. Additionally, emissions from construction equipment (e.g., dump trucks, excavators, bulldozers, compactors, and front-end loaders) are accommodated in the emissions inventories of State- and federally required air quality plans. Construction of the proposed project would not conflict with or obstruct the MBARD's existing AQMP. No mitigation is required.

The proposed project would replace the existing two-lane bridge over the Salinas River with a wider bridge that meets current AASHTO requirements. The proposed project would address existing structural deficiencies (e.g., cracks, exposed reinforcing bars, and failing joints in the superstructure) and improve the conditions for conveying flood flows. The proposed project would also widen the roadway approaches on the north and south ends of the bridge to conform to the new bridge superstructure width and profile. The proposed project would not increase vehicle capacity and,

[1] The Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model (RoadMod), Version 9.0.0, is an emissions model for linear projects and is approved for use by air districts in California, including the MBARD.

once operational, would not result in increased emissions. Operation of the proposed project would not conflict with or obstruct the existing MBARD AQMP. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:**

**Compliance Measure AQ-1** **Fugitive Dust Control Measures.** The Construction Contractor, in coordination with the Monterrey County Resource Management Agency – Public Works & Facilities, shall ensure, per the Monterey Bay Air Resources District (MBARD) CEQA Air Quality Guidelines, that the following dust mitigation measures be implemented during construction:

- The Construction Contractor shall water all active construction sites as least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure.
- The Construction Contractor shall prohibit all grading activities during periods of high wind (over 15 miles per hour [mph]).
- The construction contractor shall apply nontoxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and then hydroseed the area.
- Haul trucks shall maintain at least 2 feet of freeboard above ground surface.
- The Construction Contractor shall cover all trucks hauling dirt, sand, or loose materials.
- The Construction Contractor shall install wheel washers at entrances to the construction site for all exiting trucks.
- The Construction Contractor shall plant vegetative ground cover in disturbed areas as soon as possible.
- The Construction Contractor shall cover inactive storage piles.
- The Construction Contractor shall sweep streets if visible soil material is carried out from the construction site.
- The Construction Contractor shall limit the area under construction at any one time.

**Significance Determination after Mitigation/Compliance:** 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?*

**Short-Term (Construction) Emissions.** Construction activities would generate exhaust emissions from utility engines, on-site construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting construction crews. Exhaust emissions during construction would vary daily as construction activity levels change. Although the construction phase of the proposed project would result in a net increase in criteria pollutants such as CO, ozone, $NO_2$, $SO_2$, and lead, the emissions of these criteria pollutants would be temporary in nature and would cease when construction is completed.

As shown in Table 4.3-1 above, the proposed project would not exceed the MBARD threshold of significance for construction-related emissions. As such, construction of the proposed project would not cause a substantial increase in ozone and $PM_{10}$, the two criteria pollutants for which the region is in nonattainment under applicable federal or State ambient air quality standards. Construction of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is in nonattainment, and impacts would be less than significant. No mitigation is required.

**Long-Term (Operational) Emissions.** The proposed project is a bridge rehabilitation project and would not result in an increase in trip generation or existing vehicle use within the project area. Operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment, and impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less Than Significant Impact

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

Sensitive receptors include residences, schools, playgrounds, childcare centers, convalescent centers, retirement homes, and athletic fields. Construction activities (i.e., operation of diesel-fueled vehicles and equipment) can expose sensitive receptors to airborne particulates and fugitive dust as well as a small quantity of construction equipment pollutants.

The project site is surrounded by agricultural land uses. The nearest sensitive receptor is a residence located approximately 2,400 ft to the southwest of the project site. Based on the distance from the construction site to the residence and the temporary nature of the construction period, the residence would not be exposed to substantial pollutant concentrations as a result of project construction. Construction of the proposed project would not expose sensitive receptors to

substantial pollutant concentrations, and impacts would be less than significant. No mitigation is required.

The proposed project is a bridge rehabilitation project and therefore, once the bridge is operational, would not result in an increase in trip generation or existing vehicle use within the project area. The proposed project would not result in increased pollutant concentrations in the region beyond those existing without the proposed project. Operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** 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?*

Odor complaints are most commonly associated with agricultural land uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, and landfills. During construction of the proposed project, objectionable odors may emanate from the operation of diesel-powered construction equipment. These odors, however, would be temporary and limited to the proposed project area. The closest residential receptor is located approximately 2,400 ft southwest of the proposed construction areas of the proposed project. Odors would not be detectable at the residence due to dispersion of emissions that would occur with distance from the source.

Because objectionable odors during construction would be temporary limited to the immediate project vicinity, construction of the proposed project would not create objectionable odors affecting a substantial number of people during project construction, and impacts would be less than significant. No mitigation is required.

The proposed project is a bridge rehabilitation project and would not change or increase existing uses within the project area. Objectionable odors would not be emitted during the operation of the proposed project. Operation of the proposed project would not create objectionable odors affecting a substantial number of people, and impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less Than Significant Impact

## 4.4 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 Game or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☒ | ☐ | ☐ |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☒ | ☐ | ☐ |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

### 4.4.1 Impact Analysis

The analysis provided in this section is based on the Natural Environmental Study (NES) (LSA 2021), provided in Appendix C. For the purpose of the Biological Resources section, the project area is referred to as the Biological Study Area (BSA), and encompasses the project footprint and adjacent areas that may directly or indirectly be affected by the project.

*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 Game or U.S. Fish and Wildlife Service?*

The BSA is predominantly comprised of cultivated agricultural land, dirt roads, Gonzales River Road, and the Salinas River. The most biologically diverse area within the BSA is located along the Salinas River channel. This area is dominated by Fremont cottonwood forest (*Populus fremontii* Forest Alliance), sandbar willow (*Salix exigua* Scrubland Alliance) and mulefat thickets (*Baccharis salicifolia* Scrubland Alliance). Outside the Salinas River floodplain, the BSA is dominated by agricultural fields,

unvegetated dirt roads and lots, and paved roads. The most abundant wildlife observed in this habitat during the field surveys were migratory songbirds.

The following electronic databases and agency communications were reviewed for species that could potentially occur within the vicinity of the BSA:

- California Natural Diversity Database (CNDDB) Rarefind 5 (CDFW 2016 and 2020)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (2016 and 2020)
- United States Fish and Wildlife Service (USFWS) letter titled "List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project" dated November 3, 2016 and December 14, 2020.
- National Marine Fisheries Service (NMFS) letter titled "List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project" dated November 8, 2016.

A general biological field survey was conducted in April 2015 and December 2020 to assess the biological condition of the BSA for the presence of various special-status biological resources, including plants, wildlife, and habitat suitability for special-status species. In addition, LSA conducted an on-site rare plant survey (April, May, and July 2015), a tree survey (October 2016), a Jurisdictional Delineation (April 2015), and focused least Bell's vireo and willow flycatcher surveys (April, May, June, and July 2015). A habitat assessment for California red-legged frog was conducted in June 2015.

Based on the database review and professional knowledge of species that may occur in the region, 29 special-status plant and animal occurrences were identified within 2 mi of the BSA. Of the 29 special-status species identified, nine (9) are federally listed and six (6) are State listed as threatened or endangered. Of the 15 federally/State listed species, only the following 3 species have suitable habitat present in the BSA and are discussed in further detail below: South Central California coast steelhead distinct population segment (DPS) (*Oncorhynchus mykiss irideus*), willow flycatcher (*Empidonax traillii*), and least Bell's vireo (*Vireo bellii pusillus*). No suitable habitat was found to be present in the BSA for the remaining 12 federally/State listed species; therefore, they are not discussed further.

Of the remaining 14 non-federally/State listed special-status species with the potential to occur in the BSA, only the following 3 species have suitable habitat present in the BSA and are discussed in further detail below: pallid bat (*Antrozous pallidus*), western red bat (*Lasiurus blossevillii*), and Monterey big-eared woodrat (*Neotoma macrotis Luciana*).

Three (3) special-status species (Congdon's tarplant [*Centromadia parryi* ssp. *congdonii*], pink salmon [*Oncorhynchus gorbuscha*], and California legless lizard [*Anniella pulchra*]) are considered to have a low probability of occurrence based on the location of known occurrences in the region and/or the quality of the existing habitat, and eight (8) special-status species are considered absent

based on the lack of suitable habitat. Therefore, these 11 special-status species are not discussed further.

**South Central California Coast Steelhead DPS.** The South Central California coast steelhead DPS is a federally listed threatened species and a California species of special concern. In addition, the BSA is included in the designated critical habitat for the South Central California coast steelhead DPS. Suitable spawning habitat is not present in the BSA or in its immediate vicinity, but the main stem of the Salinas River with the BSA is a migration corridor for the South Central California coast steelhead DPS spawning in the upper Salinas watershed. Project construction includes the replacement of Abutments 1 and 30 and Bridge Piers 2 and 4, and the removal of Bridge Piers 3, 5, 7, 9, 11, 13, and 15. Replacing and removing bridge abutments and piers will require work in the Salinas River channel that could adversely affect steelhead critical habitat. Implementation of **Mitigation Measures BIO-1 through BIO-8** would require biological monitoring at the work site during all construction activities, an environmental training session for all construction and maintenance personnel, Environmentally Sensitive Area (ESA) fencing and exclusion fencing around the work area, a special-status species survey of the work area, removal of exotic wildlife species (e.g., bullfrogs, crayfish, and centrarchid fishes) from the project area, river monitoring for reptiles and other small wildlife, defined access routes and boundaries of the work area, and prohibiting the use of fill material to enter the river. Implementation of **Mitigation Measures BIO-9 and BIO-10** restricts work in the Salinas River to the period when the river channel is dry or at its lowest level and describes construction methods for work in the river if the channel contains water during construction. Implementation of **Mitigation Measures BIO-1 through BIO-10** would reduce potential construction-related impacts on South Central California coast steelhead DPS and its critical habitat to a less than significant level.

The proposed project includes the removal of seven bridge piers. Removing seven bridge piers will improve Salinas River flow conditions at the project site. Improving river flow conditions at the project site will improve the ability for South Central California coast steelhead DPS to move through this reach of the Salinas River. Operation of the proposed project will have no impact and will likely benefit the South Central California coast steelhead DPS. No mitigation is required.

**Willow Flycatcher.** The willow flycatcher is a federally and State listed endangered species. This migratory songbird nests in riparian habitats along rivers and streams in mountain, valley, and lowland landscapes. Eight focused field surveys were conducted at the project site, and no birds were found. Although the willow flycatcher was not observed at the project site and is not expected to occur there, its presence cannot be definitively ruled out. Therefore, if present at the project site during construction, construction activities would impact the willow flycatcher. **Mitigation Measure BIO-11** recommends that vegetation removal and trimming be conducted during the nonbreeding season for birds (i.e., between September 1 and February 14) to avoid impacts to birds to the greatest extent practicable. If vegetation clearing and trimming must occur during the breeding season for birds, **Mitigation Measure BIO-11** requires a preconstruction bird survey by a qualified biologist to ensure there are no active nests within 50 ft of the limits of construction; if a nest is found, an appropriate buffer shall be established and the nest monitored to ensure birds are not being impacted by construction activities. Implementation of **Mitigation Measure BIO-11**, which

requires a preconstruction bird survey, would reduce potential construction-related impacts to willow flycatcher to a less than significant level.

The proposed project includes replacing an existing bridge and widening the existing roadway approaches on the north and south ends of the bridge to conform to the new bridge width and profile. Once the proposed project is operational, land uses at the project site would be the same as those under existing conditions. Operation of the proposed project would have no impact on willow flycatcher. No mitigation is required.

**Least Bell's Vireo.** The least Bell's vireo is a federally and State listed endangered species. This migratory songbird typically nests in riparian habitats along rivers and streams in valleys and lowlands. Eight focused field surveys were conducted at the project site, and no birds were found. The least Bell's vireo is rare in Monterey County, and the closest historical record of the bird is at least 17 mi southeast of the project site. Although least Bell's vireo was not observed at the project site and is not expected to occur there, its presence cannot be definitively ruled out. Therefore, if present at the project site during construction, construction activities would impact the least Bell's vireo. **Mitigation Measure BIO-11** recommends that vegetation removal and trimming be conducted during the nonbreeding season for birds (i.e., between September 1 and February 14) to avoid impacts to birds to the greatest extent practicable. If vegetation clearing and trimming must occur during the breeding season for birds, **Mitigation Measure BIO-11** requires a preconstruction bird survey by a qualified biologist to ensure there are no active nests within 50 ft of the limits of construction; if a nest is found, an appropriate buffer shall be established and the nest monitored to ensure birds are not being impacted by constructed activities. Implementation of **Mitigation Measure BIO-11**, which requires a preconstruction bird survey, would reduce potential construction-related impacts to least Bell's vireo to a less than significant level.

The proposed project includes replacing an existing bridge and widening the existing roadway approaches on the north and south ends of the bridge to conform to the new bridge width and profile. Once the proposed project is operational, land uses at the project site would be the same as those under existing conditions. Operation of the proposed project would have no impact on least Bell's vireo. No mitigation is required.

**Western Red Bat and Pallid Bat.** The western red bat and the pallid bat are California species of special concern. These bats roost among the foliage of trees and favor riparian corridors for foraging. Western red bats could roost in the Fremont cottonwood forest within the BSA; however, this species was not observed during the field surveys. There is no suitable day roosting habitat in the BSA for the pallid bat, and no evidence of night roosting was found. However, this species could forage within the BSA. Vegetation trimming and removal during project construction could result in temporary impacts to western red bat roosting areas. As noted above, there is no suitable roosting habitat for the pallid bat. Due to the solitary roosting habits of the western red bat species, preconstruction surveys would not be feasible. Bats could be roosting in trees during removal and may be torpid and thus unable to flush when a tree is cut and processed. As prescribed in **Mitigation Measure BIO-12**, in order to protect bats from temporary impacts during construction, during tree removal, it will be necessary to leave all limbs and trees such as Fremont cottonwood and willows in place overnight after being cut to allow time for bats to leave the trees during the night. With

implementation of **Mitigation Measure BIO-12**, potential construction-related impacts to western red bat and pallid bat would be reduced to a less than significant level.

The proposed project includes replacing an existing bridge and widening the existing roadway approaches on the north and south ends of the bridge to conform to the new bridge width and profile. Once the proposed project is operational, land uses at the project site would be the same as those under existing conditions. Operation of the proposed project would have no impact on the western red bat and pallid bat. No mitigation is required.

**Monterey Big-Eared Woodrat.** The Monterey big-eared woodrat is a California species of special concern. This small mammal typically occurs in shrublands and forests, including riparian woodlands, and constructs large conspicuous stick nests. Several woodrat nests were found within the BSA in the Fremont cottonwood forest along the southern edge of the river floodplain. Construction activities (e.g., clearing cottonwoods or willow thickets containing woodrat nests) could destroy nests, harm individual woodrats, and/or impact woodrat foraging habitat. However, according to the project plans, the woodrat nests were found mainly in areas that will not require vegetation clearing during construction. Although construction-related impacts to the Monterey big-eared woodrat would be minimal, **Mitigation Measure BIO-13** would help ensure that impacts to Monterey big-eared woodrat would be avoided to the greatest extent practicable. With implementation of **Mitigation Measure BIO-13**, potential construction-related impacts to the Monterey big-eared woodrat would be reduced to a less than significant level.

The proposed project includes replacing an existing bridge and widening the existing roadway approaches on the north and south ends of the bridge to conform to the new bridge width and profile. Once the proposed project is operational, land uses at the project site would be the same as those under existing conditions. Operation of the proposed project would have no impacts on the Monterey big-eared woodrat. No mitigation is required.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:**

**Mitigation Measure BIO-1** **Qualified Biologist/Biological Monitor.** Prior to initial ground disturbance, the Construction Contractor shall hire a qualified biologist. The qualified biologist shall be present at the work site until all ground-disturbing activities in all portions of the project site have been completed and workers have received environmental training. At that time, the Construction Contractor shall designate a monitor who shall ensure on-site compliance with all avoidance and minimization efforts when the qualified biologist is not on site. The qualified biologist shall ensure the monitor is familiar with the avoidance and minimization efforts and able to identify all the special-status species of potential occurrence in the Biological Study Area (BSA). The monitor and the qualified biologist shall have the authority to halt

any action that might result in impacts that exceed the levels anticipated by the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) at any point during construction. If work is stopped, either the qualified biologist or the on-site monitor shall immediately notify the California Department of Transportation (Caltrans) and the County of Monterey (County). If a federally listed species is found in the work area during construction and a Biological Opinion has not been issued for the proposed project, then the qualified biologist must stop work and immediately notify Caltrans. Caltrans shall then consult with the USFWS or National Marine Fisheries Service (NMFS) and shall then advise the Construction Contractor on how to proceed. Likewise, should a State-listed species be found in the work area for which no incidental take permit has been issued, the County's Project Manager shall then consult with CDFW and shall advise the Construction Contractor on how to proceed.

**Mitigation Measure BIO-2** **Environmental Training Session.** Prior to initial ground disturbance, the qualified biologist shall conduct an environmental training session for all construction and maintenance personnel. At a minimum, the training shall include a description of the special-status species that may occur in the BSA, their habitat requirements, and the measures being implemented to avoid and minimize impacts to these species. The environmental training shall include a discussion of the boundaries behind which the workers and equipment must remain.

**Mitigation Measure BIO-3** **ESA Fencing.** Prior to construction activities, the qualified biologist shall identify locations for the placement of Environmentally Sensitive Area (ESA) fencing to protect sensitive habitat areas (i.e., jurisdictional areas, Fremont cottonwood forest and arroyo willow thickets, and the dripline of trees or groups of trees) adjacent to the construction area and to delineate a protection zone beyond which construction activities are prohibited. The Construction Contractor, with the assistance of the qualified biologist, shall install the ESA fencing prior to construction activities. The qualified biologist shall verify the correct placement and installation of the ESA fences before work begins in the area.

**Mitigation Measure BIO-4** **Special-Status Species Survey.** Immediately before initial ground disturbance and/or vegetation clearing in the Salinas River channel, the qualified biologist shall conduct a survey of the work area for special-status species. If special-status species are found, they shall be allowed to leave the work area on their own or, if approved by the USFWS and/or CDFW, the special-status species shall be relocated by the biologist to a safe place outside the work area.

**Mitigation Measure BIO-5** **Removal of Invasive Wildlife.** During project construction, a qualified biologist shall permanently remove individuals of nonnative, invasive wildlife species (e.g., bullfrogs, crayfish, and centrarchid fish) from the project area and dispatch them humanely if they are found during surveys or monitoring activities. Nonnative fish and wildlife shall not be returned to the river.

**Mitigation Measure BIO-6** **River Monitoring.** During vegetation removal, initial grading, and other ground-disturbing activities in the Salinas River channel, a qualified biologist shall monitor such activities for reptiles and other small wildlife exposed by such activities and then relocate them in a safe place outside the exclusion fence.

**Mitigation Measure BIO-7** **Routes and Boundaries.** Prior to the start of construction, the County shall ensure that the number of access routes, the numbers and sizes of staging areas, and the total area of construction activity shall be limited to the minimum necessary to achieve the project goal. Routes and boundaries shall be clearly demarcated both on plans and in the field prior to the start of construction activities.

**Mitigation Measure BIO-8** **Concrete and Sealant Use.** During construction, no fill material, including asphalt or concrete, shall be allowed to enter the stream, with the exception of clean river rock. Any concrete structures (e.g., headwall construction) below the tops of banks shall be poured in tightly sealed forms and shall not be allowed contact with surface waters until the cement has fully cured. Poured concrete shall be excluded from the wetted channel for a period of 30 days after it is poured. During that time, the poured concrete shall be kept moist, and runoff from the concrete shall not be allowed to enter the river. Commercial sealants may be applied to the poured concrete surface in locations where the exclusion of water flow for a long period is difficult. If a sealant is used, water shall be excluded from the site until the sealant is dry

and fully cured according to the manufacturer's specifications. Water that contacts wet concrete and has a pH greater than 9.0 shall be pumped out of the work area and disposed of outside the river channel. No substances toxic to aquatic life shall be discharged into the Salinas River (e.g., diesel fuel, oil, hydraulic fluid, run-off from curing concrete). Additionally, if hydroseed mixes are used to stabilize disturbed areas, such mixes shall not contain fertilizers.

**Mitigation Measure BIO-9** **Construction Period in the Salinas River.** The County shall ensure that work within the river (i.e., in and adjacent to water) shall be restricted to the period between June 15 and December 30 to minimize potential impacts to South Central California coast steelhead distinct population segment (DPS).

**Mitigation Measure BIO-10** **Diversion of the Salinas River.** During construction, if there is water in the river, the river shall not be dewatered. Rather, the river shall be channelized to allow for unrestricted passage of adult and juvenile South Central California coast steelhead DPS through the BSA.

If surface water is present in the Salinas River, the contractor shall use a cofferdam to channelize the river flow through an opening in the piers and away from the location of any pier/abutment work. If necessary, the contractor shall construct a temporary low-water crossing/bridge across the low-flow channel. The crossing/bridge shall be designed to span the low-flow channel and be supported by clean river run gravel.

A qualified biologist, approved by the CDFW and NMFS, shall be on site to assist in the implementation of the river diversion.

**Mitigation Measure BIO-11** **Nesting Birds.** The County shall require the Construction Contractor to avoid vegetation removal and trimming during the breeding season for birds (i.e., between February 15 and August 31) to the extent practicable. This shall discourage birds from nesting in construction areas and shall greatly reduce the potential for nesting birds to delay the construction schedule. If vegetation removal and trimming cannot be avoided during the breeding season, then the following measures shall be implemented:

- All suitable nesting habitat within 50 feet of the work limits shall be surveyed by a qualified biologist no more than 14 days prior to ground-disturbing/vegetation removal activities and again within 2 days (48 hours) of such activities. Areas outside the public right-of-way (ROW) shall not be surveyed for active nests unless such areas are visible from the public ROW.

- If an active nest is found, a qualified biologist shall delineate an appropriate buffer using plastic construction fencing (ESA fencing), pin flags, or other easily identified fencing material. If necessary, the biologist shall consult with the USFWS and/or CDFW to determine an appropriate buffer size. Typically, buffers range from 250 to 500 feet, depending on the species and the location of the nest. However, smaller buffers have been accepted depending on the species, nest location, surrounding habitat, and the nature of the adjacent construction activity. During construction, the qualified biologist shall conduct regular monitoring (at CDFW-approved intervals) to evaluate the nest for potential disturbances associated with construction activities. Construction within the buffer shall be prohibited until the qualified biologist determines the nest is no longer active.

- If an active nest is found after completion of the preconstruction surveys and after construction begins, all construction activities in the nest vicinity shall stop until a qualified biologist has evaluated the nest and erected an appropriate buffer around the nest. If establishment of the buffer is not feasible, the USFWS and/or CDFW shall be contacted for further avoidance and minimization guidelines.

**Mitigation Measure BIO-12** **Roosting Bats.** During tree removal in the riparian area, a qualified biologist shall be present to ensure that all limbs and trees are left in place overnight after being cut to allow time for bats to leave the trees during the night. Trees and limbs can be removed from the project site the following day.

**Mitigation Measure BIO-13** **Monterey Big Eared-Woodrat.** Prior to removing vegetation in the Fremont cottonwood forest, a qualified biologist shall survey the work area to be cleared for woodrat nests. If any woodrat nests are located within the work area, they shall

be disassembled by hand or with hand tools to allow any woodrats in the nest to move out of the work area. The nest material shall then be moved out of the work area.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact with Mitigation Incorporated

*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, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**California Department of Fish and Wildlife (CDFW) Jurisdiction.** CDFW jurisdiction typically extends beyond the streambed/banks to the limits of riparian vegetation associated with streams, rivers, or lakes. The CDFW defines riparian habitat as "on, or pertaining to, the banks of a stream…vegetation which occurs in and/or adjacent to a watercourse."

Project construction would result in 1.64 ac of temporary impacts to riparian habitats within the CDFW jurisdiction for the construction of temporary access roads and to replace bridge piers and abutments. Implementation of the proposed project would result in 0.04 ac (1,742 square feet [sf]) of permanent impacts to riparian habitat, primarily from the relocation and replacement of bridge piers and abutments. In addition, implementation of the proposed project will result in a net gain of approximately 132 sf of CDFW jurisdictional area within the BSA from removal of the seven bridge piers. Implementation of the proposed project will result in a total permanent impact of approximately 0.037 ac (1610.4 sf) of CDFW jurisdictional area. **Mitigation Measures BIO-3**, **BIO-9, BIO-14, and HAZ-2, and Compliance Measure WQ-1**, which includes delineating the work area to keep construction workers and equipment out of jurisdictional areas, restricting work to the low-flow season, implementing Best Management Practices (BMPs) to reduce erosion and ensure soil and other materials are not discharged into the Salinas River, restricting equipment maintenance and refueling from occurring within the Salinas River, and restoring riparian areas to their original contoured condition to the greatest extent possible after construction activities have ended will ensure that temporary and permanent impacts are reduced to less than significant levels. With implementation of **Mitigation Measures BIO-3, BIO-9, BIO-14, and HAZ-2, and Compliance Measure WQ-1**, temporary and permanent impacts to riparian habitat within the CDFW jurisdiction would be reduced to less than significant.

**Sensitive Natural Communities.** There are two sensitive natural communities within the BSA: Fremont cottonwood forest and arroyo willow thickets. The Fremont cottonwood forest includes mid-sized trees confined to a relatively narrow band along the northeast edge and southwest edge of the river floodplain, and the arroyo willow thickets are largely confined to clumps just west of the main river channel. Activities associated with project construction would require the removal of nine Fremont cottonwoods and five black cottonwoods, both of which are part of the Fremont cottonwood forest and arroyo willow thicket sensitive natural communities. The Salinas River high-flow channel is a naturally dynamic system, and vegetation in the channel periodically changes depending on flood events and low-flow periods. Based on the dynamic nature of this system, cottonwoods are expected to regenerate naturally in the high-flow channel after completion of bridge construction. However, as prescribed in **Mitigation Measure BIO-15**, natural regeneration

will be augmented by planting cuttings from nursery-grown trees of local provenance at a 2:1 ratio (i.e., two trees planted for each tree removed) in the high-flow channel outside the edges of the new bridge deck where they would be exposed to light levels suitable for growth. Planted trees would be protected by ESA fencing, and a revegetation plan would be developed to monitor survival to County and/or CDFW specifications. With implementation of **Mitigation Measure BIO-15**, impacts to sensitive natural communities would be reduced to a less than significant level.

**Invasive Plant Species.** Twenty-four (24) alien/nonnative plants on the California Invasive Plant Council (Cal-IPC) Invasive Plant Inventory were identified as occurring in the BSA. Such species typically occur in areas that have been previously disturbed, such as along roadsides or in places that have periodic natural disturbances including areas subject to floods along the Salinas River. Within the BSA, most areas adjacent to agricultural fields are intensively managed for weeds, and few invasive species are present. Ground disturbance associated with project construction can create optimal conditions for the spread of invasive plants by removing and/or disturbing native vegetation and soil. Construction equipment contaminated with soil containing invasive plant seeds from other areas can result in the spread of invasive plant species. Introduction and spread of invasive species can impact native plant communities by outcompeting and replacing native plant species, which can indirectly impact animal species that rely on those habitats. **Mitigation Measure BIO-16** requires that the construction contractor implement an invasive species abatement and eradication program during construction to ensure that invasive plant species are not introduced or spread. Therefore, with implementation of **Mitigation Measure BIO-16**, potential impacts related to the spread of invasive plant species would be reduced to a less than significant level.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:** In addition to the measures listed below, refer to **Mitigation Measures BIO-3 and BIO-9** in Section 4.4.a above, **Mitigation Measure HAZ-2** in Section 4.9, Hazards and Hazardous Materials, and **Compliance Measure WQ-2** in Section 4.10, Hydrology and Water Quality.

| | |
|---|---|
| **Mitigation Measure BIO-14** | **Restoration of the Salinas River Channel.** Following the completion of construction, the Construction Contractor shall ensure that the Salinas River channel is returned to its original contour and condition to the greatest extent possible. All constructed temporary access roads into the Salinas River channel, construction mats, and other temporary material used for construction shall be removed. |
| **Mitigation Measure BIO-15** | **Revegetation Plan.** Prior to the start of construction, the County shall ensure the preparation and approval of a revegetation plan to restore riparian vegetation impacted by the proposed project. The plan shall specify the use of native tree species that were impacted during construction. Native trees will be of nursery stock from the local area and/or cuttings taken from within the BSA. Trees shall be planted at a 2:1 ratio (two trees planted for each tree |

removed) in similar habitat in and adjacent to the project area where they are exposed to light levels suitable for growth. The plan shall specify a monitoring program and criteria to ensure successful revegetation, such as providing fencing around planted trees to protect from herbivory and performance standards for determining success. A 5-year monitoring and maintenance plan shall be developed to ensure long-term survivorship of replacement plantings. Annual reports shall be prepared at the end of each year documenting the site conditions and progress toward achieving the performance standards.

Prior to the completion of construction, the County shall ensure that all temporary impact areas and permanently graded areas are revegetated according to the specifications detailed in the project revegetation plan.

**Mitigation Measure BIO-16** **Invasive Species Abatement and Eradication Program.** Prior to the start of construction, the County shall ensure the preparation and approval of an invasive species abatement and eradication program to be implemented during construction. The invasive species abatement and eradication measures shall be included in the project design and contract specifications. At a minimum, the abatement and eradication measures shall include:

- The Construction Contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another.
- Soil and vegetation disturbance shall be minimized to the greatest extent feasible.
- The Construction Contractor shall ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust and seed dispersal.
- The Construction Contractor shall ensure that all stockpiled material is sufficiently watered or covered to prevent excessive amounts of dust and seed dispersal.
- Soil/gravel/rock shall be obtained from weed-free sources.

- All invasive plant material removed during construction shall be disposed of properly in a landfill or other suitable facility where it can be chipped and composted to prevent spreading viable seeds or propagules that could take root on another site.
- Only certified weed-free straw, mulch, and/or fiber rolls shall be used for erosion control.
- Prior to completion of construction, disturbed areas adjacent to native vegetation shall be revegetated with plant species that are native to the vicinity and approved by the County and the Caltrans District Biologist.
- The use of species listed in the California Invasive Plant Council (Cal-IPC) Invasive Plant Inventory that have a high or moderate rating in revegetated areas shall be avoided.
- Eradication procedures (e.g., spraying and/or hand weeding) shall be implemented should an infestation occur.
- The use of herbicides shall be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the County and the Caltrans District Biologist.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact with Mitigation Incorporated

*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?*

Implementation of the proposed project would not result in temporary or permanent impacts to any federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA). Implementation of the proposed project will result in temporary impacts to approximately 0.24 ac of non-wetland waters of the United States within the jurisdiction of the United States Army Corps of Engineers (USACE). Temporary impacts to the small area of non-wetland waters of the United States shall be minimized through the implementation of **Mitigation Measures BIO-3, BIO-9, BIO-14, and HAZ-2** and **Compliance Measure WQ-1**, which restrict work to the low-flow season, restrict the work area with ESA fencing, require BMPs to restrict equipment maintenance and refueling from occurring within the Salinas River, require measures to reduce erosion, and restore the original Salinas River channel contours after construction activities have been completed. With the

implementation of **Mitigation Measures BIO-3, BIO-9, BIO-14, and HAZ-2** and **Compliance Measure WQ-1**, temporary impacts to non-wetland waters protected under Section 404 of the CWA would be reduced to less than significant levels.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:** Refer to **Mitigation Measures BIO-3, BIO-9, and BIO-14** in Sections 4.4.a and 4.4.b, above, **Mitigation Measure HAZ-2** in Section 4.9, Hazards and Hazardous Materials, and **Compliance Measure WQ-2** in Section 4.10, Hydrology and Water Quality.

**Significance Determination after Mitigation/Compliance:** Less than Significant with Mitigation Incorporated

*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?*

The Salinas River and associated riparian vegetation provides a corridor of relatively natural habitat through an extensive agricultural landscape. Many species of terrestrial animals likely use this riparian corridor and high-flow channel for local and long distance movements. Additionally, steelhead and other fish species would be expected to use the river channel during high flows when sufficient water levels are present. Construction of the proposed project would result in temporary effects to wildlife movement, but these effects would be temporary in that they would only occur during construction and would not result in a permanent barrier to aquatic or terrestrial animals. Furthermore, the Salinas River is an ephemeral stream within the BSA and, during the dry season, the section of river in the BSA lacks surface water. Because construction is planned for the dry season, construction activities would not result in a temporary or permanent barrier to the movements of aquatic animals.

Thirty-eight (38) species of native birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code were observed in the BSA during the field surveys. Some of these birds have the potential to nest in the BSA. The riparian vegetation in the BSA provides nesting habitat for the greatest number of species, but some species could nest in open areas along road shoulders, on the edges of crop fields, and on the bridge. Impacts to nesting birds include direct mortality, such as if nests are destroyed, or indirect impacts as a result of noise or increased human activity in the project area. **Mitigation Measure BIO–11** restricts vegetation removal to the non-breeding season for birds (September 1 through February 14) and if the non-breeding season cannot be avoided, **Mitigation Measure BIO-11** requires preconstruction nesting bird surveys. With implementation of **Mitigation Measure BIO-11**, potential construction-related impacts to nesting birds would be reduced to a less than significant level.

The proposed project is replacing an existing bridge and modifying existing roadways. The proposed project does not involve a change in existing land uses or human activities as compared to existing conditions. Therefore, the proposed project would not result in permanent impacts to native birds protected under the MBTA.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:** Refer to **Mitigation Measure BIO-11** in Section 4.4.a, above.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact with Mitigation Incorporated

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

Protected trees within Monterey County are regulated by the County of Monterey Zoning Ordinance, Title 21, Chapter 21.64.260 – Preservation of Oak and Other Protected Trees (tree ordinance). Construction of the proposed project would result in the removal and replanting of 9 Fremont cottonwoods and 5 black cottonwoods. However, these trees are not protected by any local policies or ordinances. The proposed project would not conflict with any local policies or ordinances protecting biological resources. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No 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?*

The proposed project does not fall in an area with an adopted Habitat Conservation Plan (HCP), Natural Communities Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan, and therefore would not present a conflict with any such plan. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

## 4.5 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? | ☐ | ☐ | ☐ | ☒ |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☐ | ☒ | ☐ |
| c. Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☒ | ☐ |

### 4.5.1 Impact Analysis

The discussion and analysis provided in this section is based on the Historic Property Survey Report (HPSR) (LSA 2016b). The project area for cultural resources is the Area of Potential Effects (APE), which is the area where ground-disturbing activities would occur, and it extends around the entirety of the parcels where the built environment may be direct or indirectly affected. The APE has been bounded to include the maximum extent of ground disturbance including access routes, staging, and work areas.

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

CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) listed in a local register of historical resources as defined in the California Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)).

A records search of the APE was conducted on April 16, 2015, at the Northwest Information Center (NWIC), and a field survey of the APE was conducted on April 29, 2016. Neither the records search nor the field survey identified any historic cultural resources within the APE. The literature review identified the Juan Bautista de Anza Trail corridor on the west side of the Salinas River and potentially in the southern portion of the APE. However, any evidence of the route has likely been obliterated by agricultural development, road construction, and flooding. No remains of this resource or associated features were identified during the field survey.

The Caltrans Historic Bridge Inventory lists the Gonzales River Road bridge (#44C-035) as Category 5, not eligible for inclusion in the National Register of Historical Places (National Register).

Implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

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

Based on the results of the background research and archaeological field survey, no archaeological resources were identified within or adjacent to the APE, and there is no indication of elevated sensitivity for the presence of previously undocumented buried archaeological resources to occur in the APE. The majority of soils in the APE are poorly developed and may be sensitive for redeposited archaeological resources, but these soils are unlikely to contain intact archaeological deposits. Archaeological deposits, if present, would be below ground surface. The majority of project ground disturbance would occur in the project staging areas and access route, which have a proposed ground disturbance depth of 2 ft, indicating minimal likelihood of archaeological deposits being disturbed. Ground disturbance due to the excavation of abutments would reach a maximum depth of 6 ft, and ground disturbance due to pile driving or excavation would reach a maximum depth of 60 ft. In the unlikely event that any previously unidentified archaeological resources are discovered during ground-disturbing activities, work in the area would be required to cease and deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2 as specified in **Compliance Measure CULT-1**. Compliance with existing regulations, as specified in **Compliance Measure CULT-1**, would reduce the potential for impacts to unidentified archaeological resources to a less than significant level.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:**

**Compliance Measure CULT-1** **Discovery of Unknown Archaeological and Paleontological Resources.** During construction, if cultural, archaeological, historical, or paleontological resources are encountered (surface or subsurface resources), work shall be halted immediately within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. The Monterey County Housing and Community Development (HCD) Department and a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) and Paleontologist shall be immediately contacted by the responsible individual present on site. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f)).

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

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

No human remains are present within the APE and there is no evidence to support the idea that Native Americans or people of European descent are buried in the APE. However, ground-disturbing activities associated with the proposed project have the potential to disturb previously unknown human remains. In the unlikely event that human remains are encountered during construction activities, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be implemented, as specified by **Compliance Measure CULT-2**. Therefore, compliance with **Compliance Measure CULT-2** would reduce the potential for impacts on unknown buried human remains to a less than significant level.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:**

**Compliance Measure CULT-2** **Discovery of Human Remains.** During construction, consistent with the requirements of California Health and Safety Code (HSC) Section 7050.5, if human remains are discovered on site, no further disturbance shall occur until the Monterey County Coroner can evaluate them. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of identification. Pursuant to Section 5097.9 and 5097.993 of the Public Resources Code (PRC), the NAHC shall identify a "Native American Most Likely Descendant" to inspect the site and provide recommendations for the proper treatment of the remains and any associated grave goods.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

## 4.6 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? | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

### 4.6.1 Impact Analysis

*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 of the proposed project would require the use of energy to fuel construction equipment and vehicles. All or most of this energy would be derived from non-renewable resources. Construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. As such, construction energy usage would be less than significant.

Typically, energy consumption is associated with fuel used for vehicle trips and electricity and natural gas use. The proposed project would rehabilitate the existing Gonzales River Road Bridge and widen the roadway approaches to conform to the new bridge deck. The capacity of the road would not change, and no additional traffic would be generated upon completion of the proposed project. The proposed project would not result in construction of new development; therefore, operation of the proposed project would not cause a demand for more energy, and no operational energy impacts would occur. The proposed project would not result in a potentially significant impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

**Significance Determination:** Less Than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less Than Significant Impact

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

In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and

increase the efficient use of fuel supplies with the least environmental and energy costs. The CEC recently adopted the 2020 Integrated Energy Policy Report Update. The 2020 Integrated Energy Policy Report Update provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs.

As indicated above, energy usage in the project area during construction would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Once operational, the proposed project would not increase energy use. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the 2020 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and would not result in any irreversible or irretrievable commitments of energy. Impacts would be less than significant.

**Significance Determination:** Less Than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less Than Significant Impact

## 4.7 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: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ☒ |
| ii. Strong seismic ground shaking? | ☐ | ☒ | ☐ | ☐ |
| iii. Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv. Landslides? | ☐ | ☐ | ☒ | ☐ |
| b. Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☒ | ☐ |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☒ |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |

### 4.7.1 Impact Analysis

The analysis in this section is based on the Preliminary Foundation Investigation Seismic Retrofit (Taber 1999) (provided in Appendix G), the Geotechnical Memorandum (Crawford & Associates, Inc. 2021a) (provided in Appendix H) and the Monterey County General Plan (2010).

*a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

*i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

According to the Monterey County General Plan, the proposed project is not within or adjacent to an Alquist–Priolo Earthquake Fault Zone. No known, active regional faults cross the project area and no faults with displacement in the last 15,000 years have been mapped by the California Geological Survey (CGS) or the United States Geological Survey (USGS) within or through the project site (Crawford & Associates 2021b). The nearest active fault is the Reliz Fault

Zone, which is located 1.34 mi southwest of the proposed project (Taber 1999). The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death resulting from the rupture of known earthquake faults as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or other known faults. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

### *ii. Strong seismic ground shaking?*

The extent of ground shaking associated with an earthquake depends on the size of the earthquake and the geologic material of the underlying area. As discussed above, the nearest active fault is the Reliz Fault Zone, located approximately 1.34 mi southwest of the proposed project. While there has not been definitive evidence of surface rupture, the CGS regards the Reliz Fault Zone as an earthquake source (Rosenburg and Clark 2009). Therefore, the site is located within a seismically active region, and moderate to strong ground shaking can be expected at the site during the design life of the bridge (Crawford & Associates 2021a), which may expose the bridge and people using the bridge and roadway approach to substantial adverse effects. In 2001, the bridge foundations were seismically retrofitted. Relying on soil boring data collected in 1999 (Taber 1999), current geotechnical work (Crawford & Associates 2021a) confirmed that the existing bridge foundations are adequate to resist seismic loads during strong seismic ground shaking. Furthermore, the Gonzales River Road Bridge Rehabilitation Project would be designed in accordance with Caltrans' seismic design criteria. Therefore, the proposed project is adequate to withstand the impacts of strong seismic ground shaking (i.e., the bridge would not collapse during a seismic event), and would not expose people or structures to adverse effects. **Mitigation Measure GEO-1**, which requires the preparation of a Final Geotechnical Report, would be required during final design and prior to the start of construction. **Mitigation Measure GEO-1** stipulates that the Final Geotechnical Report shall include appropriate seismic design provisions to be implemented as part of the final project design to address the impacts of strong seismic ground shaking on the proposed project. With implementation of **Mitigation Measure GEO-1**, potential project impacts associated with seismic ground shaking would be reduced to a less than significant level.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:**

**Mitigation Measure GEO-1** **Final Geotechnical Report.** During final design, a detailed geotechnical investigation shall be conducted by qualified geotechnical personnel to assess the geotechnical conditions at the project site. The geotechnical investigation shall include cone penetration tests to confirm and extend site-specific subsurface site conditions for final design. The project-specific findings and recommendations of the

geotechnical investigation shall be incorporated into final design of the proposed project and shall be summarized in the Final Geotechnical Report to be submitted to the County of Monterey for review and approval.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact with Mitigation Incorporated

### *iii. Seismic-related ground failure, including liquefaction?*

Liquefaction occurs when shallow, loose, unconsolidated, fine- to medium-grained sediments saturated with water are subjected to shaking as a result of an earthquake. This causes the soils to lose cohesion and shear strength, leading to liquefaction. The possibility of liquefaction occurring at the project site is dependent upon (a) the occurrence of a significant earthquake in the vicinity; (b) sufficient groundwater to cause high pore pressures; and (c) the grain size, plasticity relative density, and confining pressures of the soils at the project site.

Soil layers potentially susceptible to liquefaction have been identified at the project site (Crawford & Associates 2021a). The Geotechnical Memorandum indicates that potential post-liquefaction settlement would be between 1.4 inches and 4.7 inches. As described in the Geotechnical Memorandum, analyses conducted for the proposed project indicate that the existing pier foundations (except New Piers 2 and 3) would be capable of tolerating seismic-related ground failure, including liquefaction. Additional deep foundations would be installed at New Piers 2 and 3 to ensure that these piers would also be capable of tolerating seismic-related ground failure. Therefore, the proposed project would not expose people or structures to seismic-related ground failure, including liquefaction. Impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

### *iv. Landslides?*

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes in areas with significant ground slopes. The project site is relatively flat. No substantial natural slopes exist on the project site. According to the State Seismic Hazards Zone Map, the project site is not located in an area identified as susceptible to landslides. The potential for seismically induced landslides to occur at the project area would be the same as in the existing condition. There is no potential for the proposed project to expose people or structures to impacts related to landslides. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

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

During construction activities, soil would be exposed during grading and excavation activities, and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts as identified in Section 4.10, Hydrology and Water Quality. As required by the Construction General Permit and as prescribed in **Compliance Measure WQ-1**, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared that would specify construction BMPs to be implemented during construction activities. Construction BMPs would include Erosion Control BMPs designed to minimize erosion. In addition, as discussed in **Compliance Measure WQ-2**, the County Municipal Code requires preparation of an Erosion Control Plan that provides methods to control runoff, erosion, and sediment movement during project construction. With the implementation of **Compliance Measures WQ-1 and WQ-2**, substantial soil erosion or loss of topsoil during construction would be reduced to a less than significant level.

The implementation of the proposed project would result in an increase in impervious surface area at the project site. The operation of the proposed project would result in increases in surface runoff and runoff velocity, which would increase the likelihood of soil erosion. However, implementation of **Compliance Measure WQ-4** requiring compliance with Post-Construction Construction General Permit Requirements to reduce increases in stormwater runoff to at or below existing conditions and **Compliance Measure WQ-5** requiring new Treatment BMPs, including a vegetated swale, to attenuate runoff, would reduce the likelihood of erosion or loss of topsoil during project operations. With the implementation of **Compliance Measures WQ-4 and WQ-5**, substantial soil erosion or loss of topsoil would be reduced to a less than significant level.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required. However, **Compliance Measures WQ-2 through WQ-5** under Section 4.10, Hydrology and Water Quality, are standard conditions based on local, State, and federal regulations or laws that serve to reduce impacts associated with soil erosion. These compliance measures are applicable to the proposed project and shall be incorporated to ensure that the proposed project has minimal impacts associated with soil erosion.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

*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?*

As indicated in Response 4.6.a.iv above, the project area is relatively flat and, according to the State Seismic Hazards Zone Map, is not located in an area identified as susceptible to landslides. There is no potential for seismically induced landslides to occur on the project site. No mitigation is required.

Liquefaction-induced lateral spreading is defined as finite, lateral displacement of gently sloping or flat-laying ground as a result of pore-pressure buildup or liquefaction in a shallow underlying deposit toward a free face such as an excavation, channel, or open body of water. Lateral spreading is generally caused by liquefaction of soils with gentle slopes. Although there is a potential for liquefaction at the project site, lateral spreading is not expected to be a consideration for bridge foundation design at the project site (Crawford & Associates 2021a). Further, bridge foundations would be designed in accordance with Caltrans' seismic design criteria to accommodate/resist lateral displacements associated with lateral spread. Potential impacts associated with liquefaction-induced lateral spreading would be less than significant, and no mitigation is required.

As indicated in Response 4.6.a.iii above, the Geotechnical Memorandum (Crawford & Associates 2021a) indicates that potential post-liquefaction settlement would be between 1.4 inches and 4.7 inches at locations within the project site. Analyses conducted for the proposed project indicate that the existing pier foundations (except New Piers 2 and 3) would be sufficient to accommodate potential settlement. Additional deep foundations would be installed at New Piers 2 and 3 to ensure that these piers would also be sufficient to accommodate potential ground settlement.

Collapsible soils are defined as any unsaturated soil that goes through a radical rearrangement of particles and great decrease in volume upon wetting, additional loading, or both. Soils subject to collapse do not occur at the project site. Furthermore, according to the USGS Areas of Land Subsidence in California, the project site is not located in an area of recorded subsidence (USGS n.d.).

Therefore, the proposed project would not be located on a geologic unit or soils that would become unstable, or expose people or structures to landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less Than Significant Impact

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

Expansive soils generally have a substantial amount of clay particles, which can give up water (shrink) or absorb water (swell). The change in the soil volume can cause structures to move unevenly and crack. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil. Expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins.

The soils within the project area consist of Mocho Silty Clay Loam, Metz Loamy Sand, Metz Complex, Psamments and Fluvents, Salinas Clay Loam, Mocho Silt Loam, Dune Land, and Cropley Silty Clay. These soils are primarily silts and loams, and are not considered expansive. Cropley Silty Clay is considered expansive, but it occurs in a small area in the northeast section of the project site, would only be used for construction staging, and would not be developed with any permanent structures. The majority of the project site does not contain expansive soils. Potential impacts associated with expansive soils would be less than significant. No mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less Than Significant Impact

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

The proposed project is a bridge rehabilitation project. No septic or alternative waste treatment systems would be required during construction or operation of the proposed project. The proposed project would not result in temporary or permanent impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No paleontological resources or unique geologic features were observed within the project APE during the archaeological survey. The majority of the soils in the APE are poorly developed and frequently flooded and may be sensitive for redeposited paleontological resources, but these soils are unlikely to contain intact paleontological deposits. If any previously unidentified paleontological resources are discovered during grading and construction activities, compliance with **Compliance Measure CULT-1** would reduce the potential for impacts to unknown paleontological resources to a less than significant level.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** Refer to **Compliance Measure CULT-1** under Response 4.5.b, above.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

## 4.8 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? | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☐ | ☒ |

### 4.8.1 Impact Analysis

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

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide ($CO_2$);
- Methane ($CH_4$);
- Nitrous oxide ($N_2O$);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur hexafluoride ($SF_6$).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as $CO_2$, $CH_4$, and $N_2O$, some gases, like HFCs, PFCs, and $SF_6$ are completely new to the atmosphere.

Certain gases (e.g., water vapor) are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes (e.g., oceanic evaporation).

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to $CO_2$, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by 1 unit mass of the GHG to the ratio of

heat trapped by 1 unit mass of $CO_2$ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of $CO_2$ equivalents ($CO_2e$).

The CEQA Guidelines indicate that a project would normally have a significant adverse GHG emission impact if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Emissions estimates for the proposed project are discussed below. GHG emissions estimates are provided herein for informational purposes only because there is no established quantified GHG emissions threshold.

**Short-Term (Construction) GHG Emissions.** Construction activities (e.g., site preparation, site grading, and motor vehicles transporting construction crew members) would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from workers' vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as $CO_2$, $CH_4$, and $N_2O$. Furthermore, $CH_4$ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Project construction emissions were analyzed using the RoadMod, Version 9.0.0 (refer to Appendix B). Results of the analysis indicate that construction would result in approximately 2,683.1 metric tons (MT) of $CO_2e$ over the 16-month construction period. The MBARD does not provide guidance for analyzing GHG emissions during construction. Amortizing the project emissions over 50 years (the expected lifespan of the project) would result in GHG emissions of approximately 53.7 MT $CO_2e$ per year. Therefore, based on the minimal emissions that would be generated by construction of the project, the proposed project would not generate GHG emissions that would have a significant impact on the environment, and construction-related impacts would be less than significant. No mitigation is required.

**Long-Term (Operational) GHG Emissions.** The proposed project is a bridge rehabilitation project. The proposed project would not increase the existing vehicle use within the project area and therefore not result in an increase in the generation of GHG emissions from existing conditions. Operation of the proposed project would not generate GHG emissions that would have a significant impact on the environment, and operational impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** 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 County adopted the Municipal Climate Action Plan in 2013, which identifies the steps towards the County's goal of reducing GHG emissions to a level that is 15 percent below the 2005 emissions level by 2020. The County is working on updating their GHG reduction goals to meet 2030 goals to reduce emissions by an additional 40 percent by taking buildings to Net Zero, increasing the percentage of employees who telecommute, and incentivizing electric vehicles. In addition, the State has established GHG reduction goals under Assembly Bill (AB) 32, Senate Bill (SB) 32, and Executive Order (EO) S-3-05. As discussed in Response a), the proposed project's short-term construction and long-term operational GHG emissions would be minimal and would not have a significant impact on the environment. Since the proposed project's GHG emissions would be minimal, the proposed project would not result in emissions that would conflict with any applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions, and no impacts would occur. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

## 4.9 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? | ☐ | ☒ | ☐ | ☐ |
| 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? | ☐ | ☒ | ☐ | ☐ |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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? | ☐ | ☐ | ☐ | ☒ |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☒ | ☐ | ☐ |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

### 4.9.1 Impact Analysis

The analysis provided in this section is based on the Phase I Initial Site Assessment Report (TRC 2016b) provided in Appendix D, California Department of Forestry and Fire Protection (CAL FIRE) Fire Severity Zone Maps, and the *Asbestos and Lead-Containing Paint Assessment, Pesticides and Total Lead in Soils Survey Report* (TRC 2017).

#### *a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Hazardous materials are chemicals that could potentially cause harm during an accidental release and are defined as being toxic, corrosive, flammable, reactive, an irritant, or a strong sensitizer. Hazardous substances include all chemicals regulated under the United States Department of Transportation (DOT) "hazardous materials" regulations and the United States Environmental Protection Agency (EPA) "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The severity of any such exposure is dependent upon the type, amount, and characteristics of the hazardous

material involved; the time, location, and nature of the event; and the sensitivity of the individual or environment affected.

Potentially hazardous materials such as construction materials, fuels, lubricants, and solvents would be used during the demolition, grading and site preparation, and construction phases of the proposed project. However, the amount of hazardous chemicals present during construction would be minor and would be used in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is considered low, and in the event a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of materials being used at the site. Additionally, the Construction Contractor would prepare and implement an emergency spill and response plan in the event a spill were to occur, as specified in **Mitigation Measure HAZ-1**. In addition, in order to prevent hazardous runoff in the event of a fuel or oil spill, all equipment maintenance and refueling would be conducted within designated areas outside of the Salinas River channel. Transportation of hazardous materials would be regulated by the California Highway Patrol (CHP) and Caltrans. **Mitigation Measure HAZ-2** would require the contractor to adhere to procedures for construction equipment maintenance, refueling, and washing activities. With implementation of **Mitigation Measures HAZ-1 and HAZ-2**, potential impacts associated with the routine transport, use, or disposal of hazardous materials would be reduced to a less than significant level.

The proposed project would modify an existing transportation facility. Potentially hazardous materials such as fuels and solvents may be used during routine maintenance activities during operation of the proposed project. However, maintenance activities would be similar to those currently being conducted for the existing bridge and would be conducted in compliance with existing government regulations. Operation of the proposed project would not produce hazardous emissions or require handling, transport, or disposal of acutely hazardous materials, substances, or waste. Operation of the proposed project would result in less than significant impacts related to the routine transport, use, or disposal of hazardous materials. No mitigation is required.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:**

| | |
|---|---|
| **Mitigation Measure HAZ-1** | **Emergency Response and Cleanup Plan.** Prior to commencement of construction activities, the Construction Contractor shall prepare an emergency response and cleanup plan. The Construction Contractor shall implement the plan during construction. The plan shall detail the methods to be used to contain and clean up a spill of petroleum products or other hazardous materials in the work area. |
| **Mitigation Measure HAZ-2** | **Construction Equipment Maintenance, Refueling, and Washing Activities.** During construction, the Construction Contractor shall ensure that all equipment maintenance, refueling, and storage are conducted on level ground |

outside the Salinas River channel, away from concentrated flows of storm water and drainage courses. Drip pans or absorbent pads shall be used during equipment refueling and maintenance activities. Adequate quantities of absorbent spill clean-up material and spill kits shall be kept in the refueling and maintenance area and on fuel trucks. Spill clean-up and materials shall be disposed of immediately after use.

**Significance Determination after Mitigation/Compliance:** Less than Significant with Mitigation Incorporated

*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?*

Exposure to hazardous materials during the construction and operation of the proposed on-site uses could result from: (1) the improper handling or use of hazardous substances; (2) a transportation accident; or (3) inadvertent release resulting from an unforeseen event (e.g., fire, flood, or earthquake).

As stated above, routine transport, use, or disposal of hazardous materials during construction would be used in compliance with applicable laws and regulations. Potentially hazardous materials such as dry construction materials, fuels, lubricants, and solvents would be used during site grading, bridge superstructure rehabilitation, and widening of the roadway approaches. The amount of hazardous chemicals present during construction is limited and would be in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low and, even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials that would be used during construction activities. Additionally, the Construction Contractor would prepare and implement an Emergency Spill and Response Plan in the event a spill were to occur, as specified in **Mitigation Measure HAZ-1**. In addition, construction equipment maintenance, refueling, and washing activities would not be permitted within the Salinas River channel to prevent hazardous runoff in the event of a fuel or oil spill. **Mitigation Measure HAZ-2** would require the contractor to adhere to procedures for construction equipment maintenance, refueling, and washing activities. Therefore, implementation of **Mitigation Measures HAZ-1 and HAZ-2** would reduce potential construction-related impacts associated with hazards from a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment to a less than significant level.

Construction of the proposed project would include demolition of portions of the bridge and excavation in the vicinity of the bridge structure. The bridge was constructed in approximately 1930, a time when lead-based paint and concrete containing asbestos were common building materials. Because demolition work will be required, there is a potential for construction workers to be exposed to contaminated building materials, or for these materials to be released into the environment, during construction activities, if present. Sampling results from an asbestos survey of

the bridge indicated no asbestos present in bridge structures. However, sampling results from a lead paint survey of the bridge structure indicated that paint with lead concentrations exceeding regulatory limits is present on some bridge structures such as the metal bridge beams on both the north and south sides of the bridge. Implementation of Mitigation Measure HAZ-3 requires that the Construction Contractor, in coordination with the County, develop handling requirements for surfaces containing lead-based paint (LBP) prior to demolition/removal of the existing superstructure and associated bridge components. The Construction Contractor would develop an abatement plan and follow the California Occupational Safety and Health Administration (Cal/OSHA) Lead in Construction Standard (Title 8, California Code of Regulations [CCR], Section 1532.1), to ensure the materials are properly handled in accordance with Caltrans and all other regulatory requirements. With the implementation of **Mitigation Measure HAZ-3**, potential construction-related impacts from LBP would be reduced to a less than significant level.

Based on historical documentation, land uses in and around the project site have been in agricultural production since approximately the 1930s. Pesticides and fertilizers such as dichlorodiphenyltrichloroethane (DDT) were known to be used for agricultural production during those time periods. Pesticides/fertilizers could have entered the Salinas River, thus impacting soils and sediments near the existing bridge structure. In addition, due to the age of the bridge and the duration of time it has been located at the current project site, there is a potential for lead-containing paint debris to have shed or aerially deposited lead from leaded gasolines to have settled, thereby impacting the surrounding soils. Because excavation will be necessary in the vicinity of the existing bridge structure, there is a potential for construction workers to be exposed to contaminated soils during construction activities, if those materials are present. A limited Phase II soil investigation conducted beneath and in the vicinity of the bridge indicted that lead and several organochlorine pesticides are present in those soils. However, they are not present in excess of the most conservative industrial/worker soil screening levels prescribed by the California Water Boards, San Francisco Bay Regional Water Quality Control Board Environmental Screening Level values. Therefore, concentrations would not pose a significant health risk to site workers. Impacts from handling soils at the proposed project site would be less than significant.

According to the State Water Resources Control Board (SWRCB) 303(d) List, the Salinas River contains elevated contamination levels including chlordane, chloride, chlorpyrifos, diazinon, dieldrin, dichlorodiphenyldichloroethane (DDD), enterococcus, E. coli, fecal coliform, nitrate, sodium, polychlorinated biphenyls (PCBs), pesticides, total dissolved solids (TDS), toxaphene, turbidity, water temperature, unknown toxicity, and pH, thereby requiring development of a Total Maximum Daily Load (TMDL). If construction activities require personal contact or pumping and disposal of water from the Salinas River, exposure to impacted water could pose health hazards. Implementation of **Mitigation Measure HAZ-4** requires that a Phase II investigation be conducted to properly characterize water quality conditions and, if necessary, develop handling requirements prior to undertaking construction activities. Should contaminated surface water be discovered prior to demolition of the existing structure, precautions would be necessary to ensure the materials are properly handled in accordance with Caltrans requirements for safe handling of surface water prior to contact. Furthermore, construction activities are anticipated to occur outside the rainy season, when surface water within the Salinas River is at its seasonal minimum, thus precluding potential contact with surface water. Regardless, with implementation of **Mitigation Measure HAZ-4**,

potential impacts associated with contaminated water would be reduced to less than significant levels.

The Phase I Initial Site Assessment Report (TRC 2016b) identified an approximately 12-inch-diameter pipe protruding from the berm near the southeast corner of the southern terminus of the existing bridge. There is no visible indication of the potential contents or use of the pipe. The pipe consisted of plastic tubing with a metal cap, and was securely sealed at the time of the site visit conducted for the Phase I Initial Site Assessment Report. No evidence of staining or odors were observed on the pipe or in the surrounding soils. However, because the contents and use of the pipe are unknown, further investigation of the use of the pipe is required, as specified in **Mitigation Measure HAZ-5**. Based on the findings of the investigation, the abandonment or protection of the pipe during construction activities may be required. With implementation of **Mitigation Measure HAZ-5**, potential impacts associated with the 12-inch-diameter pipe of unknown use would be reduced to less than significant levels.

The proposed project involves rehabilitating an existing bridge and will not change the existing use of the project site. Furthermore, as a bridge rehabilitation project, the potential for releasing hazardous materials into the environment during project operation would be limited to vehicles that are traveling on the roadway. This potential exists under existing conditions and would not be exacerbated by the implementation of the proposed project because traffic volumes would remain the same. Additionally, the transport of hazardous materials is subject to strict regulations established by State and federal agencies. Therefore, operation of the proposed project would not result in a significant impact associated with hazards from a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment. No mitigation is required.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:** In addition to **Mitigation Measures HAZ-1 and HAZ-2**, listed under Response 4.8.a above, the following mitigation measures are required:

**Mitigation Measure HAZ-3** **Lead-Based Paint Abatement Program.** Prior to demolition, the Construction Contractor, in coordination with the Monterey County Department of Public Works, Facilities & Parks and the California Department of Transportation (Caltrans), will develop a lead abatement program for the proper removal, handling, and disposal of surfaces containing lead-based paint (LBP) that are identified in the *Asbestos and Lead-Containing Paint Assessment, Pesticides and Total Lead in Soils Survey Report*. The contractor shall follow all applicable regulations of the California Occupational Safety and Health Administration (Cal/OSHA) Lead in Construction Standard (Title 8, California Code of Regulations, Section 1532.1). Demolition activities associated with flame torch cutting, high-speed rotary saw cutting, and demolition consisting of high impact or

abrasion activities are considered "Trigger Tasks" as per Cal/OSHA. Therefore, the Demolition Contractor must ensure that the workers performing these activities are not exposed to airborne lead concentrations (fumes or dusts) in excess of the action level or permissible exposure limit. Workers who are not trained in lead safe work practices or are not lead awareness trained shall not disturb any LBP-coated surface.

**Mitigation Measure HAZ-4** **Limited Phase II Surface Water Investigation.** Prior to completion of Plans, Specifications, and Estimates (PS&E) and any work within or involving surface waters, the County of Monterey (County) shall ensure that a Phase II investigation be conducted to properly characterize surface water quality in the project area. The surveys shall be conducted by a licensed consultant and shall include testing of surface water at the project site. The results of the survey will determine the recommendations for proper handling requirements in the event of worker contact with surface waters during construction.

**Mitigation Measure HAZ-5** **Investigation of 12-Inch-Diameter Pipe.** Prior to completion of PS&E, the County shall ensure that further investigation of the approximately 12-inch-diameter pipe protruding from the berm near the southeast corner of the southern terminus of the existing bridge be conducted to determine the use and contents of the pipe. The surveys shall be conducted by a licensed consultant. The results of the survey will determine the recommendations for abandonment or protection of the pipe during construction.

**Significance Determination after Mitigation/Compliance:** Less than Significant with Mitigation Incorporated

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

The proposed project is not located within 0.25 mi of an existing or proposed school, and there are no schools within the project area. Therefore, implementation of the proposed project would not result in any impacts associated with emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mi of an existing or proposed school. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

As part of the Phase I Initial Site Assessment prepared for the proposed project, a regulatory database search was conducted by Environmental Data Resources, which indicated the project site is not included in any hazardous materials databases. The Department of Toxic Substances Control EnviroStor and Regional Water Quality Control Board (RWQCB) Geotracker online databases were also reviewed but did not indicate any known hazardous materials cases for the project site. Therefore, implementation of the proposed project would not create a significant hazard to the public or the environment as a result of being on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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 proposed project is not located within 2 mi of a public airport, and the project site is not located in an airport land use plan area. The proposed project would not result in a safety hazard or excessive noise for people accessing, residing, or working at the project site. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

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

The Monterey County Emergency Operations Plan (County of Monterey 2014) is applicable within the project area. It describes the actions that will be taken by the Monterey County Office of Emergency Services during natural, technical, and human-caused emergencies. The plan addresses both response and recovery efforts and discusses the procedures that the Office of Emergency Services and its partners use during an emergency. Construction activities would require the bridge to be closed for approximately 16 months, which could affect emergency response. Traffic would be

routed via Chualar River Road to the north and via Arroyo Seco Road to the south. The detour would increase emergency response times by increasing travel times for trips that would typically use Gonzales River Road Bridge. As described in **Mitigation Measure T-1** in Section 4.17, Transportation, the Construction Contractor would be required to prepare a Transportation Management Plan (TMP) during final design to address impacts to local circulation during construction, including emergency access to the project site. The TMP would include the installation of detours signs, notices of road closures in local media, and advance notice to local emergency service providers regarding the timing, location, and duration of road closures. With implementation of **Mitigation Measure T-1**, potential impacts to adopted emergency response or emergency evacuation plans during construction would be reduced to less than significant levels.

The proposed project would rehabilitate an existing bridge and modify the roadway approaches to conform to the design of the new bridge superstructure. Operation of the proposed project would not result in a change in traffic volume or access to the project site. The proposed project would provide wider travel lanes and shoulders, in compliance with current AASHTO bridge and road design standards, which would improve access to emergency vehicles. Therefore, the proposed project would have a beneficial impact on emergency response times or adopted emergency response or evacuation plans. No mitigation is required.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:** Refer to **Mitigation Measure T-1** in Section 4.17, Transportation.

**Significance Determination after Mitigation/Compliance:** Less than Significant with Mitigation Incorporated

*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 proposed project is located in an agricultural area, and is not adjacent to urbanized areas or areas where residences are intermixed with wildlands. According to the CAL FIRE Monterey County Fire Hazard Severity Zone Map, the proposed project site is located in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ). The proposed project is a bridge rehabilitation project, and would not alter the risk or impacts to residences of wildland fires as compared with the existing conditions. Implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

## 4.10 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 groundwater quality? | ☐ | ☐ | ☒ | ☐ |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | ☐ | ☐ | ☒ | ☐ |
| i. Result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ☒ | ☐ |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☒ | ☐ |
| iv. Impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | ☒ |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ |

### 4.10.1 Impact Analysis

The analysis provided in this section is based on the Water Quality Memorandum (LSA 2016d) (refer to Appendix E) and the Location Hydraulic Study Report (TRC 2016a) (refer to Appendix I).

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

Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. Additionally, construction-related pollutants such as liquid and petroleum products and concrete-related waste could be spilled, leaked, or transported via storm runoff into adjacent drainages and into downstream receiving waters. Any of these pollutants have the potential to be transported via storm water runoff into receiving waters (i.e., the Salinas River).

During construction, it will be necessary to work in the Salinas River channel. Construction activities within the river are planned to occur from July to December, outside of the rainy season, when the

riverbed is dry. However, if water is encountered, the river would be channelized during construction so that it is shifted away from the location of any pier/abutment work. If the river is flowing during the time of construction, the contractor would construct a temporary low-water crossing across the low-flow channel. This crossing would consist of a cofferdam that channelizes flow through an opening between piers or alternatively a temporary bridge that may be placed across the low-flow channel. This bridge would likely consist of steel girders spanning between supports consisting of clean river run gravel in lieu of fill placement. After construction is complete, the contractor would remove the cofferdam/temporary bridge and restore the river and disturbed areas to preconstruction conditions. Limiting construction activities outside of when any water is present within the Salinas River channel would reduce the potential for construction activities to contribute pollutants to downstream receiving waters.

During construction, the total disturbed area would be approximately 6 ac. Because the proposed project disturbs greater than 1 ac of soil, the proposed project is subject to the requirements of the SWRCB National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWG and 2012-0006-DWQ, NPDES No. CAS000002) (Construction General Permit), as specified in **Compliance Measure WQ-1**. The proposed project is also required to comply with the provisions of the Monterey County Erosion Control Ordinance (Municipal Code, Title 16, Chapter 16.12) as specified in **Compliance Measure WQ-2**.

In compliance with the Construction General Permit and County Municipal Code, the Construction Contractor would be required to prepare a SWPPP and an Erosion Control Plan, respectively, and implement Construction BMPs detailed in the SWPPP and Erosion Control Plan during construction activities. Construction BMPs would include Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Construction BMPs are anticipated to include, but not be limited to, preservation of existing vegetation, stabilization of construction entrance/exit, use of fiber rolls, hydroseeding, and concrete waste management. Because Construction BMPs would target pollutants of concern in stormwater runoff, adherence to **Compliance Measures WQ-1 and WQ-2**, would ensure that construction of the proposed project would not degrade surface water quality. The proposed project would result in a less than significant impact associated with the violation of water quality standards or waste discharge requirements.

Due to high groundwater levels in the project area, which are expected to follow the Salinas River channel water surface elevation, groundwater dewatering during construction may be required. Groundwater may contain elevated levels of TDS, salinity, nitrates, or other constituents that could affect surface water quality when discharged into the Salinas River. As specified in **Compliance Measure WQ-3**, groundwater dewatering during construction would be conducted in accordance with the requirements of the Low Threat Discharge Permit. This order requires testing and treatment, as necessary, of groundwater extracted during construction prior to its release into surface waters to ensure that effluent limitations for constituents are not exceeded. As a result, groundwater dewatering during project construction would not introduce pollutants to receiving waters or violate water quality standards or waste discharge requirements. Adherence to **Compliance Measure WQ-3** would ensure that if dewatering is required during construction, the

proposed project would not degrade groundwater quality. The proposed project would result in a less than significant impact associated with the violation of water quality standards or waste discharge requirements.

Pollutants of concern during operation of the proposed project include suspended solids/sediments, nutrients, pesticides, heavy metals, oil and grease, toxic organic compounds, and trash and debris. The proposed project would result in a net increase in impervious surface area of approximately 0.19 ac. An increase in impervious surface area would increase the volume of runoff during a storm, which would increase the amount of pollutants discharged into downstream receiving waters. The proposed project would also increase the area of 2:1 slopes by 1.66 ac and 4:1 slopes by 0.29 ac. Increases in slope area have the potential to increase the volume and velocity of stormwater runoff.

Operation of the proposed project would be subject to the postconstruction requirements of the Construction General Permit, as described in **Compliance Measure WQ-4**. The Construction General Permit requires that the postconstruction runoff match preconstruction runoff for the 85th percentile storm event and requires preservation of the preconstruction drainage density of receiving waters. Operation of the proposed project would also include treatment BMPs, which are required by the County Municipal Code, in addition to the postconstruction requirements of the Construction General Permit as specified in **Compliance Measure WQ-5**. Treatment BMPs would include, but not be limited to, a vegetated swale along the northwest side of Gonzales River Road north of the Salinas River. The vegetated swale would target removal of pollutants of concern in stormwater runoff as well as attenuate any increases in runoff. As a result, compliance with the County Municipal Code and the Construction General Permit postconstruction requirements would provide protection of water quality by implementing Treatment BMPs. Additionally, removal of seven existing bridge piers would reduce the potential for future scouring at the bridge foundations, which would reduce sediments in the water and improve water quality.

When considered together, implementation of **Compliance Measures WQ-4 and WQ-5** and the removal of bridge piers would result in an overall beneficial impact to water quality. With the implementation of **Compliance Measures WQ-4 and WQ-5**, the potential operational impacts to surface and groundwater quality related to waste discharge requirements and water quality standards would be less than significant.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required. However, the following compliance measures are standard conditions based on local, State, and federal regulations or laws that serve to reduce impacts related to hydrology and water quality. These compliance measures are applicable to the proposed project and shall be incorporated to ensure that the proposed project has minimal impacts to receiving waters.

**Compliance Measure WQ-1** **Construction General Permit.** Prior to commencement of construction activities, the proposed project shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges

Associated with Construction and Land Disturbance Activities (Construction General Permit) Order No. 2009-0009-DWQ, as amended by 2010-0014-DWG and 2012-0006-DWQ, NPDES No. CAS000002, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent (NOI) for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained from SMARTS. The proposed project shall comply with the Risk Level 2 requirements of the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include Best Management Practices (BMPs) to ensure that the potential for soil erosion, sedimentation, and spills is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of dewatering activities, a Notice of Termination (NOT) shall be submitted via SMARTS.

**Compliance Measure WQ-2** **Erosion Control Plan.** During the Plans, Specifications, and Estimates (PS&E) phase, an Erosion Control Plan shall be prepared and implemented by the County of Monterey or its designated contractor in compliance with the provisions of the Monterey County Erosion Control Ordinance (Municipal Code, Title 16, Chapter 16.12). The Erosion Control Plan shall indicate the proposed methods for the control of runoff, erosion, and sediment movement during project construction.

**Compliance Measure WQ-3** **Construction Dewatering.** Prior to commencement of groundwater dewatering activities, the proposed project shall obtain coverage under the SWRCB Statewide General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality (Water Quality Order No. 2003-0003-DWQ). This shall include submission of an NOI for coverage under the permit to the SWRCB. Construction activities shall not commence until a letter is obtained from the SWRCB stating that the proposed project has obtained coverage under the permit. Construction dewatering

activities shall comply with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges. Upon completion of construction, an NOT shall be submitted to the SWRCB.

**Compliance Measure WQ-4** **Postconstruction Construction General Permit Requirements.** Final design of the proposed project shall comply with the postconstruction requirements of the Construction General Permit. A Postconstruction Water Balance Calculator shall be submitted as part of the PRDs that are submitted to the SWRCB via SMARTS. In compliance with the postconstruction requirements of the Construction General Permit, the project engineers shall design the proposed project so that postconstruction runoff is equal to or less than pre-project runoff for the 85th percentile storm event or the smallest storm event that generates runoff, whichever is larger. Additionally, the project engineer shall design the proposed project to preserve the preconstruction drainage density of the Salinas River.

**Compliance Measure WQ-5** **Treatment Best Management Practices.** Final design of the proposed project shall include Treatment BMPs, including but not limited to a vegetated swale along the northwest side of Gonzales River Road north of the Salinas River. The Treatment BMPs shall comply with the provisions of the Monterey County Urban Stormwater Quality Management and Discharge Control Ordinance (Municipal Code, Title 16, Chapter 16.14) and the postconstruction requirements of the Construction General Permit. Project construction shall not be deemed complete until the Treatment BMPs are installed and a long-term BMP maintenance plan is prepared.

**Significance Determination after Mitigation/Compliance:** 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?*

The groundwater level in the project area is expected to follow the Salinas River channel surface water elevation. Excavation for removing/replacing piers and abutments would likely extend below the level of groundwater, which would require groundwater dewatering. Groundwater dewatering would be temporary in nature and would cease following completion of construction. It is not anticipated that the volume of groundwater extracted during dewatering activities would be substantial in comparison to the overall volume of the groundwater basin. Additionally, the soils

within the Salinas River have infiltration rates ranging from moderate to high, which would allow dewatered groundwater that is discharged back into the Salinas River to infiltrate and offset any localized groundwater depletion. Therefore, construction activities associated with the proposed project would result in a less than significant impact associated with the depletion of groundwater supplies or interference with groundwater recharge. No mitigation is required.

Project operation would not require groundwater extraction. However, implementation of the proposed project would increase impervious surface area by 0.19 ac. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater. However, this decrease in infiltration would be minimal and would be offset through compliance with the postconstruction requirements of the Construction General Permit, which requires the postconstruction runoff to be equal to or less than preconstruction runoff for the 85th percentile storm event, as described in **Compliance Measure WQ-4**. The proposed project would promote natural infiltration through the use of a vegetated swale, which when combined with the natural infiltration of the on-site soils (the majority of which have a moderate to high infiltration rate) would attenuate any increase in runoff.

Operation of the proposed project would result in a less than significant impact associated with the depletion of groundwater supplies or interference with groundwater recharge. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** 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;*

During construction activities, excavated soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and transport of sediment downstream when compared with existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. As discussed in Response 4.10.a) above and specified in **Compliance Measures WQ-1 and WQ-2**, the Construction General Permit and County Municipal Code require preparation of a SWPPP and an Erosion Control Plan and implementation of construction BMPs to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. Additionally, if water is present in the Salinas River during construction, water would be temporarily channelized to divert flow away from the location of any pier/abutment work. Separating construction activities from the river flow and channelizing the flow would reduce the potential for erosion to occur within the river. For these reasons, adherence to **Compliance Measures WQ-1 and WQ-2** would ensure that construction of the proposed project would result in a less than significant impact related to altering the

existing drainage pattern of the project site during construction activities in a manner that would result in substantial erosion or siltation onsite or offsite.

The proposed project involves rehabilitating an existing bridge and modifying the existing roadway approaches. The proposed project would increase impervious surface area by 0.19 ac. Increases in impervious surface area decrease infiltration and increase the volume of runoff during a storm event that can lead to changes in downstream erosion and siltation patterns. As specified in **Compliance Measures WQ-4 and WQ-5**, the proposed project would be required to implement Treatment BMPs and comply with the postconstruction requirements of the Construction General Permit to ensure that postconstruction drainage would not result in substantial erosion or siltation onsite or offsite. Treatment BMPs would include, but not be limited to, a vegetated swale along the northwest side of Gonzales River Road north of the Salinas River. The vegetated swale would target the removal of pollutants of concern, including sediment, in stormwater runoff as well as attenuate any increases in runoff. In addition, the removal of seven existing bridge piers would reduce the potential for future scouring at the bridge foundations, which would reduce erosion and siltation on and off the project site. With implementation of **Compliance Measures WQ-4 and WQ-5**, potential impacts related to on- or off-site erosion or siltation during project operations would be less than significant.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** Refer to **Compliance Measures WQ-1, WQ-2, WQ-4, and WQ-5** under Response 4.10.a, above.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

*ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*

During construction, soil would be disturbed and compacted, and drainage patterns would be temporarily altered, which can increase the volume and velocity of stormwater runoff and increase the potential for localized flooding compared to existing conditions. As discussed in Response 4.10.a above, and specified in **Compliance Measures WQ-1 and WQ-2**, the Construction General Permit and County Municipal Code require preparation of a SWPPP and an Erosion Control Plan and implementation of construction BMPs to control and direct surface runoff onsite. By controlling and directing surface runoff onsite, the BMPs will direct additional runoff into the Salinas River, which has additional capacity. Because additional runoff during construction will be channeled to the Salinas River, which has capacity, construction activities would not result in on- or off-site flooding. With adherence to **Compliance Measures WQ-1 and WQ-2**, construction impacts related to altering the existing drainage pattern of the site or area or increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite would be less than significant.

As discussed above, the proposed project would permanently increase the impervious surface area by 0.19 ac. The proposed project would maintain the overall on-site drainage patterns and continue to direct surface runoff to the Salinas River. Furthermore, the proposed project includes construction of a vegetated swale in the northwest corner of the project site that

would promote natural infiltration which, when combined with the natural infiltration of the on-site soils (the majority of which have a moderate to high infiltration rate), would attenuate the rate and increase in runoff. Finally, the proposed project would be required to implement **Compliance Measure WQ-4**, which requires postconstruction runoff to be equal to or less than pre-project runoff for the 85th percentile storm event. Therefore, adherence to **Compliance Measure WQ-4** would reduce postconstruction impacts related to altering the existing drainage pattern of the site or area or increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite to a less than significant level.

The proposed project would maintain the overall on-site drainage patterns and continue to direct surface runoff to the Salinas River. The proposed project would be required to implement **Compliance Measure WQ-4**, which requires postconstruction runoff to be equal to or less than pre-project runoff for the 85th percentile storm event. The proposed project includes construction of a vegetated swale in the northwest corner of the project site that would promote natural infiltration which, when combined with the natural infiltration of the on-site soils (the majority of which have a moderate to high infiltration rate), would attenuate an increase in runoff. Adherence to **Compliance Measure WQ-4** would reduce postconstruction impacts related to altering the existing drainage pattern of the site or area or increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite to a less than significant level.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** Refer to **Compliance Measures WQ-1, WQ-2, and WQ-4**, under Response 4.10.a, above.

**Significance Determination After Mitigation:** Less than Significant Impact

*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*

As discussed under Response 4.10.a above, earthwork activities would compact soil (which can increase stormwater runoff during construction), drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants (e.g., liquid and petroleum products and concrete-related waste) could be spilled, leaked, or transported via storm runoff into adjacent drainages and into downstream receiving waters. The proposed project would be required to implement **Compliance Measures WQ-1 and WQ-2**, the Construction General Permit and County Municipal Code, which require preparation of a SWPPP and Erosion Control Plan and implementation of construction BMPs to control storm water runoff, including the discharge of pollutants. With adherence to **Compliance Measure WQ-1 and WQ-2**, potential impacts related to the creation or contribution of runoff which would exceed the capacity of the storm water drainage system or provide substantial additional sources of polluted runoff would be less than significant.

As discussed under Response 4.10.b above, groundwater dewatering may be required during construction. Groundwater may contain pollutants that could affect surface water quality when discharged into the Salinas River. As specified in **Compliance Measure WQ-3**, groundwater

dewatering during construction would be conducted in accordance with the requirements of the Low Threat Discharge Permit. With adherence to **Compliance Measure WQ-3**, potential impacts associated with the introduction of substantial sources of polluted runoff from groundwater dewatering during construction would be less than significant.

As discussed above under Response 4.10.c.i, operation of the proposed project would result in a permanent increase of impervious surface area of 0.19 ac compared to existing conditions. However, the proposed project would maintain the overall on-site drainage patterns and continue to direct surface runoff to the Salinas River. The proposed project would be required to implement **Compliance Measure WQ-4** (which requires postconstruction runoff to be equal to or less than pre-project runoff for the 85th percentile storm event) and **Compliance Measure WQ-5** (which requires construction of Treatment BMPs to treat postconstruction polluted runoff). The proposed project includes construction of a vegetated swale in the northwest corner of the project site that would promote natural infiltration which, when combined with the natural infiltration of the on-site soils (the majority of which have a moderate to high infiltration rate) would attenuate an increase in runoff. With adherence to **Compliance Measures WQ-4 and WQ-5**, potential postconstruction, project-related impacts associated with excess runoff exceeding the capacity of the existing storm drain system and contributing substantial additional sources of pollutants to the storm drain system would be less than significant.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** Refer to **Compliance Measures WQ-1 through WQ-5** under Response 4.10.a, above.

**Significance Determination After Mitigation:** Less than Significant Impact

### *iv. Impede or redirect flood flows?*

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06053C0600G (April 2, 2009), the southern two-thirds of the project area is designated as Zone A, which comprises areas that are subject to inundation by the 1 percent annual chance flood event (100-year floodplain). The northern third of the project area is not located within a 100-year floodplain.

The proposed project includes improvements within the 100-year floodplain. The proposed project would result in the removal and rebuilding of Abutments 1 and 30. Abutment 1 would be rebuilt 40 ft south of its existing location, while Abutment 30 would be rebuilt in place. Piers 2 and 4, along with Abutment 1, would be rebuilt (i.e., raised) to meet the profile of the new, higher elevation of the bridge at the southern end. The proposed project would also result in the removal of seven bridge piers, which would reduce the total number of bridge spans and increase the distance between the remaining piers.

In the existing condition, during a 100-year storm event, the available freeboard[1] is -9.5 ft and -9.3 ft upstream and downstream of the bridge, respectively. As a result, the existing bridge is overtopped during a 100-year flood. The proposed project would raise the bridge and remove seven piers, which would improve flood flows. The bridge superstructure would be raised so that the bridge deck[2] would not be overtopped during a 100-year flood. However, in the proposed condition, the available freeboard would be -3.0 ft and -2.7 ft upstream and downstream of the bridge, respectively. As a result, the bridge would not meet FEMA or Caltrans freeboard requirements, and a portion of the superstructure would continue to be submerged during a 100-year flood.

In both the existing and proposed conditions, the southern bridge approach would be submerged during a 100-year storm event. The proposed bridge, with a gentler southern bridge approach slope, would increase the flood flow obstruction compared to the steep bridge approach slope of the existing bridge. As a result, the proposed project would result in a maximum increase in the water surface elevation during a 100-year flood event of 0.1 ft from the upstream bridge face to approximately 5,235 ft upstream of the proposed bridge. The water surface elevation during a 100-year flood would match the existing water surface elevation farther upstream and downstream of the proposed bridge. Flooding at the southern bridge approach would increase; however, the change in water surface elevation would only occur in the vicinity of the proposed bridge. The proposed project would not redirect flood flows within the Salinas River or impede water from flowing past the bridge. Removing the seven piers would improve the ability of floodwaters to move downstream past the bridge. Therefore, the proposed project would not impede or redirect flood flows, and impacts related to the placement of structures within a 100-year flood hazard area would be less than significant. No mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

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

As discussed above, the proposed project would result in the removal and rebuilding of Abutments 1 and 30 and Piers 2 and 4. Seven bridge piers would also be removed, which would reduce the total number of bridge spans and increase the distance between the remaining piers. The construction of the proposed project would result in a maximum increase in water surface elevation of 0.1 ft from the upstream face of the bridge to approximately 5,235 ft upstream. The maximum increase would result in a water surface elevation that would match water surface elevation farther upstream and downstream of the bridge.

1 Freeboard is the distance between the waterline and the bottom of the bridge deck.
2 The bridge deck is the top surface of the bridge superstructure (i.e., the road surface).

As discussed in Response 4.10.c.iv above, in both the existing and proposed conditions, the southern bridge approach would be submerged during a 100-year storm event. The proposed project would increase the water surface elevation at the southern bridge approach by 0.1 ft during a 100-year storm event. However, 0.1 ft increase in flood levels resulting from the proposed project would not risk release of pollutants because the southern bridge approach is currently flooded during storm events in the existing condition. Additionally, the proposed project would raise the bridge deck so that it is no longer overtopped during a storm event, which is an improvement over existing conditions. Impacts related to risk of pollutant release flooding during storm events would be less than significant. No mitigation is required.

Seiching is a phenomenon that occurs when seismic groundshaking induces standing waves (seiches) inside water retention facilities such as reservoirs and water tanks. Such waves can cause retention structures to fail and flood downstream properties. The water retention facilities closest to the proposed project are the San Antonio Dam, Lake San Antonio, the Nacimiento Dam, and Lake Nacimiento, which are located over 50 mi south of the project area. Due to the distance of the proposed project from the nearest water retention facilities, the risk associated with possible seiche waves is not considered a potential constraint or a potentially significant impact. No mitigation is required.

Tsunamis are generated wave trains generally caused by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, and exploding volcanic islands. The bridge is not located in a tsunami inundation area as identified by the California Department of Conservation (DOC) Tsunami Inundation Maps (DOC 2016b). Due to the distance of the proposed project from the ocean (greater than 25 mi) and its location outside any tsunami inundation areas, the risk associated with tsunamis is not considered a potential constraint or a potentially significant impact. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The proposed project would not conflict with the RWQCB Water Quality Control Plan for the Central Coastal Basin (Basin Plan) or the California Sustainable Groundwater Management Act (SGMA), which took effect on January 1, 2015. SGMA established a framework of priorities and requirements to facilitate sustainable groundwater management throughout the State. The intent of SGMA is for groundwater to be managed by local public agencies (e.g., water districts and irrigation districts) and newly formed Groundwater Sustainability Agencies (GSAs) to ensure that a groundwater basin is operated within its sustainable yield (no long-term overdraft) through the development and implementation of Groundwater Sustainability Plans (GSPs). The project site is located within the 180/400 ft Aquifer Subbasin for which the Monterey County Groundwater Sustainability Agency (Monterey County GSA) has adopted a GSP.

As described above, groundwater dewatering would be required for removal/rehabilitation of the piers and abutments. Groundwater dewatering would be temporary in nature and would cease following completion of construction. It is not anticipated that the volume of groundwater extracted during dewatering activities would be substantial in comparison to the overall volume of the groundwater basin. Additionally, the soils within the Salinas River have infiltration rates ranging from moderate to high, which would allow dewatered groundwater that is discharged back into the Salinas River to infiltrate and offset any localized groundwater depletion. Therefore, construction activities associated with the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No mitigation is required.

The proposed project involves rehabilitating an existing bridge and modifying the existing roadway approaches. The proposed project would increase impervious surface area by 0.19 ac, which would decrease infiltration to recharge the aquifer/groundwater and increase stormwater runoff. However, this increase in impervious surface would be minimal and would be offset through compliance with postconstruction requirements of the Construction General Permit, which requires the postconstruction runoff to be equal to or less than the preconstruction runoff for the 85th percentile storm event, as described in **Compliance Measure WQ-4**. The proposed project would promote natural infiltration through the use of a vegetated swale in the northwest corner of the project site that, when combined with the natural infiltration of the on-site soils (the majority of which have a moderate to high infiltration rate) would attenuate an increase in runoff.

Operation of the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

## 4.11 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? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

### 4.11.1 Impact Analysis

Refer to Section 3.0, Environmental Factors Potentially Affected and Determination.

## 4.12 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? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

### 4.12.1 Impact Analysis

Refer to Section 3.0, Environmental Factors Potentially Affected and Determination.

## 4.13 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? | ☐ | ☐ | ☐ | ☒ |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☐ | ☒ |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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? | ☐ | ☐ | ☐ | ☒ |

### 4.13.1 Impact Analysis

The discussion and analysis provided in this section is based on the Technical Noise Memorandum (LSA 2016c) provided in Appendix F.

*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?*

Two types of short-term noise impacts would occur during project construction: (1) equipment delivery and construction worker commutes, and (2) project construction activities. Short-term construction noise would result from transporting construction equipment, materials, and construction workers to the project site. These transportation activities would incrementally raise noise levels on existing access roads leading to the project site. As shown in Table 4.13-1, the single-event noise from equipment trucks passing at a distance of 50 ft would reach a maximum level of 84 A-weighted decibels (dBA) maximum instantaneous noise level ($L_{max}$). However, heavy equipment for grading and construction activities would be moved onsite once, and then would remain onsite for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved onsite and offsite, would not add to the daily traffic noise in the project vicinity. Furthermore, projected traffic from construction worker commutes would be minimal when compared to existing traffic volumes on Gonzales River Road and other affected streets, and its associated long-term noise level change would not be perceptible. Therefore, potential noise associated with impacts from equipment transport and construction worker commutes would be less than significant. No mitigation is required.

## Table 4.13-1: Typical Construction Equipment Noise Levels

| Equipment Description | Maximum Noise Level ($L_{max}$) at 50 ft[1] |
|---|---|
| Backhoes | 80 |
| Compactor (ground) | 80 |
| Cranes | 85 |
| Dozers | 85 |
| Dump Trucks | 84 |
| Excavators | 85 |
| Flat Bed Trucks | 84 |
| Front-end Loaders | 80 |
| Graders | 85 |
| Impact Pile Drivers | 95 |
| Jackhammers | 85 |
| Pick-up Truck | 55 |
| Pneumatic Tools | 85 |
| Pumps | 77 |
| Rock Drills | 85 |
| Rollers | 85 |
| Scrapers | 85 |
| Tractors | 84 |

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
FHWA = Federal Highway Administration
ft = feet
$L_{max}$ = maximum instantaneous sound level

The second type of short-term noise impact is related to noise generated during project construction. Construction is performed in discrete steps, each having its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases change the character of the noise generated, as well as the noise levels in the project area, as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.13-1 lists typical construction equipment noise levels ($L_{max}$) recommended for noise impact assessments based on a distance of 50 ft between the equipment and a noise receptor.

In addition to standard construction equipment, projects involving the construction of a bridge or the need for pile placement may require the use of pile drivers. If pile driving is utilized, as shown in Table 4.13-1, pile driving would generate noise levels of approximately 95 dBA $L_{max}$ at a distance of 50 ft. Normal construction operations (specifically during the site preparation phase, which includes excavation and grading) may generate high noise levels from an active construction area. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, and front-end loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders.

Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Noise associated with the use of earthmoving construction equipment is estimated between 55 dBA $L_{max}$ and 85 dBA $L_{max}$ at a distance of 50 ft from each piece of equipment. As seen in Table 4.13-1, the maximum noise level generated by each excavator, bulldozer, and pick-up truck is assumed to be approximately 85 dBA $L_{max}$, 85 dBA $L_{max}$, and 55 dBA $L_{max}$, respectively, at 50 ft. Each piece of construction equipment operates as an individual point source. The worst-case composite noise level would be 88 dBA $L_{max}$ at a distance of 50 ft from an active construction area. If pile driving is conducted concurrently with standard construction activities, the active construction area could potentially generate noise levels of 96 dBA $L_{max}$ at a distance of 50 ft.

The proposed project is located in an agricultural area. The closest noise receptor is a single-family residence off of Short Road, which is located approximately 1,360 ft from the limits of the construction area. Given its distance from the construction area, this residence may be subject to short-term noise reaching 68 dBA $L_{max}$ should pile driving and general construction occur simultaneously. The simultaneous operation of construction machinery that would generate the greatest levels of noise would still fall below noise level standards established by both the County (i.e., 85 dBA at a distance of 50 ft from the job site) and Caltrans (i.e., 86 dBA at a distance of 50 ft from the job site). The proposed project would not expose people or generate noise levels in excess of County of Monterey or Caltrans standards. No mitigation is required.

The proposed project is a bridge rehabilitation project. Implementation of the proposed project would not generate additional vehicular traffic on the bridge or roadway approaches compared to existing conditions. Operation of the proposed project would not result in any long-term changes in noise sources or noise levels in the project area beyond the existing conditions. Operation of the proposed project would not expose people to or generate noise levels in excess of established County or Caltrans standards. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

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

Groundborne noise in buildings and structures is produced when interior surfaces such as walls and floors are “excited” into motion by groundborne vibrations transmitted into a given structure. In general, groundborne vibrations from standard construction practices is only a potential structural damage issue when within 25 ft of sensitive structures. Because construction is not proposed within 25 ft of any sensitive or fragile structures, the potential impact of groundborne vibration on sensitive structures in the project vicinity is considered to be less than significant. No mitigation is required.

The proposed project is a bridge rehabilitation project, and implementation of the proposed project would not generate additional vehicular traffic. Operation of the proposed project would not be a source of substantial groundborne vibration and would not expose persons to excessive levels of groundborne noise or vibration. The proposed project would not result in long-term operational impacts associated with groundborne vibration or noise levels. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*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 2 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 proposed project is not located in an airport land use plan or within 2 mi of a public airport. Implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

## 4.14 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 (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

### 4.14.1 Impact Analysis

Refer to Section 3.0, Environmental Factors Potentially Affected and Determination.

## 4.15 PUBLIC SERVICES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i. Fire protection? | ☐ | ☐ | ☐ | ☒ |
| ii. Police protection? | ☐ | ☐ | ☐ | ☒ |
| iii. Schools? | ☐ | ☐ | ☐ | ☒ |
| iv. Parks? | ☐ | ☐ | ☐ | ☒ |
| v. Other public facilities? | ☐ | ☐ | ☐ | ☒ |

### 4.15.1 Impact Analysis

Refer to Section 3.0, Environmental Factors Potentially Affected and Determination.

## 4.16 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? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

### 4.16.1 Impact Analysis

Refer to Section 3.0, Environmental Factors Potentially Affected and Determination.

## 4.17 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? | ☐ | ☐ | ☒ | ☐ |
| b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? | ☐ | ☐ | ☐ | ☒ |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☒ | ☐ | ☐ |
| d. Result in inadequate emergency access? | ☐ | ☒ | ☒ | ☐ |

### 4.17.1 Impact Analysis

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

The proposed project is an infrastructure rehabilitation project that would replace the existing Gonzales River Road Bridge superstructure and modify the northern and southern approach roadways to match the width of the travel lanes and shoulders on the bridge.

Proposed project construction would last for an approximately 30-month period, during which time Gonzales River Road would be closed to through traffic and rerouted to Chualar River Road on the north and Arroyo Seco Road on the south (see Figure 2-6). During this period, temporary and intermittent transportation impacts would result from additional vehicle trips to the project site from workers and equipment deliveries. Furthermore, during project construction, Chualar River Road, Arroyo Seco Road, and other nearby roadways could experience an increase in vehicle traffic because of the temporary detour. However, the changes in local transportation patterns would only be temporary, would not impede normal traffic flows or circulation in the area, and would not conflict with a program, plan, ordinance, or policy addressing the circulation system. There are no bicycle or pedestrian facilities on the Gonzales River Road Bridge, and public transit (e.g., Monterey-Salinas Transit) does not operate along the Gonzales River Road Bridge. Therefore, project construction would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

Project operations would not alter current transportation uses or traffic volumes at the project site. There are no designated bicycle or pedestrian facilities on the Gonzales River Road Bridge. Furthermore, public transit (e.g., Monterey-Salinas Transit) does not operate along the Gonzales River Road Bridge.

Because the proposed project involves rehabilitating an existing bridge and would not permanently affect normal traffic flow or circulation in the project area during project operation, operation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the

circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

**Significance Determination:** Less Than Significant

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less Than Significant

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

CEQA Guidelines Section 15064.3, subdivision (b) states that "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact." The proposed project involves rehabilitating an existing bridge, including replacing the superstructure with a wider bridge deck, addressing certain existing structural deficiencies (e.g., cracks, exposed reinforcing bars, and failing joints in the superstructure) and removing seven piers, which will improve the conditions for conveying flood flows. As described above, project construction would require closure of Gonzales River Road for the approximately 30-month construction period as well as detours to Chualar River Road on the north and Arroyo Seco Road on the south. However, impacts would only occur temporarily during the construction period and would not result in any long-term increase in vehicle miles traveled (VMT). Given the fact that the proposed project does not involve land development activities or changes to the roadway and will not alter travel patterns or travel demand, the proposed project will not conflict with or be inconsistent with CEQA Guidelines Section 15064.3. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The proposed project would rehabilitate the existing Gonzales River Road Bridge, which is structurally deficient and fracture critical, with a new 1,701 ft long and approximately 34 ft wide bridge superstructure. The new bridge deck would have two 12 ft travel lanes and 3 ft shoulders along each side of the travel lanes. The project would raise the roadway profile approximately 2.5 ft. The proposed project would widen the roadway approaches for 400 ft north of the bridge and 1,025 ft south of the bridge to two 12 ft lanes with 3 ft shoulders to match the width of the travel lanes and shoulders on the bridge. These elements would result in a slightly altered roadway design than current conditions. However, said elements would not result in any substantial changes to the roadway. Furthermore, the proposed project would bring the facility up to current AASHTO minimum lane and shoulder width standards, improve access for large trucks designed for a California Legal Design Vehicle (which is a standard 65 ft long with a 60 ft turn radius), and enhance overall traffic safety. Therefore, the proposed project would not substantially increase hazards due to a design feature. Impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

### *d. Would the project result in inadequate emergency access?*

Emergency services in the proposed project area are provided by CAL FIRE for fire and emergency services, and by the Monterey County Sheriff's Office for police services. The proposed project is an infrastructure rehabilitation project and would not construct any structures for occupancy or that would require additional emergency services. Proposed project construction would last approximately 16 months and require the temporary closure of Gonzales River Road to through traffic during that time period. Detours would require through traffic to use Arroyo Seco Road and Chualar River Road, circumventing Gonzales River Road. This detouring would cause minor increases in travel times for emergency service vehicles that would otherwise use Gonzales River Road. However, increases would be fractional compared to existing conditions and would not result in inadequate access. Furthermore, impacts would only occur temporarily during the construction period and would not result in any long-term impacts. **Mitigation Measure TR-1** would require development of a TMP to address detours and notification for emergency service providers, local agencies, and the public. With implementation of **Mitigation Measure TR-1**, temporary impacts of project construction associated with emergency access would be less than significant. Therefore, impacts to emergency services would be less than significant.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:**

| | |
|---|---|
| **Mitigation Measure TR-1** | **Transportation Management Plan (TMP).** During final design, the construction contractor shall be required to submit a TMP to the Monterey County Department of Public Works, Facilities & Parks or the appropriate designee for review and approval. During construction, the County of Monterey shall require the Construction Contractor to adhere to all requirements of the TMP. The TMP shall include the following: installation of detour signs, notices of road closures in local media, and advance notice to the public and local emergency service providers regarding the timing, location, and duration of construction activities. |

**Significance Determination after Mitigation/Compliance:** Less than Significant with Mitigation Incorporated

## 4.18 TRIBAL 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 tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or | ☐ | ☐ | ☐ | ☒ |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☐ | ☒ | ☐ |

### 4.18.1 Impact Analysis

The discussion and analysis provided in this section is based on the HPSR (LSA 2016b). The consultation study area for tribal cultural resources is the APE, which is the area where ground-disturbing activities would occur, and includes the maximum extent of ground disturbance, including access routes, staging, and work areas.

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

*i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or*

Records search #14-1420 was conducted at the NWIC on April 16, 2015. The records search included a review of the National Register, the California Register, the California Inventory of Historic Resources, California Historical Landmarks, California Points of Historical Interest, the California Historical Resources Information System, and the Caltrans Historic Highway Bridge Inventory. The records search did not identify any tribal cultural resources in the APE or within a 1 mi radius of the APE.

On June 14, 2016, the County met with tribal representatives from the Ohlone Costanoan Esselen Nation (OCEN) pursuant to the consultation requirements of Assembly Bill (AB) 52. No listed or eligible tribal cultural resources were identified during the meeting.

The proposed project would not cause a substantial adverse change in a California Native American tribal cultural resource that is listed or eligible for listing in the California Register or in a local register of historical resources, as defined in PRC Section 5020.1(k).

**Significance Determination:** No Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** No Impact

*ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

On June 14, 2016, the County met with tribal representatives from the OCEN pursuant to the consultation requirements of AB 52. As part of the consultation, tribal representatives did not provide substantial evidence of any tribal cultural resources occurring in or within the vicinity of the APE.

Nevertheless, the Chairwoman of the OCEN requested that a designated tribal representative be present to monitor ground-disturbing activities and, in the event of a discovery, artifacts identified during construction shall be returned to the OCEN. The designated monitor was identified during the meeting. The County agreed to the requirement that a designated tribal representative monitor ground-disturbing activities and to return any artifacts identified during construction to the OCEN. The Esselen tribal representative stated that no additional measures to address potential impacts to tribal cultural resources were necessary or warranted.

The implementation of **Mitigation Measure TCR-1** would satisfy the agreement between the County and tribal representatives under AB 52 and reduce potential impacts from the proposed project to a less than significant level. In the unlikely event that previously unidentified archaeological resources are discovered by the tribal monitor, implementation of **Compliance Measure CULT-1** would be required. Compliance with existing regulations as specified in **Compliance Measure CULT-1** would reduce the potential for impacts to unidentified archaeological resources to a less than significant level.

**Significance Determination:** Less than Significant

**Mitigation/Compliance Measures:**

**Mitigation Measure TCR-1** **Tribal Cultural Resources Monitoring and Artifact Return.** Prior to construction, the Monterey County Resource Management Agency – Public Works, Facilities, & Parks shall

contact the Ohlone Costanoan Esselen Nation (OCEN) and request that it submit the name of the designated monitor.

The designated OCEN monitor shall be on-site during all ground-disturbing activities.

Should a tribal cultural resource be encountered during ground-disturbing activities, all ground-disturbing activities within 25 feet shall be redirected, and the OCEN monitor shall assess the resource, consult with the County of Monterey (County), and make recommendations for the treatment of the discovery. The County shall be notified by the OCEN monitor within 24 hours of the encounter. If found to be significant by the OCEN monitor, the County shall be responsible for implementing and funding appropriate mitigation measures. Mitigation measures may include, but would not be limited to, recording the tribal cultural resource, data recovery and analysis, and public outreach. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared by the OCEN monitor and submitted to the County for review. Any artifacts or significant tribal cultural resources discovered during ground-disturbing activities shall be given to an OCEN tribal representative.

Refer to Section 4.5, Cultural Resources, for measures pertaining to unidentified archaeological, historical, or paleontological resources, or discovery of human remains.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

## 4.19 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 stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☐ | ☒ |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | ☐ | ☐ | ☐ | ☒ |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☐ | ☒ |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☐ | ☒ |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☐ | ☒ |

### 4.19.1 Impact Analysis

Refer to Section 3.0, Environmental Factors Potentially Affected and Determination.

## 4.20 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? | ☐ | ☐ | ☐ | ☒ |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☐ | ☒ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | ☐ | ☐ | ☐ | ☒ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ☐ | ☒ |

### 4.20.1 Impact Analysis

Refer to Section 3.0, Environmental Factors Potentially Affected and Determination.

## 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

### 4.21.1 Impact Analysis

*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 4.4, Biological Resources, the proposed project has the potential to result in impacts to biological resources. The proposed project has the potential to adversely impact special-status species during construction: South Central California coast steelhead DPS and its critical habitat, willow flycatcher, least Bell's vireo, western red bat, pallid bat, and Monterey big-eared woodrat. With implementation of **Mitigation Measures BIO-1 through BIO-13**, potential impacts to special-status species would be reduced to a less than significant level. Additionally, the proposed project has the potential to impact two sensitive natural communities within the BSA, including Fremont cottonwood forest and arroyo willow thickets. With implementation of **Mitigation Measure BIO-15**, potential impacts to sensitive natural communities would be reduced to a less than significant level. Construction of the proposed project also has the potential to introduce and spread invasive plant species that can impact native plant communities. With implementation of **Mitigation Measure BIO-16**, potential impacts related to the spread of invasive plant species would be reduced to a less than significant level. In addition, construction of the proposed project has the potential to impact nesting birds protected under the MBTA. With implementation of **Mitigation Measure BIO-11**, potential impacts to nesting birds would be reduced to a less than significant level. Furthermore, the proposed project would temporarily and permanently impact riparian habitat within CDFW jurisdiction. With implementation of **Mitigation Measures BIO-3, BIO-9, BIO-14, and**

**HAZ-2** as well as **Compliance Measure WQ-1**, temporary and permanent impacts to riparian habitat within CDFW jurisdiction would be reduced to a less than significant level.

As discussed in Section 4.5, Cultural Resources, the proposed project is not expected to result in any significant impacts to any examples of the major periods of California history or prehistory. No historic cultural or archaeological resources as defined by CEQA were identified in the APE. However, because the proposed project includes excavation, it has the potential to impact unknown buried archaeological resources, paleontological resources, and human remains. With implementation of **Compliance Measures CULT-1 and CULT-2**, potential impacts to previously undiscovered archaeological or paleontological resources or human remains would be reduced to a less than significant level.

Therefore, with implementation of **Mitigation Measures BIO-1 through BIO-16 and HAZ-2, and Compliance Measures WQ-1, CULT-1, and CULT-2**, the potential for the proposed project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory would be less than significant.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:** Refer to **Mitigation Measures BIO-1 through BIO-16** under Section 4.4, Biological Resources; **Compliance Measures CULT-1 and CULT-2** under Section 4.5, Cultural Resources; **Mitigation Measure HAZ-2** under Section 4.9, Hazards and Hazardous Materials; and **Compliance Measure WQ-1** under Section 4.10, Hydrology and Water Quality.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact 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)?*

Section 15065(a)(3) of the CEQA Guidelines states that a project's cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonable foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonably foreseeable future projects. Section 15355 of the CEQA Guidelines defines a cumulative impact as an impact that is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts. The proposed project is not located in the vicinity of any probable current or future projects as identified by the County. As shown in the discussion above, environmental impacts associated with the proposed project can be reduced to less than significant through standard or project-specific mitigation measures. Furthermore, the impacts relevant to the proposed project are localized and confined to the immediate project area. Given that the potential project-related impacts are less

than significant and geographically limited, and there are no current or future projects scheduled for development within the project area, implementation of the proposed project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation/Compliance Measures:** No mitigation is required.

**Significance Determination after Mitigation/Compliance:** Less than Significant Impact

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

The proposed project includes rehabilitation of the Gonzales River Road Bridge and widening of the roadway approaches to conform to the design of the new bridge. The proposed project would provide wider vehicular travel lanes and shoulders to comply with current AASHTO design standards, bring the bridge up to current Caltrans structural standards, improve access for trucks and non-motorized uses, and improve the conditions for conveying flood flows. As shown in the discussion above, environmental impacts (including those that may have a direct or indirect adverse effect on humans [i.e., air quality and GHG emissions]) that are associated with the proposed project can be reduced to less than significant through standard or project-specific mitigation measures. Therefore, the proposed project would not result in environmental effects that would cause a substantial adverse effect on human beings either directly or indirectly.

**Significance Determination:** Potentially Significant Impact

**Mitigation/Compliance Measures:** Refer to **Mitigation Measures AG-1 through AG-3** under Section 4.2, Agriculture and Forestry Resources; **Compliance Measure AQ-1** under Section 4.3, Air Quality; **Mitigation Measures BIO-1 through BIO-16** under Section 4.4, Biological Resources; **Compliance Measures CULT-1 and CULT-2** under Section 4.5, Cultural Resources; **Mitigation Measure GEO-1** under Section 4.7, Geology and Soils; **Mitigation Measures HAZ-1 through HAZ-5** under Section 4.9, Hazards and Hazardous Materials; **Compliance Measures WQ-1 through WQ-5** under Section 4.10, Hydrology and Water Quality; **Mitigation Measure TR-1** under Section 4.17, Transportation; and **Mitigation Measure TCR-1** under Section 4.18, Tribal Cultural Resources.

**Significance Determination after Mitigation/Compliance:** Less than Significant with Mitigation Incorporated

## 4.22 FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES

### 4.22.1 Assessment of Fee

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a "de minimus" (minimal) effect on fish and wildlife resources under the jurisdiction of the CDFW. Projects that were determined to have a "de minimus" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimus" effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees unless the CDFW determines the project would have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the CDFW. Forms may be obtained by contacting the agency by telephone at (916) 631-0606 or through its website at www.dfg.ca.gov.

### 4.22.2 Conclusion

The project will be required to pay the fee.

### 4.22.3 Evidence

The project is required to pay the Fish and Wildlife Assessment fee based on the record as a whole as embodied in the Planning Department files pertaining to County Project No. 3853 and the attached Initial Study/Proposed Mitigated Negative Declaration.

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