Fire Station No. 2 Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Seaside
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1. Proposed Project Title

Fire Station No. 2 Project

2. Lead Agency/Project Sponsor and Contact

Lead Agency/Project Sponsor

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Contact Persons

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3. Scope and Use of this Document

This Initial Study-Mitigated Negative Declaration (IS-MND) provides an assessment of the potential impacts to environmental resources that would result from constructing and operating the proposed Fire Station No. 2 Project (herein referred to as "proposed project" or "project"). The discussion and level of analysis are commensurate with the expected magnitude and severity of each impact. This document addresses environmental impacts related to construction and operation of the proposed fire station. The analyses in the following sections are based on technical reports and studies prepared for the proposed project, supplemented with other public information sources as provided in the list of references.

This document evaluates the potential for impacts to resources areas identified in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. These resource areas include:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation

- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Tribal Cultural Resources
- Utilities and Service Systems
- Tribal Cultural Resources
- Wildfire
- Mandatory Findings of Significance

4. Project Location and Physical Setting

Regional Location and Setting

The city of Seaside encompasses approximately nine square miles along Monterey Bay in northern Monterey County. Seaside is bordered by the city of Marina to the north; the former Fort Ord army installation and unincorporated Monterey County to the east; the cities of Del Rey Oaks and Monterey to the south; and Sand City and the Pacific Ocean to the west. Land uses in Seaside are mostly residential (approximately 66 percent by land area), with remaining land uses consisting of commercial, industrial, institutional and public uses, and vacant land (City of Seaside 2017). Seaside is regionally accessible via State Route (SR) 1, SR 68, and SR 218. The regional project location is shown in Figure 1.

Local Setting

The project site is in the northern portion of Seaside, northwest of Gigling Road and 1st Avenue on the southeastern portion of Assessor's Parcel Number 031-151-012. The site is approximately six acres and is currently undeveloped. The project site is located within the area of the former Fort Ord military base. The project location is shown in Figure 2. Local vehicular access to the project site is primarily provided by SR 1, Lightfighter Drive, Gigling Road, and 1st Avenue.

5. Surrounding Land Uses

Land uses surrounding the project site include open space and California State University – Monterey Bay campus to the north of Lightfighter Drive; a military community commissary to the east; military residential development to the south; and open space and SR 1 to the west. General Plan land use designations surrounding the project site include Park and Open Space to the north and west within Assessor's Parcel Number 031-151-012; Military to the east; and Medium Density Residential to the south (City of Seaside 2004). Areas surrounding the project site are zoned Open Space – Recreation to the north and west within Assessor's Parcel Number 031-151-012 and Military to the east and south (City of Seaside 2010).

6. General Plan Designation

The project site is currently designated as Parks and Open Space under the 2004 Seaside General Plan (City of Seaside 2004). The City of Seaside is in the process of updating its general plan (Seaside 2040), which, if adopted, would change the project site's land use designation to Employment, which would allow for a range of employment and commercial uses with a maximum floor area ratio (FAR) of 2.5 (City of Seaside 2023).

Figure 1 Regional Location

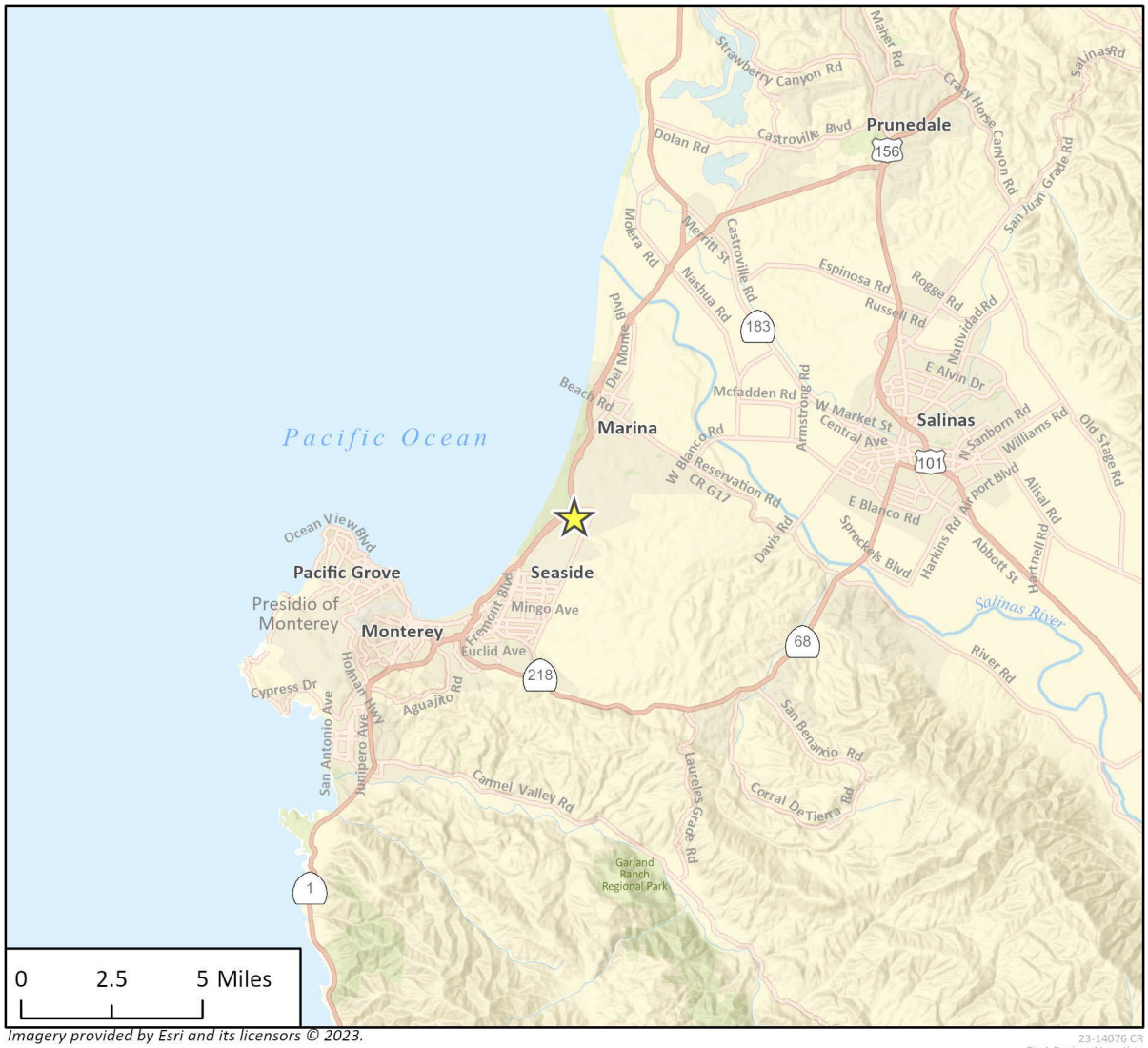

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Fig 1 Regional Location

Project Location

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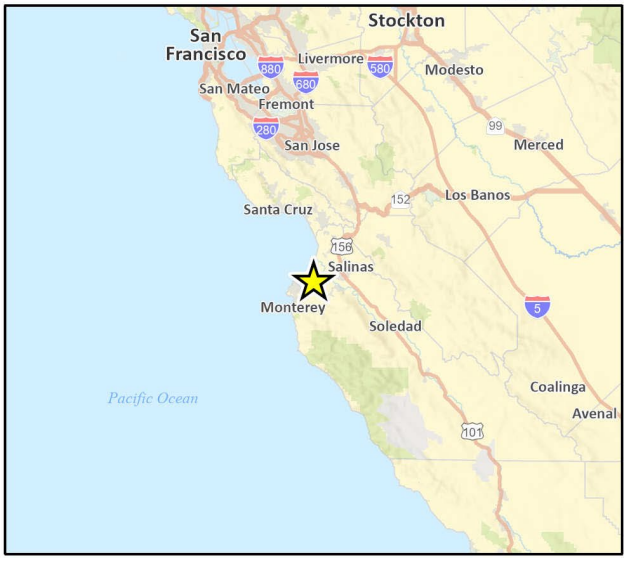

Figure 2 Project Location

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23-14076 EPS
Fig 2 Project Location

7. Zoning

The project site is zoned as Open Space – Recreation (City of Seaside 2010). Permitted uses within Open Space – Recreation zones include, but are not limited to, recreational trails, parks, and playgrounds. Public-serving uses, such as the proposed project, are conditionally permitted and require a Minor Use Permit.

8. Project Background

The City of Seaside has identified the need to construct a new fire station in northern Seaside to maintain fire protection services for existing development, and also to provide additional fire protection services to planned development in the northern portion of the city. Planned development in northern Seaside includes the Campus Town Specific Plan, which would facilitate the development of up to 1,485 housing units; 250 hotel rooms; 75 hostel beds; 150,000 square feet of retail, dining, and entertainment uses; 50,000 square feet of office, flex, makerspace, and light industrial uses; and parks and recreational uses on approximately 122 acres of former Fort Ord areas near the interchange of Lightfighter Avenue and SR 1. The Environmental Impact Report (EIR) prepared for the Campus Town Specific Plan, certified by the City in March 2020, identified the need for additional fire protection services to serve this development.

In 2021, the cities of Seaside and Marina jointly retained Citygate Associates to conduct a fire station location study. The study, completed in September 2021, identified the proposed project site as a preferred location for a new fire station for the City of Seaside. The study determined that a fire station at this location would improve response times and would provide greater access to the SR 1 corridor than other considered sites (Citygate Associates 2021). The project site is also immediately south of the Campus Town Specific Plan area, and a fire station in this location would better serve development facilitated by the Campus Town Specific Plan.

9. Project Description

The project would involve construction and operation of Fire Station No. 2, which would include an approximately 13,010-square foot fire station facility and 54,106 square feet of training facilities. The proposed fire station would include office, living, and general operations rooms and a 3,048-square foot covered apparatus bay with drive through access for both bays. Training areas would consist of a 54,000-square foot area, and would potentially include a future planned 3 to 4-story training tower. Site improvements would include a 2,300-square foot fire apparatus butler storage building, community and staff parking areas, internal driveways, sidewalks along the site frontage and throughout the site, patios, and landscaping. Proposed project plans are shown in Figure 3.

The project would involve subdivision of Assessor's Parcel Number 031-151-012 to create a new parcel that reflects the boundaries of the fire station. The new parcel would be zoned as Public/Institutional. The remainder of the parcel would remain as open space and is not a part of this project.

Key project features are described in greater detail below.

Figure 3 Project Plans

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Fig 3 Project Plan

Fire Station

The fire station would comprise firefighter living and working facilities and two apparatus bays that can house up to four fire apparatus depending on their size. The interior of the fire station would contain a community reception area and bathrooms, a community room, offices for firefighters, police department report writing room, a day room, exercise room, dining area, kitchen, firefighter bedrooms and bathrooms, utility, mechanical, and medical supply storage rooms. A community patio and public parking would be located outside the fire station to the north, and a private patio, outdoor workout space, and firefighter parking would be located to the west. The apparatus bay, accessible from the fire station to the south, would provide 3,048 square feet of covered emergency vehicle space; two bathrooms; decontamination room; laundry room; personal protective equipment room and a hose storage room; a workshop; and a self-contained breathing apparatus fill room. The proposed features of the fire station are summarized in Table 1, and the proposed project plans are shown in Figure 3.

Table 1 Summary of Fire Station Features

Feature	Area (square feet)
Fire Station	
Firefighter dormitories	1,080
Firefighter facilities	1,620
Community space and offices	1,708
Mechanical/Storage	524
Apparatus Bay	
Emergency vehicle bay	2,880
Firefighter facilities	381
Mechanical/Storage	1,143
Storage/Secondary Dorm	1,660
Total Fire Station Area	**13,010**

Numbers do not sum as listed areas do not include hallways or areas outside of rooms

Training Area

The proposed project would include a training area in the northwestern portion of the project site, encompassing approximately 54,106 square feet. The training area would include a vehicle extrication area, space for a National Fire Protection Association vehicle driving course, roof prop, draft pit, door props, and two additional prop structures for training activities. The training area is sized to accommodate up to 5 fire engines and 20 firefighters at one time. A training tower may be added to the training area in a future project phase. The tower would be located near the center of the training area, and be up to 4 stories in height. Multiple fire hydrants and at least one fire department connection would be located on the site.

Other Project Components

The project would include construction of a 2,300 square-foot storage building near the southwest corner of the project site, which would be used for apparatus storage. The project would also include construction of a trash enclosure, storage/battery building, and electricity main in the

southwest corner near Gigling Road. The project would also include a fueling station and emergency back-up generator, located near the training area.

Site Access and Improvements

Sidewalks, Driveways, and Parking

A sidewalk would be constructed along the project frontage on 1st Avenue and Gigling Road. Along 1st Avenue, the sidewalk would connect to the public parking area and would provide access to the main entrance to the fire station, the community patio on the east side of the project site, and to the community room within the fire station. Internal walkways would also be constructed west of the fire station near the center of the project site and would provide access to the fire station staff parking lot, the staff patio and workout patio, and the training area in the northern portion of the project site.

The project would include the construction of three new driveways; two with access from 1st Avenue and one with access from Gigling Road. One driveway on 1st Avenue would be located at the northeastern corner of the project site and would provide access to 18 public parking spaces north of the fire station. A total of eight electric vehicle-capable parking spaces, two electric vehicle chargers, two accessible parking spaces, and two bicycle parking spaces would be provided. The second driveway on 1st Avenue would be an egress-only driveway for emergency vehicles from the apparatus bay for travel in either direction on 1st Avenue. The third driveway, on Gigling Road near the southwest corner of the project site, would provide ingress to the apparatus bay and 14 staff parking spaces. This driveway would have a gate, and the staff parking spaces would be covered with solar panel structures. The internal driveway from the staff parking area would provide access to the training area.

Landscaping and Stormwater Controls

Site preparation would involve the removal of existing vegetation within the project site, including approximately 30 mature trees. Pursuant to Seaside Municipal Code (SMC) Section 8.54.060, 30 trees of a size and species satisfactory to the City's architectural review board would be planted in the project site to replace the removed trees.

The project would include ornamental landscaping along the project site's frontage with Gigling Road and the installation of bioretention areas. The bioretention areas would have a combined area of approximately 3,800 square feet and the capacity to treat and infiltrate 3,300 cubic feet of stormwater. The bioretention areas are sized to infiltrate the 95th percentile storm. Paved areas of the proposed project, including the three driveways, parking areas, and training area, would be gently sloped so that stormwater associated with new impervious surfaces would be directed to the bioretention areas. Pursuant to SMC Section 18.02.070, the project would be required to maintain or enhance on-site stormwater infiltration and would retain 100 percent of runoff on-site.

Construction

Project construction would occur over approximately 13 months from August 2024 to September 2025. The project would be constructed in five phases, outlined in Table 2 and described further below.

Table 2 Proposed Construction Schedule

Construction Phase	Duration	Approximate Start and End Dates
Site Preparation (completed in two phases)	30 days 30 days	August – September 2024 May – June 2025
Grading	10 months	September 2024 - June 2025
Building Construction	10 months	December 2024 - September 2025
Asphalt Paving	4 months	June - September 2025
Paving/Architectural Coating	6 months	March - September 2025

Construction work would occur Monday through Friday, from approximately 7:00 a.m. to 4:00 p.m. Weekend construction is not anticipated. Construction equipment would be staged on site, and workers would also park on site. Grading would result in approximately 3,500 cubic yards of cut, approximately 10,500 cubic yards of native fill, and approximately 1,500 cubic yards of imported select fill. Haul trucks would use 1st Avenue, Gigling Road, and Lightfighter Drive to transport soil material to the Monterey Peninsula Landfill, which is located approximately seven miles north of the site, or another location as determined by the construction contractor.

Operation

In operation, the fire station would have the capacity to accommodate up to eight (8) full-time firefighters to provide fire protection service to the city of Seaside. The training facility would allow Seaside Fire Department to conduct in house and countywide training activities. The fire station would be operational full time, initially staffed with a minimum of 3 full time firefighters but up to an additional 5 firefighters.

The training area of the proposed project would accommodate training activities for current and prospective firefighters and would be used for vehicle extrication training with the use of gas-powered tools, driver training, and hose drills. A training tower would potentially be added to the training area of the proposed fire station in a future project phase. Training activities associated with the tower would include live fire training, emergency access and rescue training, and evacuation training.

10. Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis, the cumulative projects scenario would include the construction and operation of the proposed project in addition to construction and operation of the following projects proposed within the project vicinity:

- Development facilitated by the Campus Town Specific Plan
- Development facilitated by the California State University – Monterey Bay Campus Master Plan
- The Seaside Resort – Enclave at Cypress Cove
- The Projects at Main Gate
- Fort Ord Regional Trail and Greenway project
- Parker Flats Apartments project

Projects included in the cumulative projects scenario and cumulative impacts are discussed in detail in Environmental Checklist Section 21, *Mandatory Findings of Significance*.

11. Assembly Bill 52 and Senate Bill 18 Consultation

On April 12, 2023, the City of Seaside sent letters to representatives of tribes initiating Assembly Bill 52 (AB 52) consultation, including the Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, Costanoan Rumsen Carmel Tribe, Esselen Tribe of Monterey County, Indian Canyon Mutsun Band of Costanoan, Ohlone/Coastanoan-Esselen Nation, Wuksache Indian Tribe/Eshom Valley Band, Kakoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria, and Rumsen Am:a Tur:ataj Ohlone.

On April 12, 2023, the City of Seaside also sent letters to representatives of tribes initiating Senate Bill 18 (SB 18) consultation, including the Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, Costanoan Rumsen Carmel Tribe, Esselen Tribe of Monterey County, Indian Canyon Mutsun Band of Costanoan, Ohlone/Coastanoan-Esselen Nation, Wuksache Indian Tribe/Eshom Valley Band, Kakoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria, and Rumsen Am:a Tur:ataj Ohlone.

Additional detail regarding responses and recommendations of tribal representatives is included in Environmental Checklist Section 18, *Tribal Cultural Resources.*

12. Required Approvals

The project would require the following approvals and permits from the City and other agencies.

Table 3 Summary of Potentially Required Approvals

Regulating Agency	Permit/Approval
City of Seaside	Adoption of IS-MND
	Approval of Minor Use Permit
	Approval of the project grading and building permits
	Approval of the parcel subdivision and General Plan Amendment for the land use change (note a General Plan Amendment would only be required if Seaside 2040 is not adopted prior to approval of this project)
Central Coast Regional Water Quality Control Board	National Pollutant Discharge Elimination System permit coverage and approval of Stormwater Pollution Prevention Plan
Monterey Bay Air Resources District	Permit for stationary backup generator

Environmental Factors Potentially Affected

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

☐	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

Determination

Based on this initial evaluation:

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

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

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

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

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

C Burke

Signature

FEBRUARY 12, 2024

Date

Carolyn Burke

Printed Name

Assistant Public Works Director

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
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 that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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

For the purposes of this analysis, scenic vistas are considered viewpoints that offer expansive/panoramic views of a large geographic area, for the benefit of the public. They can be associated with a dramatic change in elevation, but they can also be from an undeveloped flat area toward features, such as mountains or the ocean, in the distance. The city includes scenic views of the Pacific Ocean, Monterey Bay, Roberts Lake, and rolling hills in northern and eastern Seaside (City of Seaside 2004). The Bay is not visible from the vicinity of the project site due to existing trees on the berm adjacent to SR 1 and topographic variation. Brief views of hills on Monterey Peninsula are visible from 1st Avenue near the project site, however these views are not expansive or panoramic. Views of the Bay and surrounding hills from viewpoints in the vicinity of the project site would not be obstructed by new buildings on the project site due to topographic variation as well as existing intervening structures and vegetation. Though the up to 4-story training tower would be taller than the buildings in the project site vicinity, the tower would be narrow and would not substantially block views given the tower's small footprint. Given the gentle slope change across the project site,

the lack of expansive and panoramic views, and the lack of views of a large geographic location, the project site is not considered to have scenic vistas. As such, the project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

LESS THAN SIGNIFICANT 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 western border of the project site is located approximately 800 feet from northbound lanes of the SR 1 highway. While SR 1 is eligible for designation as a State scenic highway, the segment closest to the project site has not been officially designated as such (Caltrans 2018). Furthermore, an existing berm and landscaping along the eastern side of SR 1 obstructs views of the project site from the highway. This landscaping consists of tall, thick mature trees that block the project site from view. The project would not have an impact on views from SR 1 as the view from the highway would not change. The mature trees that line the eastern side of SR 1, while within the same parcel as the proposed project, are not located within the project site and would not be removed as part of the project. Approximately 30 trees may be removed from the project site during grading and construction; however, many are in poor health and would be replaced at a 1:1 ratio pursuant to SMC Section 8.54.070. These removals would not be visible from SR 1. In addition, the project site does not contain rock outcroppings or historic buildings. Therefore, the project would not damage scenic resources within a state scenic highway. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project, 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?

According to California Public Resource Code Section 21071, an area is an "urbanized area" if the population of a city is at least 100,000 persons or if the city and not more than two contiguous cities' population combined equals at least 100,000 persons. Seaside, Marina, and Monterey combined populations are less than 100,000 persons. As such, the project site is in a non-urbanized area.

Although the project would develop open space for Public/Institutional uses, proposed development would be visually consistent with surrounding developed areas. Surrounding uses include the Ord Community Commissary to the east and residential development to the south. These buildings are one to two stories in height. The proposed fire station would be located adjacent to these uses, and would be visually consistent with the developed nature of adjacent land. Though the up to 4-story training tower would be taller than the buildings in the project site vicinity, the tower would be narrow and would have a small footprint. Therefore, this would not constitute a change that would be considered as substantial degradation of the existing character or visual quality of the project site and its surroundings. The remainder of the parcel would be kept as undeveloped open space. In addition, the project would undergo review by the Board of Architectural Review to evaluate the character, quality, scale, and architectural relationship with the

site and other structures. Therefore, the project would not substantially degrade the existing visual character or quality of the site or surrounding area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is adjacent to developed areas located to the south and the east which contain light and glare typical of such areas, including exterior and security lights associated with the residences and Ord Commissary, streetlights, headlights, parking lot lights, and reflective surfaces such as windows. Flashing lights from emergency apparatus leaving the project site would light surrounding areas; however, these lights would be fleeting and not a permanent disturbance for surrounding areas. The project would include exterior glass surfaces and outdoor lighting. The project would be subject to the City's Zoning Ordinance (SMC Chapter 17.30, *Standards for all Development and Land Uses*) regulating the maximum height of freestanding outdoor light fixtures, position, maximum illumination, and other parameters of lighting fixtures throughout the City. These measures would minimize glare by confining glare and reflections within the boundaries of the site and ensure light sources are not visible from off the site by using properly directed and fully shielded fixtures. Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
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?	☐	☐	☐	■

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

The project site is designated as Other Land by the California Department of Conservation Farmland Mapping and Monitoring Program (DOC 2023a). The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is not currently used for agriculture. There would be no impact.

NO IMPACT

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

The project site is zoned Open Space – Recreation and would require a Minor Use Permit for development in this zone. The site and surrounding area is not zoned for agricultural use or subject to a Williamson Act contract (County of Monterey 2023). Accordingly, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. There would be no impact.

NO IMPACT

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

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

The project site and surrounding area is not zoned for forest land, timberland, or timberland production (City of Seaside 2010). Though tree removal would be required for the project, there are no dense tree canopies on the site. The site is not considered forest land and is not managed as a forest. Therefore, the project would not impact timberland or forest land and there would be no impact.

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 project site is vacant and surrounding areas are largely developed and do not contain designated farmland, forest land, or lands used or zoned for agriculture. As a result, implementation of the proposed project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest uses. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
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?	☐	☐	■	☐

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gases (ROG),[1] nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

[1] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Quality Management

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

Air Pollutant Emission Thresholds

The MBARD (2008) *CEQA Air Quality Guidelines* provide a list of construction and operational air pollutant emissions thresholds as well as a list of mitigation measures to incorporate in circumstances where emissions are above applicable thresholds.

Table 4 presents MBARD's project-level significance thresholds for construction and operational criteria air pollutant and precursor emissions. These represent levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the North Coast Central Air Basin's existing air quality conditions. For the purposes of this analysis, the project would result in a significant impact if construction or operational emissions from the project would exceed the thresholds shown in Table 4.

Table 4 Air Quality Thresholds of Significance

Pollutant	Source	Threshold of Significance
Construction Impacts		
PM_{10}	Direct	82 lbs/day[1]
Operational Impacts		
VOC	Direct and Indirect	137 lbs/day
NO_X	Direct and Indirect	137 lbs/day
PM_{10}	On-site	82 lbs/day[2]
CO	N/A	LOS at intersection/road segment degrades from LOS D or better to LOS E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more
	Direct	550 lbs/day
SO_X, as SO_2	Direct	150 lbs/day

lbs/day = pounds per day; PM_{10} = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = oxides of sulfur; SO_2 = sulfur dioxide; LOS = level of service, V/C = volume-to-capacity

[1] This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM_{10} emissions may occur if a project uses equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD (2008) *CEQA Air Quality Guidelines*.

[2] MBARD's operational PM_{10} threshold of significance applies only to on-site emissions, such as project-related vehicle trips along on-site unpaved roads. Source: MBARD 2008

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.14. CalEEMod uses project-specific information, including the project's land uses, location, and construction parameters, to model construction emissions. The analysis reflects the construction of the project as described under Initial Study Section 9, *Project Description*.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker, vendor, water truck, and haul trips. Construction of the proposed project was analyzed based on the construction schedule and construction equipment list provided by the project's engineering and design team. Construction would begin in August 2024 and occur over the course of approximately 13 months with work occurring Monday through Friday. The project would be constructed in five phases: site preparation, grading, building construction, asphalt paving, and architectural coating. It is assumed all construction equipment would be diesel-powered. Grading would result in approximately 3,500 cubic yards of cut, approximately 10,500 cubic yards of native fill, and approximately 1,500 cubic yards of imported select fill.

Operational emissions modeled include emissions generated by vehicles and apparatus use associated with the fire station, as well as area uses such as energy, water and wastewater, and landscaping. Additionally, the project would involve the burning of natural gas or propane for fire training activities. If required by MBARD, the Fire Department would obtain applicable burn permits for this use.

The carbon monoxide (CO) thresholds provided by MBARD are designed to screen out projects from further analysis that would have a less than significant impact to CO; however, projects that exceed these screening thresholds would not necessarily result in a hotspot. Localized CO concentrations are primarily the result of the volume of cars along a road and the level of emissions generated by vehicles; restricted vehicular traffic flows can contribute to higher volumes of vehicles on a given roadway in a period of time, but are not the cause of high CO concentrations. Stringent vehicle emission standards in California have reduced the level of CO emissions generated by vehicles over time such that CO hotspots are rarely a concern, except for roadways with very high traffic volumes. Because MBARD only provides screening thresholds for CO hotspot impacts but does not have a standard for assessing whether a project's CO hotspot impacts would be significant, the CO threshold from the Bay Area Air Quality Management District (BAAQMD), which is the air district immediately adjacent to MBARD to the north, is utilized in this analysis. BAAQMD has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). The NCCAB and the San Francisco Bay Area Air Basin (the jurisdiction of the BAAQMD, which is the air district immediately adjacent to MBARD to the north) are both in attainment for the CAAQS and NAAQS for CO and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis.

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

A project would conflict with or obstruct implementation of the 2015 AQMP if either it induced population such that the population of Seaside exceeds the population forecast for the appropriate five-year increment utilized in the 2015 AQMP or if construction and operational emissions of ozone precursors would exceed MBARD significance thresholds (MBARD 2008).

The proposed project would involve construction and operation of a new fire station intended to serve existing and planned development in Seaside. Because the fire station is intended to serve development in northern Seaside, particularly development facilitated by the Campus Town Specific Plan (adopted March 2020), the project would not result in future unplanned development. The project would not directly generate population growth through construction of housing. As discussed further in Environmental Checklist Section 14, *Population and Housing,* the proposed fire station would house up to eight full time personnel, and this small number of employees would not be considered a substantial indirect increase in population growth. Therefore, the project would not directly or indirectly induce population growth such that the population of Seaside would exceed the population forecast utilized in the 2015 AQMP.

MBARD states construction projects using typical construction equipment that temporarily emit precursors of ozone (VOCs and NO_X) are accommodated in the emission inventories of state and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone NAAQS or CAAQS (MBARD 2008). The project would involve the use of typical construction equipment; as such, construction-related emissions of VOCs and NO_X would be less than significant. MBARD also states a project would contribute substantially to a violation of NAAQs or CAAQs if it would emit 82 lbs/day or more of PM_{10} (MBARD 2008). PM_{10} emissions from construction of the project would not exceed MBARD thresholds as shown in Table 5 under criterion (b) below. Therefore, the proposed project would not conflict with or obstruct the implementation of the applicable air quality plan, and impacts would be less than significant.

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

Construction Emissions

Construction activities such as site preparation, grading, construction worker travel to and from the project site, delivery and hauling of construction materials and debris to and from project site, and fuel combustion by on-site construction equipment would generate emissions of ozone precursors (ROG and NO_X), carbon monoxide, and fugitive dust (PM_{10} and $PM_{2.5}$). According to the MBARD guidelines, PM_{10} is typically the greatest pollutant of concern during construction.

The MBARD (2008) *CEQA Air Quality Guidelines* provide project-level thresholds for construction emissions. If a project's construction emissions fall below the project-level thresholds, the project's impacts to regional air quality are considered individually and cumulatively less than significant. Table 5 shows the estimated maximum daily emissions for each year of project construction. As shown therein, project construction would generate maximum daily PM_{10} emissions of approximately 13 lbs/day, which is well below the MBARD threshold of 82 lbs/day. In addition, MBARD states construction projects using typical construction equipment that temporarily emit precursors of ozone (VOCs and NO_X) are accommodated in the emission inventories of state and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone NAAQS or CAAQS (MBARD 2008). The project would involve the use of typical construction equipment; as such, construction-related emissions of VOCs and NO_X would be less than significant. Therefore, project construction would not 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, and impacts would be less than significant.

Table 5 Estimated Maximum Daily Construction Emissions (lbs/day)

Construction Year	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2024	5.7	54	53	<0.1	13	7.6
2025	7.5	60	64	0.1	13	7.7
MBARD Thresholds	N/A	N/A	N/A	N/A	82[1]	N/A
Threshold Exceeded?	N/A	N/A	N/A	N/A	No	N/A

lbs/day = pounds per day; VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = particulate matter with a diameter of 2.5 microns or less; N/A = not applicable

[1] This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM_{10} emissions may occur if a project uses equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD *CEQA Guidelines* (2008).

Notes: All numbers have been rounded to the nearest whole number. Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.

Although construction-related air quality impacts would be less than significant, MBARD recommends the use of the following best management practices for the control of short-term construction emissions (MBARD 2008). These measures were not included in the modeling in order to provide a more conservative estimate of air pollutant emissions. However, the City requires the following MBARD-recommended best management practices as a standard condition of approval, which would further reduce air pollutant emissions.

Condition of Approval

AQ-1 MBARD Best Management Practices

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 miles per hour)
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas
- Maintain at least two feet of freeboard on haul trucks
- Cover all trucks hauling soil, sand, and other loose materials
- Plant vegetative ground cover in disturbed areas as quickly as possible
- Cover inactive storage piles
- Sweep streets if visible soil material is carried out from the construction site
- Post a publicly visible sign that specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall be visible to ensure compliance with Rule 402 (Nuisance)
- Limit the area under construction at any one time

Operational Emissions

Operation of the project would generate trips to and from the project site, operation of fire apparatus, and generation of air pollutant emissions associated with building power and fire training activities. Table 6 summarizes the project's maximum annual operational emissions by emission source and maximum daily operational emissions.

As shown in Table 6, operational emissions would be well below the MBARD regional thresholds for criteria pollutants. Therefore, project operation would not 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, and impacts would be less than significant.

Table 6 Estimated Operational Emissions

Source	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Emissions	<1	<1	2	<0.01	<1	<0.1
Area Emissions	<1	<0.1	<1	<0.01	<0.01	<0.01
Energy Emissions	<0.1	<0.1	<0.1	<0.01	<0.1	<0.1
Project Emissions	**<1**	**<1**	**2**	**<0.01**	**<1**	**<0.1**
MBARD Threshold	137	137	550	150	82	N/A[1]
Threshold Exceeded?	No	No	No	No	No	N/A

VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = particulate matter with a diameter of 2.5 microns or less; N/A = not applicable
Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Numbers may not add up due to rounding.
[1] The MBARD does not have a significance threshold for operational $PM_{2.5}$ emissions.
Source: See Appendix A for CalEEMod calculations and assumptions.

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Therefore, most sensitive receptor locations are schools, hospitals, and residences. Sensitive receptors in the project vicinity include residences located immediately south of the project site.

The project would have a significant impact if construction would generate toxic air contaminants (TACs) that exceed health risk significance thresholds, or if the project would result in a CO hotspot which would exceed ambient air quality standards.

Toxic Air Contaminants

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for demolition, site preparation, trenching, infrastructure installation, paving, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2022b).

Generation of DPM from construction projects typically occurs in a single area for a short period of time. Construction of the proposed project would occur in phases over approximately 13 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. The risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period. However, young children are more sensitive to exposure to some carcinogens than adults. Therefore, the California Office of Environmental Health Hazard Assessment has implemented age sensitivity factors that consider the increased sensitivity of children during early development stages (i.e., 3rd trimester exposure to 16 years). Given the age

sensitivity factors, exposure at a young age to even short term projects have the potential to result in substantial risk exposure.

The maximum daily PM_{10} emissions would range from 5.7 to 7.5 lbs/day of exhaust (DPM), with the maximum emissions occurring during grading. The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The proposed project would also comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation. Compliance with these requirements would minimize emissions of TACs during construction. However, given the construction area's proximity to nearby sensitive receptors, including residences on the opposite side of Gigling Road, impacts from TACs could be potentially significant. Implementation of Mitigation Measure AQ-2 would reduce potential impacts to a less than significant level.

The project would not include any mobile or stationary sources of air pollution once operational. Therefore, impacts related to TAC emissions from stationary sources would be less than significant.

Carbon Monoxide Hotspots

A carbon monoxide hotspot is a localized concentration of carbon monoxide that is above a carbon monoxide ambient air quality standard. Localized carbon monoxide hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local carbon monoxide concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2022a). As discussed under *Methodology*, the CO threshold from BAAQMD is utilized in this analysis because MBARD only provides screening thresholds for CO hotspot impacts. BAAQMD has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017).

As shown in the Transportation Analysis prepared by Central Coast Transportation Consulting (Appendix B), the project would generate a maximum of 62 trips per day when training activities are taking place. The number of daily trips generated by the project would generally be lower when training activities are not occurring. Existing traffic volumes for roadways near the project site are shown below in Table 7 (City of Seaside 2019).

Table 7 Daily Trips on Area Roadways

Roadway	Peak AM Hour Trips	Peak PM Hour Trips
1st Avenue	14	14
Lightfighter Drive	82	185
Gigling Road	77	76

Source: City of Seaside 2019

As shown above, none of the roadways surrounding the project site experience traffic volumes of 44,000 vehicles per hour. The project would generate a maximum of 62 trips per day and would not result in area roadways experiencing more than 44,000 vehicles per hour. Therefore, the project would not substantially contribute to the exceedance of NAAQS and CAAQS for CO. The project would not expose sensitive receptors to substantial concentrations of CO and impacts related to CO hotspots would be less than significant.

Mitigation Measure

AQ-2 Construction Emissions Reduction

The following measures shall be noted on construction plans and implemented during construction:

- All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the USEPA Tier 4 interim standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 interim standards.
  - Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site.

Significance After Mitigation

With incorporation of Mitigation Measure AQ-2, the project would be required to use off-road diesel-powered construction equipment that meets or exceeds the most stringent and environmentally protective CARB and USEPA Tier 4 off-road emissions standards, or alternatively fueled equipment which would substantially reduce DPM emissions. The Tier 4 standards reduce DPM emissions by approximately 81 to 96 percent as compared to equipment that meet the Tier 2 off-road emissions standards, depending on the specific horsepower rating of each piece of equipment. Thus, with implementation of Mitigation Measure AQ-2, construction activities would not expose sensitive receptors to substantial TAC concentrations that would potentially exceed cancer risk greater than ten per one million population. Construction-related health impacts would be reduced to a less than significant level.

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

During construction activities, temporary odors would be generated by vehicle exhaust and construction equipment. Construction-related odors would be short-term and would cease upon completion. In addition, MBARD Rule 402 prohibits the discharge of air contaminants or other emissions that would cause a nuisance or detriment to a considerable number of persons or to the public, with the exception of odors from agricultural activities. Compliance with Rule 402 is required and would further reduce construction odor impacts. Therefore, project construction would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

Land uses typically producing odorous emissions include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (MBARD 2008). The project would include construction and operation of a fire station. Minor quantities of odorous emissions may be released during fire training activities. However, emissions would be temporary and limited to the immediate vicinity of the training area within the project site. Therefore, project operation would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
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?	☐	☐	■	☐

Regulatory authority over biological resources is shared by federal, State, and local authorities under a variety of statutes and guidelines. Primary authority for general biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City of Seaside). The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State under CEQA and also has direct jurisdiction under the California Fish and Game Code (CFGC). Under the California and federal Endangered Species Acts, CDFW and the United States Fish and Wildlife Service (USFWS) also have direct regulatory authority over species formally listed as threatened or endangered and species protected by the Migratory Bird Treaty Act (MBTA).

The following information and analysis is based primarily on the Biological Resources Assessment (BRA) prepared for the project by Rincon Consultants, Inc. (Rincon), which is included as Appendix C. As part of the BRA, Rincon conducted a field reconnaissance survey of the project site in April 2023 and botanical surveys in April 2023 and June 2023.

Setting

Special Status Plant Species

Based on the database and literature review performed for the BRA (Appendix C), eight special status plant species are known to occur or have at least moderate potential to occur within the vicinity of the project site. The June 2023 botanical survey determined that three of these species do not occur within the project site: Fort Ord spineflower, robust spineflower, and northern curly-leaved monardella. The fourth species, Monterey spineflower, was observed in the project site during the April 2023 field reconnaissance survey and confirmed as present during the June 2023 botanical survey. Gowen cypress, Monterey cypress, and Monterey pine also occur in the project site; however, these trees do not occur in natural stands, and as such, these individuals are not considered special status.

Special Status Wildlife Species

38 special-status wildlife species were evaluated for their potential to occur within the project site, and five species were found to have potential to occur (Appendix C). The remaining 33 species could be eliminated based on the species-specific habitat requirements and lack of suitable habitat such as perennial streams and rivers, native maritime chaparral and coastal dune habitats, large open grasslands, and connectivity with natural areas. Additionally, native birds have the potential to nest within the project site. Species determined to have some potential to occur within the project site include:

- Western bumble bee and Crotch bumble bee
- Northern California legless lizard
- Ferruginous hawk
- White-tailed kite
- Nesting birds

Sensitive Natural Communities and Critical Habitat

Monterey cypress, Gowen cypress, and some coast live oak alliances are considered sensitive when occurring in natural stands or woodlands; however, no naturally occurring vegetation alliances are present, and there are few naturally occurring stands of these species in Seaside, particularly

Monterey cypress. There are no naturally occurring stands of Gowen cypress in Seaside. Historical aerial imagery shows no trees were present in the project site before 1956, and the spacing of the large Monterey cypress indicates they may have been planted (Appendix C). Therefore, individuals present within the project site are likely ornamental plantings or offspring established or recruited from ornamental plantings and would not be considered sensitive.

There are no potentially jurisdictional water features within the project site. The project site is not within Essential Connectivity Areas or Natural Landscape Blocks (CDFW 2023) and does not provide connectivity for local wildlife movement as it is surrounded by development to the south and east, with SR 1 adjacent to the project site parcel to the northwest. The project site is not within the area of a Habitat Conservation Plan or Natural Community Conservation Plan, but is within former Fort Ord lands designated for development under the Fort Ord Habitat Management Plan (HMP) and 2017 USFWS Biological Opinion (BO) (Appendix C).

Seaside Municipal Code

SMC Chapter 8.54, Trees, provides standards for the removal, protection, and preservation of trees, defined as having a single trunk and a height of 10 feet or more, or has a circumference of 20 inches measured at 24 inches above the ground. The ordinance requires a tree removal permit and replacement plantings for any tree to be removed during project construction. In addition to requiring tree removal permits, the ordinance also requires measures to protect existing trees during project construction.

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

Special-status Plant Species

The project site is known to contain Monterey spineflower, a federally-threatened species. Monterey spineflower is located in the northwestern portion of the project site, within the proposed training area. The BSA is located within former Fort Ord parcels designated for development under the HMP and USFWS BO; however, the HMP and BO do not include coverage for "take" of listed species. The HMP and BO require identification of special-status species that may be salvaged for restoration in habitat reserve areas. Construction and operation of the proposed project could result in potentially significant impacts to Monterey spineflower through direct removal of individual plants. Consultation with USFWS and preparation of a salvage and relocation plan would be required. To reduce potentially significant impacts to Monterey spineflower, Mitigation Measures BIO-1(a) and BIO-1(b) would also be required. With approval of the salvage plan obtained from USFWS, and Mitigation Measures BIO-1(a) and BIO-1(b), impacts to Monterey spineflower would be less than significant.

Special-status Wildlife Species

Impacts to western bumble bee, Crotch bumble bee, ferruginous hawk, and white-tailed kite foraging habitat due to development would be small given the size of the project site and low potential for these species to occur. Impacts to these species would be less than significant. However, if Northern California legless lizard is present in the soil during construction activities, individuals may be impacted through vibration and noise disturbance or direct mortality. Given the

small size of the project site, impacts on a population level are not expected; however, impacts to individuals during construction may be significant. In addition, construction could result in injury, harm, or mortality to nesting birds, if present at the site during construction. Construction disturbance could also result in nest abandonment and failure. These impacts would be potentially significant. Implementation of Mitigation Measures BIO-1(c), BIO-1(d), and BIO-1(e) would be required and would reduce impacts to special-status wildlife species to less than significant.

Mitigation Measures

BIO-1(a) Monterey Spineflower Avoidance and Minimization

Wherever possible the project layout shall be redesigned to avoid impacting those plants. Monterey spineflower that are not within the immediate disturbance footprint but are located within 50 feet of disturbance limits shall be demarcated as an Environmentally Sensitive Area (ESA) and shall have bright orange protective fencing installed a minimum of 30 feet beyond their extent prior to and during construction activities. Reduction of avoidance buffer distance shall be approved by a qualified biologist. No construction activity shall be allowed within these avoidance areas. To avoid encroachment within ESAs, the limits of work shall be clearly shown on all project plans and demarcated on-site with high-visibility fencing. Work near such ESAs shall be monitored by a qualified biologist to ensure no encroachment occurs. For impacts to Monterey spineflower plants that cannot be avoided, Mitigation Measure BIO-1(b) shall be implemented.

BIO-1(b) Habitat Mitigation and Monitoring Plan

If all Monterey spineflower individuals cannot be avoided, habitat restoration or compensatory mitigation shall be required at a minimum ratio of 1:1 for occupied habitat area. Additionally, because Monterey spineflower is a federally-listed plant species, USFWS will likely require a restoration plan to be submitted for their review in support of federal and/or State incidental take authorization(s). Accordingly, a habitat mitigation and monitoring plan (HMMP) shall be prepared by a qualified biologist and submitted to the City for review and approval prior to issuance of grading permits The HMMP shall include, at a minimum, the following components:

- Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type)
- Goal(s) of the compensatory mitigation project [type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved]
- Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values)
- Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan)
- Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule)
- Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports)
- Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 30 percent relative cover by vegetation type

- An adaptive management program and remedial measures to address any shortcomings in meeting success criteria and/or to address catastrophic events, such as wildfires
- Notification of completion of compensatory mitigation and agency confirmation
- Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism)

BIO-1(c) Worker Environmental Awareness Program

Prior to initiation of construction activities (including staging and mobilization), the project proponent shall arrange for all personnel associated with project construction for the applicable phase to attend Worker Environmental Awareness Program (WEAP) training, conducted by a City-approved biologist, to aid workers in recognizing special-status resources that may occur in the construction area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP training and understand the information presented to them. The form shall be submitted to the City to document compliance.

BIO-1(d) California Legless Lizard Pre-construction Survey and Relocation

A pre-construction clearance survey for Northern California legless lizard shall be conducted by a City-approved qualified biologist within 14 days prior to the start of construction (including staging and mobilization). The survey shall cover the entire disturbance footprint plus a minimum 200-foot buffer, where permissible, and should identify all special-status animal species that may occur on the project site. If Northern California legless lizards are identified, individuals shall be relocated by a qualified biologist to suitable cover with loose soils a minimum of 500 feet from the project site, as accessible.

BIO-1(e) Pre-construction Nesting Birds Surveys and Avoidance Buffers

Ground disturbance and vegetation removal activities shall be restricted to the non-breeding season for birds (September 16 to January 31), when feasible. For ground disturbance and vegetation-removal activities occurring during the bird nesting season (February 1 to September 15), general pre-construction nesting bird surveys shall be conducted by a qualified biologist not more than 14 days prior to construction activities involving ground clearing, vegetation removal/trimming, or building demolition. The surveys shall include the disturbance area plus a 200-foot buffer around the site if feasible and a 500-foot buffer for raptors. If active nests are located, an appropriate avoidance buffer shall be established within which no work activity would be allowed that would impact these nests. The avoidance buffer shall be established by the qualified biologist on a case-by-case basis based on the species and site conditions. In no case shall the buffer be smaller than 50 feet for non-raptor bird species, or 200 feet for raptor species. Larger buffers may be required depending on the status of the nest and the construction activities occurring near the nest. The buffer area(s) shall be closed to all construction personnel and equipment until juveniles have fledged and until the nest is inactive. A City-approved biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. If there are delays in on-

site activities for more than 14 days during the breeding season, an additional survey shall be required prior to the start of work.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1(a) and BIO-1(b) would minimize impacts to Monterey spineflower, avoidance, demarcation, and restoration if necessary. Implementation of Mitigation Measures BIO-1(c) through BIO-1(e) would similarly minimize potential impacts to special-status species through preliminary detection and implementation of avoidance, minimization, and mitigation measures. Overall, implementation of these measures would reduce project impacts to special-status plant and wildlife species to a less than significant level.

LESS THAN SIGNIFICANT 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

There are no sensitive natural communities or riparian habitats listed by CDFW within the project site. No impact would occur.

NO IMPACT

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

There are no jurisdictional water features within the project site. No impacts to wetlands or waters would occur.

NO IMPACT

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

There are no corridors for wildlife movement within the project site. The project site is enclosed by residential and commercially developed areas to the south and east, and the project site parcel is bounded by SR 1 to the northwest. The site is further isolated by development within the greater vicinity, within the cities of Seaside and Marina. There would be no impact to wildlife movement.

NO IMPACT

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

The project would remove 30 trees, including one Gowen cypress, one Monterey pine, three Monterey cypress, and 25 coast live oaks. The City's Municipal Code (Chapter 8.54) requires a tree removal permit and replacement plantings at a 1:1 ratio (Appendix C). The project proponent would plant 30 replacement trees of a size and species satisfactory to the City's architectural review board. As many replacement trees would be planted on site as possible; however, some replacement trees may be planted in the undeveloped portion of the parcel surrounding the project site or other areas of Seaside. With City approval of the project landscaping plan, indicating the size, species, and

location of replacement trees, there would be no conflict with local policies or ordinances. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The site is within former Fort Ord lands designated for development under the HMP and USFWS BO. There are no restrictions on development for this parcel under the HMP, and with consultation with USFWS for impacts to Monterey spineflower, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	■
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?	☐	☐	■	☐

This section provides an analysis of the project's impacts on cultural resources, including historical and archaeological resources as well as human remains. This section is primarily based on the Cultural Resources Assessment prepared by Rincon in November 2023, which is included as Appendix D.

CEQA requires that a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC] Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript a lead agency determines to be historically significant (*CEQA Guidelines* Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

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

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a-b]). PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

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

The impact analysis included here is organized based on the cultural resources thresholds included in *CEQA Guidelines* Appendix G: Environmental Checklist Form. Threshold A broadly refers to historical resources. To differentiate between archaeological and built environmental resources more clearly, the analysis under Threshold A is limited to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold B.

Methodology and Results of Cultural Resources Assessment

Rincon conducted a cultural resources investigation and analysis of the project site. This analysis included a cultural resources records search of the California Historical Resources Information System at the Northwest Information Center (NWIC), located at California State University, Sonoma, and a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search. Rincon also conducted a pedestrian survey of the project footprint for all locations as part of the study and prepared a cultural resources assessment covering the entirety of the proposed project (Appendix D).

The NWIC records search was performed to identify previously conducted cultural resources studies, as well as previously recorded cultural resources within the project site and a one-mile radius surrounding it. The records search included a review of available records at the NWIC, as well as the National Register of Historic Places (NRHP), the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historical maps. The NWIC records search identified 21 cultural resources studies conducted within a 0.5 mile radius of the project site, one of which evaluated portions of the project site.

On April 24, 2023, Rincon Cultural Resources Specialist Laura Maldonado, MA, RPA, performed a pedestrian field survey of the project site. A supplemental survey was conducted on October 26, 2023, to ensure that the entire project site had been surveyed after minor changes to the project footprint. The pedestrian survey was conducted by walking a series of north/south oriented transects spaced no more than 10 meters (approximately 30 feet) apart within the project site. The project site was examined for evidence of artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discolorations that might indicate the presence of cultural midden, soil depressions, and features indicative of the former presence of structures of buildings (e.g., standing exterior walls, postholes, foundations) or historical debris (e.g., metal, glass, ceramics). No archaeological or built environment resources were identified during the field survey.

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

As discussed above, the project site does not contain built environment historical resources. Therefore, the project would have no impact on historical resources of the built environment.

NO IMPACT

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

As discussed above, the NWIC records search and background research identified 21 previously recorded cultural resources within a one-mile radius of the project site, one of which overlaps with portions of the project site. This cultural resource record describes a prehistoric occupation site located at an unspecified location somewhere on the 28,000-acre former Fort Ord military base. the site was destroyed by a bulldozer in 1940. The location of this resource is unknown (Appendix D).

The Cultural Resources Assessment did not identify archaeological resources or archaeological deposits in the project site. The absence of substantial prehistoric or historic-period archaeological remains within the immediate vicinity, along with the geologic context of the project site, suggest there is a low potential for encountering intact subsurface archaeological deposits. However, the lack of surface evidence of archaeological materials does not preclude their subsurface existence, and it is always possible that unknown buried archaeological resources could be encountered during project ground disturbance, which could cause a substantial adverse change in the significance of an archaeological resource. The City requires Condition of Approval CR-1 for the potential discovery of unanticipated cultural resources. This Condition of Approval includes procedures for the appropriate handling of unanticipated discoveries of cultural resources. Implementation of Condition of Approval CR-1 would ensure that potential impacts to archeological resources are less than significant.

Condition of Approval

CR-1 Unanticipated Discovery of Cultural Resources

If archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology (NPS 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative from the Ohlone/Costanoan-Esselen Nation (OCEN) shall also be contacted to participate in the evaluation of the resource. If no OCEN-approved Native American representative is available, then the Native American representative shall be from another locally affiliated Tribe. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of the California Code of Regulations guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall

review and approve the treatment plan and archaeological testing as appropriate, and will seek input from OCEN prior to plan approval. The resulting documentation shall be submitted to the regional repository of the CHRIS, per California Code of Regulations Section 15126.4(b)(3)(C).

LESS THAN SIGNIFICANT IMPACT

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

The discovery of human remains is always a possibility during ground disturbing activities, which would be required for the proposed project. In addition to being potential archaeological resources, human burials have specific provisions for treatment in PRC Section 5097. Additionally, California Health and Safety Code Sections 7050.5, 7051, and 7054 contain specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains and protects them from disturbance, vandalism, or destruction. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains and establishes the NAHC as the entity to resolve any related disputes.

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

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

As a state, California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2022). The project would only require the usage of petroleum fuels for construction activities and maintenance trips. Therefore, petroleum fuels are the focus of this analysis. Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (United States Energy Information Administration 2022). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with approximately 12.5 billion gallons sold in 2020 (California Energy Commission 2022). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 2.9 billion gallons sold in 2020 (California Energy Commission 2022).

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Environmental Checklist Section 3, *Air Quality*, and Environmental Checklist Section 8, *Greenhouse Gas Emissions*, respectively.

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

The project would require site preparation, fire station construction, paving, and architectural coating. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to transport materials to and from the site. As shown in Table 8, project construction would require approximately 2,608 gallons of gasoline and approximately 76,761 gallons of diesel fuel. These construction energy estimates are

conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 8 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Water Truck/Hauling Trips	--	76,761
Construction Worker Vehicle Trips	2,608	--

See Appendix E for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and impacts would be less than significant.

Operation

Operation of the project would contribute to regional energy demand by consuming electricity and gasoline and diesel fuels. Electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by visitors and fire department staff. Table 9 summarizes estimated operational energy consumption for the proposed project.

Table 9 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption[1]	
Transportation Fuels		
Gasoline	4,821 gallons	529 MMBtu
Diesel	1,064 gallons	136 MMBtu
Electricity	0.32 GWh	1,087 MMBtu

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

[1] Energy consumption is converted to MMBtu (millions of British thermal units) for each source

See Appendix E for energy calculation sheets and Appendix A for CalEEMod output results for electricity usage.

As shown in Table 9 above, project operation would require approximately 4,821 gallons of gasoline and 1,064 gallons of diesel for transportation fuels, and 0.32 GWh of electricity. Vehicle trips associated with future workers, visitors, and deliveries would represent the greatest operational use of energy associated with the proposed project.

The project would receive power from Central Coast Community Energy (3CE), the region's community-choice energy program which provides energy from primarily renewable sources. The project would also be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CalGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Further, the 2022 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the California Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. Pursuant to CalGreen, all plumbing fixtures used for the proposed project would be high-efficiency fixtures, which would minimize the potential inefficient or wasteful consumption of energy related to water and wastewater. Additionally, the project would include solar panels in the covered parking lot, which would generate energy on-site.

Therefore, the project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Goals and policies of the City's 2004 General Plan related to energy would apply to the project. Additionally, the City is in the process of updating its General Plan. The project's consistency with the existing 2004 General Plan and, for informational purposes, the proposed Seaside 2040 General Plan are shown below in Table 10. As shown therein, the project would be consistent with applicable policies of the 2004 General Plan and the proposed Seaside 2040 General Plan. Impacts would be less than significant.

Table 10 Consistency with 2004 Seaside General Plan and Proposed Seaside 2040 Energy-Related Goals and Policies

Seaside General Plan Goal/Policy	Discussion
2004 General Plan	
Policy LU-4.1. Require that all new development: 1) funds its share of community services and facilities (e.g. parks, roads, trails, and utilities); 2) uses quality design and materials; and 3) is compatible with surrounding uses, the site, and available infrastructure. **Implementation Plan LU-4.1.1** Land Use Compatibility Checklist item 8: The project includes water and energy conservation features in its design and landscaping.	**Consistent.** As described in Initial Study Section 9, *Project Description*, and under criterion (a) above, the project would include high-efficiency landscaping, plumbing, light fixtures, and appliances as required by the 2022 Building Energy Efficiency Standards. Therefore, the project would be consistent with this policy.
Goal COS-7. Encourage energy conservation. **Policy COS-7.1.** Participate in local, regional, and State programs that promote energy conservation. **Implementation Plan COS-7.1.1.** Title 24 Construction Standards. Enforce State Title 24 building construction requirements and apply standards that promote energy conservation.	**Consistent.** The project would receive power from3CE, the region's community-choice energy program which provides energy from primarily renewable sources. Additionally, the project would comply with the requirements of Title 24 construction standards, as described under criterion (a) above. Therefore, the project would be consistent with this goal, policy, and implementation plan.

Seaside General Plan Goal/Policy	Discussion
Implementation Plan COS-7.1.2. Energy Conservation in Public Buildings. Implement energy conservation measures in public buildings through the following actions: ▪ Promote energy efficient buildings and site design for all new public buildings during the site development permit process; and ▪ Install energy saving devices in new public buildings and retrofit existing public buildings.	**Consistent.** The project would include high-efficiency landscaping, plumbing, light fixtures, and appliances as required by the 2022 Building Energy Efficiency Standards. Therefore, the project would be consistent with this implementation plan.
Proposed Seaside 2040 General Plan	
Goal HSC-9. Energy efficient buildings that use energy from renewable sources. **Policy:** Renewable energy. Encourage the installation of renewable energy generation sources in the design and development of new development to reduce energy costs and support resource conservation.	**Consistent.** The project would receive power from 3CE, which provides energy from primarily renewable sources. Additionally, solar panels would be installed over the staff parking lot, which would generate energy on site. Therefore, the project would be consistent with this goal and policy.
Goal HSC-11. New construction that meets a high-level of environmental performance. **Policy:** CalGreen. Ensure future development meets the mandatory elements of CalGreen. **Policy:** Sustainable building practices. Encourage innovative sustainable building practices when homes are renovated and new buildings are constructed. **Policy:** Passive solar techniques. Encourage new development to reduce building energy use by: ▪ Maximizing interior daylighting. ▪ Using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain. ▪ Planting shade trees of south- and west-facing sides of new buildings to reduce energy loads.	**Consistent.** The project would include high-efficiency landscaping, plumbing, light fixtures, and appliances as required by the 2022 Building Energy Efficiency Standards. Additionally, solar panels would be installed over the staff parking lot, which would generate energy on site. Therefore, the project would be consistent with this policy.

Source: City of Seaside 2004, 2023

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

A Geotechnical Investigation was completed for the project to assist in evaluating geologic and soil impacts. The field study and subsequent report were completed by Pacific Crest Engineering, Inc. and is included in Appendix F. The report details the results of test borings conducted to determine soil properties and provides recommendations regarding potential geotechnical hazards and construction on the site.

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Fault rupture can occur along or immediately adjacent to faults during an earthquake. Fault rupture is characterized by ground cracks and displacement which could endanger life and property. Damage is typically limited to areas close to the moving fault.

There are no active or inactive faults that cross the project site, and the site is not located within an Earthquake Fault Zone designated by the state under the Alquist-Priolo Earthquake Fault Zoning Act (DOC 2023b). As such, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Ground shaking effects are also the result of an earthquake, but the impacts can be widespread. Although a function of earthquake intensity, ground shaking effects can be magnified by the underlying soils and geology, which may amplify shaking at great distances. It is difficult to predict the magnitude of ground shaking following an earthquake, as shaking can vary widely within a relatively small area.

Active faults in the region include the Monterey Bay-Tularcitos Fault, located approximately 6 miles south of the project site, and the San Andreas Fault, located approximately 20 miles northeast of the project site (USGS 2023). Strong ground shaking associated with major earthquakes along these nearby faults could occur at the project site. Collapse or partial collapse of buildings during seismic shaking could result in injury or death of building occupants. Potential structural damage and the exposure of people to the risk of injury or death from structural failure could occur.

These risks would be minimized by compliance with California Building Code (CBC) engineering design and construction measures, which require foundations and other structural support features to resist or absorb damaging forces from strong ground shaking. Although nothing can ensure that proposed structures do not fail under seismic stress, proper engineering can minimize the risk to life and property.

SMC Section 15.04.020 adopts by reference the 2016 CBC. SMC Section 15.32.090 (D) states that recommendations included in engineering reports when approved by the city engineer shall be incorporated in the plans and specifications. The Geotechnical Investigation (Appendix F) included recommendations for the project's general earthwork, foundations, slab-on-grade construction, retaining walls, structural pavement, surface drainage, stormwater infiltration, and erosion control. Compliance with the CBC and incorporation of the seismic and soil stability measures recommended in the Geotechnical Investigation (Appendix F) would ensure that the project would not directly or

indirectly cause potential substantial adverse effects involving strong seismic ground shaking. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Liquefaction and lateral spreading most often occur in loose saturated silts, and saturated poorly graded fine-grained sands. The project site is located in an area of low potential for liquefaction, and thus a low potential for lateral spreading, because the soils are well-drained, and groundwater was not encountered during the field investigation (Appendix F). In addition, there is a low potential for earthquake-induced landslides because of the relatively flat to gentle sloping (Appendix F). The soils underlying the site have the potential for settlement or some subsidence, but not collapse, during a strong seismic event. This hazard can be reduced by over excavating the loose surficial soils and bringing the building pad up to design grades with engineered fill (Appendix F). Therefore, the project site has a low potential for liquefaction, lateral spreading, and landslides, and a moderate potential for settlement, subsidence, and collapse during strong seismic events. The proposed project would involve grading and excavation that would level portions of the project site. As described under *criterion a.2*, SMC Section 15.32.090 (D) requires the implementation of recommendations from project geotechnical reports. Appendix F provides a comprehensive list of design recommendations, including foundation design, site preparation and grading, and drainage, which would be implemented as part of project design and construction. With the inclusion of the recommendations included in the geotechnical investigation, impacts related to liquefaction, lateral spreading, subsidence, collapse, or landslides would not directly or indirectly cause potential substantial adverse effects. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Surface soils on the project site are classified as having a high potential for erosion (Appendix F). Construction activities that disturb one or more acres of land are subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) adopted by the State Water Resources Control Board (SWRCB). Compliance with the NPDES permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require the development of a stormwater pollution prevention plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

Compliance with the Construction General Permit is reinforced through the SMC in Chapter 15-32, *Standards to Control Excavation, Grading, Clearing and Erosion*. Further, SMC Section 15.32.180 contains design standards for erosion and sediment control related to slopes, runoff control, building site runoff, vegetation removal, vegetation disposal, topsoil, temporary vegetation, winter operations, dust, erosion control coordination with project installation; and Section 15.32.070 requires permit applications to include vegetation erosion control and revegetation measures for all surfaces exposed or expected to be exposed during grading activities as part of overall erosion and sediment control plans (City of Seaside 2017). The project would be required to comply with these requirements and standards, which would reduce erosion impacts.

Compliance with the Construction General Permit and SMC would ensure that the project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

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?

The project site and surrounding areas are underlain by one soil type, Oceano loamy sand 2 to 15 percent slopes (United States Department of Agriculture 2023). The Oceano series consists of deep, excessively drained soils that formed in material weathered from sandy eolian deposits (United States Department of Agriculture 2023). Expansive soils are typically very fine-grained with a high to very high percentage of clay. The soils underlying the project site have a low shrink-swell potential (Appendix F). Areas characterized by low shrink-swell potential do not pose a geologic hazard due to expansion.

Compliance with existing State and local laws and regulations, such as the CBC and City Municipal Code, would ensure that potential impacts would be minimized. SMC Section 15.32.090 (D) requires the submittal and review of detailed soils and/or geologic reports prior to construction, which would ensure risks from expansive soil would be minimized.

Because the project would not be located on expansive soils, and pursuant to compliance with the CBC and SMC, the project would not create substantial direct or indirect risks to life or property due to expansive soil. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Wastewater from the project would be collected and conveyed into the existing Marina Coast Water District (MCWD) conveyance system. Wastewater discharged to MCWD's sanitary sewer system is ultimately pumped to the Monterey One Water Regional Wastewater Treatment Plant. The project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

NO IMPACT

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

Paleontological resources, or fossils, include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows). Paleontological resources are contained within the geologic deposits or bedrock that underlies the soil layer, and occur in a non-continuous and often unpredictable distribution. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources, and therefore determine the potential for construction-related impacts to occur.

According to the Society of Vertebrate Paleontology (SVP; 2010) classification system, geologic units can be assigned a high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The project site is located in the Coast Ranges geomorphic province, one of the eleven geomorphic provinces of California (California Geological Survey 2002). The Coast Ranges extend along the majority of California's coast from the California-Oregon border to Point Arguello in Santa Barbara County in the south and consist of northwest-trending mountain ranges and valleys. The Coast Ranges are composed of Mesozoic and Cenozoic sedimentary, igneous, and metamorphic strata. The eastern side is characterized by strike-ridges and valleys in the Upper Mesozoic strata. The Coast Ranges province runs parallel to and overlaps the San Andreas Fault in some areas (California Geological Survey 2002). Locally, the project is found on the coastal plain south of the Salinas River estuary approximately one mile inland of the coastline of Monterey Bay.

The geology of the region surrounding the project was mapped by Dibblee and Minch (2007) and Wagner et al. (2002), who identified a single geologic unit, Quaternary old dune sand, underlying the project site. The geotechnical investigation conducted for the project did not encounter any sediments that obviously pertain to another geologic unit in its test borings that reached up to 51.5 feet below the surface (Pacific Crest Engineering 2023). Quaternary old dune sand consists of Pleistocene-aged, well-sorted eolian sand (Dibblee and Minch 2007). Pleistocene dune deposits rarely, though do, preserve fossils in California (Ahlbrandt et al. 1978; Jefferson 2010; Reynolds 2004). These fossils have consisted of horse (*Equus*), deer (*Odocoileus*), rodents, birds, amphibians, fish, and invertebrates. However, due to the rarity of such localities, Quaternary old dune sand has low paleontological sensitivity.

Rincon requested a records search from the University of California Museum of Paleontology on April 12, 2023. This search recovered no known fossil localities within the project site (Holroyd 2023). The nearest known Pleistocene-aged fossil locality to the project site is from the City of Salinas, approximately eight miles east of the project site, where alluvial (i.e., non-eolian) sediments occur (Wagner et al. 2002).

Ground-disturbing activities within previously undisturbed sediments could result in significant impacts to paleontological resources if they result in the destruction, damage, or loss of scientifically important paleontological resources or their associated stratigraphic and paleontological data. A single geologic unit with low paleontological sensitivity, Quaternary old dune sand, is mapped at the surface within the project site. This project would require up to 3,500 cubic yards of excavation, and although Quaternary old dune sand has low paleontological sensitivity, there are a few known fossil

localities from similar sediments in California (Ahlbrandt et al. 1978; Jefferson 2010; Reynolds 2004). With a large volume of sediment being excavated, it is possible that paleontological resources could be encountered during construction, which could result in significant impacts to these resources if they are not evaluated and, if scientifically significant, salvaged by a qualified paleontologist. The City requires Condition of Approval GEO-1 for the potential discovery of paleontological resources. This Condition of Approval includes the provision of training to construction personnel to better recognize paleontological resources and establishing protocols to ensure a qualified paleontologist is contacted in the event of an unanticipated fossil discovery. Implementation of Condition of Approval GEO-1 would ensure that potential impacts to paleontological resources are less than significant.

Condition of Approval

GEO-1 Unanticipated Fossil Discovery

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, a Qualified Professional Paleontologist, as defined by SVP (2010), or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel.

Unanticipated Discovery of Paleontological Resources. The City of Seaside shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards.

LESS THAN SIGNIFICANT IMPACT

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?	☐	☐	■	☐

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. GHGs are gases that absorb and re-emit infrared radiation in the atmosphere. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), fluorinated gases such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Anthropogenic GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and SF_6.

Regulatory Setting

The "California Global Warming Solutions Act of 2006," (Assembly Bill [AB] 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. CARB approved the first Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2009). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by establishing a quantitative goal to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). AB 1279, "The California Climate Crisis Act," was passed on September 16, 2022 and declares the State would achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. In addition, the bill states

that the State would reduce GHG emissions by 85 percent below 1990 levels no later than 2045. CARB recently adopted its 2022 Scoping Plan in December 2022, which supersedes the 2017 Scoping Plan. The 2022 Scoping Plan lays out a path to achieve AB 1279 targets (CARB 2022). The actions and outcomes in the 2022 Scoping Plan would achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Significance Thresholds

Most individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7[c]). The *CEQA Guidelines* also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see *CEQA Guidelines* Section 15130[f]). As a note, the *CEQA Guidelines* were amended in response to SB 97. In particular, the *CEQA Guidelines* were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Pursuant to *CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem in the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of GHG emissions (CEQA *Guidelines* Section 15064[h][3])." Therefore, a lead agency can make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.

The City of Seaside, MBARD, Monterey County, nor any other state or applicable regional agency have adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Therefore, the project's potential impacts related to GHG emissions will be determined by evaluating the project's consistency with plans and polices adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. GHG emissions associated with the proposed project are estimated below for informational purposes only.

In the absence of a CEQA-qualified greenhouse gas reduction plan, the state recommends determining whether a proposed residential or mixed-use residential development would align with the 2022 Scoping Plan by assessing if the project is consistent with all the key project attributes identified in Table 3 of Appendix D of the 2022 Scoping Plan. Attributes identified by Table 3 of Appendix D of the 2022 Scoping Plan and the project's consistency with these attributes are shown in Table 13. According to the 2022 Scoping Plan, "Projects that have all the key project attributes should accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals" (CARB 2022c). The 2022 Scoping Plan states that "Lead agencies may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State's climate goals" (CARB 2022c).

Methodology

GHG emissions for project construction and operation were calculated using CalEEMod. Methodology and assumptions used for modeling are described under "Methodology" in Environmental Checklist Section 3, *Air Quality.*

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

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

Construction Emissions

Project construction would generate temporary GHG emissions with the operation of construction equipment, use of vehicles transporting construction workers to and from the project site, and the use of heavy-duty trucks transporting building materials. As shown in Table 11, construction associated of proposed project would generate 19,737 metric tons (MT) of carbon dioxide equivalent emissions (CO_2e).

For the purposes of this GHG analysis, it was assumed the project would have a 30-year lifetime. Construction emissions were amortized over the project's estimated 30-year lifetime because construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed project. Amortized over a 30-year period, construction associated with the project would generate 658 MT of CO_2e per year. GHG emissions are cumulative; therefore, total annual emissions include the amortized construction emissions added to operational emissions, which are discussed under "*Operational Emissions*," below, for informational purposes only.

Table 11 Estimated Construction Emissions of Greenhouse Gases

Year	Annual Emissions (MT of CO_2e/year)
2024	8,553
2025	11,184
Total Construction Emissions	**19,737**
Amortized over 30 years	**658**

MT of CO_2e = metric tons of carbon dioxide equivalent
See Appendix A for CalEEMod results.

Operational Emissions

Project operation would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation and removal. The annual operational GHG emissions are combined with the amortized construction emissions to determine overall project GHG emissions.

Annual operational emissions resulting from the project are summarized in Table 12. The project would generate approximately 1,502 MT of CO_2e per year. As previously stated, this is provided for informational purposes only.

Table 12 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Project Emissions (MT of CO_2e)[1]
Construction	395
Area	3
Energy	291
Solid Waste	144
Water	35
Mobile	371
Total Project Emissions	**1,239**

See Appendix A for CalEEMod results.
[1] Provided for informational purposes only.

Plan Consistency

The project's consistency with the 2022 Scoping Plan, the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS), and the 2004 Seaside General Plan, and the proposed Seaside 2040 General Plan are discussed in the subsections below.

2022 Scoping Plan

There are numerous state plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal State plan and policy is AB 32, the California Global Warming Solutions Act

of 2006, as well as SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030.

The 2022 Scoping Plan identifies plans and regulations and strategies that are to be implemented at the state and project level that will reduce GHG emissions consistent with State policies with a target of 85 percent below 1990 levels by 2045 which is the equivalent of carbon neutrality by 2045. As described above in the *Methodology* section, the state recommends determining whether a proposed residential or mixed-use residential development would align with the 2022 Scoping Plan by assessing if the project is consistent with all the key project attributes identified in Table 3 of Appendix D of the 2022 Scoping Plan. The project's consistency with attributes identified in Table 3 of Appendix D of the 2022 Scoping Plan is shown below in Table 13. As discussed therein, the project would be consistent with these attributes and accordingly would be generally consistent with the 2022 Scoping Plan.

Table 13 2022 Scoping Plan Consistency for GHG Emissions

Key Project Attribute	Consistency
Transportation Electrification	
Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard of the California Green Building Standards Code at the time of project approval.	**Consistent.** The 2022 California Green Building Standards Code requires 25 percent of the total number of parking spaces to be electric-vehicle ready. The project would provide 32 parking spaces total, of which eight would be electric vehicle ready and two would have electric vehicle chargers. These 10 parking spaces represent approximately 30 percent of parking spaces provided by the project, which exceeds the 25 percent requirement. Therefore, the project would be consistent with this project attribute.
VMT Reduction	
Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently serviced by existing utilities and essential public services (e.g., transit, streets, water, sewer)	**Consistent.** The project site is surrounded by existing development to the south and east, and the project parcel is bordered by SR 1 to the west. The project would involve developing a previously undeveloped site, which would be served by existing utilities and surrounding streets. Therefore, the project would be consistent with this project attribute.
Does not result in the loss or conversion of natural and working lands	**Consistent.** CARB defines natural and working lands as forests, grasslands, shrublands, woodlands, rangelands, wetlands, and green spaces in urban and built environments (CARB 2018). The project site consists of undeveloped dunes, and does not fit amongst these categories. The CARB Inventory of Ecosystem Carbon in California's Natural and Working Lands shows that the Monterey Bay region is typically within the lowest category of carbon sequestration and storage, and is not as valuable as other parts of the state such as forests in the Sierra Nevada mountains or coastal redwood forests (CARB 2018). Therefore, because the project site is not consistent with CARB's definition of natural and working lands and does not substantially contribute to carbon sequestration and storage, the project would not result in the loss or conversion of natural lands and would be consistent with this component of the project attribute. As discussed in Environmental Checklist Section 2, *Agriculture and Forestry Resources,* the project site does not contain agricultural or forestry uses. Therefore, the project would not result in the loss or conversion of working lands and would be consistent with this component of the project attribute.

Key Project Attribute	Consistency
Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or is in proximity to existing transit stops (within a half mile,) or satisfies more detailed and stringent criteria specified in the region's SCS	**Consistent.** The project site is proximate to an existing Monterey Salinas Transit (MST) bus stop. The Gigling/7th Division Place bus stop is approximately 500 feet east of the intersection of Gigling Road and First Avenue, and approximately 850 feet from the center of the project site. Therefore, the project would be consistent with this project attribute.
Building Decarbonization	
Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking	**Inconsistent**. The project would involve use of natural gas for heating and/or indoor cooking.

As described above in *Methodology,* the 2022 Scoping Plan states that "Lead agencies may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State's climate goals" (CARB 2022c). As shown above in Table 13, the project would be consistent with all applicable project attributes except one. Therefore, the project would incorporate almost all of the key project attributes and would be generally consistent with the 2022 Scoping Plan.

AMBAG MTP/SCS

In June 2022, AMBAG adopted the 2045 MTP/SCS. The key goal of the MTP/SCS is to achieve GHG emission reduction targets through integrated land use and transportation strategies. Goals of the MTP/SCS include providing a transportation network that provides convenient, accessible, and reliable travel options; protecting the natural environment; fostering efficient development patterns that optimize travel, housing, and employment choices; and preserving and ensuring sustainable and safe regional transportation system. The proposed project would not result in substantial changes to transportation patterns in Seaside or the surrounding region, and would not impact the provision of transportation options in Seaside. Therefore, the project would not conflict with implementation of transportation policies of the MTP/SCS. Additionally, the project would incorporate sustainable and efficient building features, including the installation solar panels and high-efficiency landscaping, plumbing, light fixtures, and appliances as required by the 2022 Building Energy Efficiency Standards. The project would receive power from 3CE which provides energy from primarily renewable sources. Therefore, the project would be consistent with environmental and sustainability policies of the MTP/SCS.

Seaside General Plan

The City's 2004 General Plan contains policies related to GHG emissions, and the project's consistency with applicable policies is shown below in Table 14. Additionally, the City is in the process of updating its general plan; for informational purposes, the project's consistency with the proposed Seaside 2040 General Plan is shown below in Table 15. As shown therein, the project would be consistent with applicable policies of the 2004 General Plan and the proposed Seaside 2040 General Plan.

Table 14 Seaside 2004 General Plan - Policy Consistency for GHG Emissions

Goal/Policy	Consistency
Goal C-3. Promote the increased use of multi-modal transportation. Policy C-3.4: Support alternative modes of transportation that encourage physical activity, such as biking and walking.	**Consistent.** As discussed in Initial Study Section 9, *Project Description,* the project would include construction of a sidewalk along the project frontage on 1st Avenue and Gigling Road and would provide bicycle parking. Therefore, the project would support alternative modes of transportation and would be consistent with this goal/policy.
Goal COS-7. Encourage energy conservation. Policy COS-7.1. Participate in local, regional, and State programs that promote energy conservation.	**Consistent.** As described in Environmental Checklist Section 6**,** *Energy,* the project would be required to comply with Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. Additionally, as demonstrated in Table 13, the project would be consistent with Seaside General Plan policies pertaining to energy conservation. Therefore, the project would be consistent with this policy.

Source: City of Seaside 2004

Table 15 Draft Seaside 2040 General Plan - Policy Consistency for GHG Emissions

Proposed Seaside 2040 Goal/Policy	Consistency
Goal HSC-7. Citywide greenhouse gas emissions that meet State reduction targets.	**Consistent.** As discussed in Table 13, the project would be consistent with the key project attributes established by the 2022 Scoping Plan. As stated in the 2022 Scoping Plan, lead agencies may determine that projects consistent with some, but not all, of the key project attributes are consistent with the state's climate goals. Therefore, the project would be consistent with state reduction targets and this goal of the proposed Seaside 2040 General Plan.
Goal HSC-9. Energy efficient buildings that use energy from renewable sources.	**Consistent.** As discussed in Environmental Checklist Section 6, *Energy,* the project would include high-efficiency landscaping, plumbing, light fixtures, and appliances as required by the 2022 Building Energy Efficiency Standards. The project would receive power from 3CE which provides energy from primarily renewable sources. Additionally, solar panels would be installed in the proposed covered parking lot, which would generate energy on-site. Therefore, the project would be consistent with this goal.
Goal HSC-11. New construction that meets a high-level of environmental performance.	**Consistent.** As described in Environmental Checklist Section 6**,** *Energy,* the project would be required to comply with Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. Additionally, as demonstrated in Table 13, the project would be consistent with Seaside General Plan policies pertaining to energy conservation. Therefore, the project would be consistent with this policy.

Source: City of Seaside 2023

As shown above, the project would be consistent with the 2022 Scoping Plan, the AMBAG 2045 MTP/SCS, the City's 2004 General Plan, and the proposed Seaside 2040 General Plan. The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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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 0.25 mile of an existing or proposed school?	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
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?	☐	☐	☐	■

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

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Project construction would require the use of heavy equipment and machinery, such as trucks and pavers, the operation of which could result in a spill or accidental release of hazardous materials, including fuels, engine oil, engine coolant, and lubricants. The transport, storage, labeling, use and disposal of any hazardous materials would be subject to federal, state, and local regulations, which would minimize risks associated with hazardous materials used during construction. Therefore, the potential to create a significant hazard to the public or environment from the use of fuels, engine oil, engine coolant, and lubricants during construction would be less than significant. Additionally, the NPDES permit requirements would ensure that impacts related to hazardous materials from spills would be reduced through the Construction General Permit Best Management Practices (BMP), including use of straw wattles and other features.

After construction is completed, the proposed fire station and training facility would include the use of hazardous materials related to live fire training, including Class A fuels (i.e., wood, straw, and paper products). Small quantities of Class A fuels would be burned in the future training tower. Operation of the project would also require the storage of diesel fuel associated with occasional testing and use of emergency generators during power failures. No underground fuel tanks would be included in this project. Under California Health and Safety Code Section 25507(a)(1)(A), the project would be required to establish and implement a Hazardous Materials Business Plan if the amount of diesel fuel stored on-site exceeds 55 gallons. Fuel storage under 55 gallons would be required to comply with existing hazardous materials regulations in Titles 8, 22, and 26 of the California Code of Regulations. The type of proposed generator has not yet been finalized; however, it would likely be a 50-125 kilowatt stand by generator, and the fuel storage on site would be required to comply with the applicable hazardous materials regulations stated above depending on the storage tank size. These hazardous materials to be used during training would be managed in accordance with existing federal, state, and local laws and regulations, including the National Fire Protection Association training standards, that ensure that the routine transport, storage, use, and disposal of these materials would not result in a significant hazard to the public or environment. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is not located within one-quarter mile of an existing school serving children between kindergarten and 12th grade. The nearest schools are the Monterey Peninsula Unified School District Dual Language Academy and George Marshall Elementary School, both on Normandy Road, 0.5 and 0.6 mile to the southeast, respectively. Therefore, there would be no impact.

NO IMPACT

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

The project includes development of the project site, which may have remnant hazardous materials from military uses at the former Fort Ord, a federal Superfund cleanup site. Although hazardous materials such as asbestos, lead-based paint, universal waste, and polychlorinated biphenyls (PCBs) are present in remaining undemolished buildings east of the project site, the Army is required to remediate and safely dispose of them as part of the Superfund cleanup process. Although the former Fort Ord base is a listed Superfund site, concentrations of contaminants in the project site vicinity would not exceed State regulatory limits after this remediation process because the title of these military properties may not be transferred until the toxic or hazardous situation is remedied, or the remediation process is in place and operating correctly. The Army is responsible for conducting the Superfund cleanup process, and EPA is the lead agency for regulatory enforcement and oversight of Superfund activities. The Army is also required to submit findings to the California Environmental Protection Agency (US Army Fort Ord Cleanup 2023). Therefore, under development of the project, employees and visitors would not be exposed to hazardous concentrations of remnant materials from the former Fort Ord site. In addition, lists of hazardous materials compiled pursuant to Government Code Section 65962.5 such as the State Water Resource Control Board's GeoTracker database and the Department of Toxic Substance Control's Envirostor database do not show additional active cleanup sites on or near the project site (DTSC 2023; SWRCB 2023).

Furthermore, a Phase 1 Environmental Site Assessment (ESA) conducted by Kimley-Horn in May 2023 noted no evidence of recognized environmental conditions (RECs) or historical RECs (Appendix G). The Phase 1 ESA did identify Activity and Use Limitations, which are public notes or records contained in the deed applicable to the project site. The Activity and Use Limitations for the project site include a prior presence of contaminated groundwater, presence of munitions and explosives of concern, and right to access land for environmental activities related to a Superfund site. The ESA also noted the project site is in an area surrounding the Prohibition Zone for contaminated groundwater. The Prohibition Zone includes areas with known groundwater impacts and any extraction or groundwater may be intrusive within one of the four contamination plumes associated within former Fort Ord. The proposed project would not include use of groundwater from the project site; therefore, this Activity and Use Limitation would not apply. Furthermore, all ordnance and explosives have already been removed from the vicinity of the project site, including the project parcel (USACE 2000); therefore, the Activity and Use Limitations related to munitions, explosives, and right of access would not apply.

The project would not be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Two airports are located within five miles of the project site: Marina Municipal Airport, approximately 3.5 miles to the northeast; and Monterey Regional Airport, approximately 4.3 miles to the southwest. The project site is not within the Airport Influence Area or Runway Protection Zone of either airport (County of Monterey 2019a, 2019b). Accordingly, the project site is located

far enough from both airports that the airport land use compatibility plans provisions relating to noise and safety hazards do not apply to the project. The project site is located outside the noise contours for both airports and, similarly, safety concerns associated with the need to limit development within runway protection zones are not implicated by the project. Therefore, there would be no impact.

NO IMPACT

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

Monterey County has an Emergency Operations Plan (EOP) that outlines the County's framework for managing a variety of hazards such as natural disasters and human caused events. The project would be designed in accordance with current building and fire codes and regulations and would not impair implementation of or physically interfere with the EOP, because it would not compromise emergency communication, coordination, or operating procedures. In addition, the project would provide facilities for the County's fire protection services to train and support the City's emergency management and operations. Therefore, the project would not interfere with an adopted emergency response plan or emergency evacuation plan and there would be no impact.

NO IMPACT

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

As noted in Environmental Checklist Section 20, *Wildfire*, the project site is not within a very high fire hazard severity zone or a state responsibility area. The nearest very high fire hazard severity zone is located approximately 3.5 miles south of the project site (CAL FIRE 2022). Furthermore, the project entails the construction of a new fire station and training facility on the project site, which would increase the City's capacity for wildfire response. No impact would occur.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
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 off-site;	☐	☐	■	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; 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?	☐	☐	■	☐

The Clean Water Act, enacted by Congress in 1972 and amended several times since, is the primary federal law regulating water quality in the United States and forms the basis for several State and local laws throughout the country. At the federal level, the Clean Water Act is administered by the USEPA and U.S. Army Corps of Engineers (USACE). At the State and regional levels in California, the act is administered and enforced by the State Water Resources Board (SWRCB) and the nine regional water quality control boards (RWQCBs). Construction that disturbs one or more acres of land is subject to the Clean Water Act's NPDES. Compliance with the NPDES permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require the development of a stormwater pollution prevention plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

The NPDES General Permit for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems (MS4), Order No. 2013-0001-DWQ (MS4 General Permit) was issued to several regional school districts as part of the Monterey Regional Stormwater Management Program. This regional program was developed in response to the SWRCB's implementation of the NPDES Phase II Stormwater Program. The City and seven other local agencies were jointly issued MS4 General Permits to operate its storm drain system. The purpose of this program is to implement and enforce BMPs to reduce the discharge of pollutants from municipal separate storm sewer systems, such as the City's storm drain system. To achieve compliance with the regional program, and thus the conditions of the MS4 General Permit, the City implements an ordinance and regulations to prevent illegal discharges to the municipal storm drain system. Specifically, Title 8, Chapter 8.46 of the SMC establishes the discharge requirements of prohibitions to all water entering the storm drain system generated on any developed and undeveloped lands lying within the City.

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

Construction

Construction activities could result in soil erosion due to earth-moving activities such as excavation, grading, soil compaction and moving, and soil stockpiling. Runoff during storm events can occur as sheet flow across the site. The types of pollutants contained in runoff from construction could include sediment and other existing contaminants such as nutrients, pesticides, trace metals, and hydrocarbons that can attach to sediment and be transported downstream through erosion via overland flow and ultimately into the Pacific Ocean, contributing to degradation of surface water quality. Similarly, groundwater quality could be impacted by the infiltration of runoff containing pollutants associated with construction activities into the local groundwater. Construction activities would use hazardous materials such as diesel fuel, gasoline, lubricant oils, hydraulic fluid, antifreeze, transmission fluid, cement slurry, and other fluids required for the operation of construction vehicles or equipment. These types of hazardous materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials is regulated by county, state, and federal regulations. Direct contamination of surface water is also unlikely because no defined stream channels or perennial waters are present in the project site.

The project would be required to comply with State and local water quality regulations designed to control erosion and protect water quality during construction. This includes compliance with the requirements of the NPDES Construction General Permit, which requires preparation and implementation of a SWPPP for projects that disturb one acre or more of land. Since the project is greater than one acre in size, it would be subject to the NPDES Construction General Permit and would be required to develop a SWPPP. The SWPPP must include erosion and sediment control BMPs that would meet or exceed measures required by the Construction General Permit. Construction BMPs could include inlet protection, silt fencing, fiber rolls, stabilized construction entrances, stockpile management, solid waste management, and concrete waste management. Post-construction stormwater performance standards are also required to specifically address water quality and channel protection events. Implementation of the required SWPPP would reduce the potential for eroded soil and any contaminants attached to that soil to contaminate a waterbody following a storm event. In addition, the project would be subject to the NPDES MS4 Permit as well as Articles III, IV, and V of Chapter 8.46 of the SMC, which require appropriate BMPs to control stormwater runoff from construction sites and provides the City Engineer or its designee the authority to inspect erosion and sediment control measures and facilities associated with projects requiring a City permit.

Excavation, grading, filling, clearing, and/or erosion control work all require a permit from the City, except under certain exemptions listed in Title 15, Chapter 15.32 of the SMC. Grading and excavation plans accompanying the permit application, at a minimum, must include several measures pertaining to erosion control. These measures include: a comparison of runoff without project and with project; detailed plans and location of all temporary and permanent erosion and sediment control devices; planned direction and disposition of all storm drainage flow from all buildings, yards, lots, driveways, parking areas, and streets; vegetative erosion control and revegetation measures; and provisions for stockpiling topsoil when necessary for erosion control. Pursuant to the SMC, all earthen fill must be planted or otherwise protected from the effects of stormwater runoff within thirty days of the completion of final grading. The City may restrict or temporarily halt land disturbance or construction projects between October 15 and April 15, the normal rainy season for the City of Seaside. When construction activities are allowed during the rainy season, temporary erosion control measures must be applied to all bare soil at the end of each day. All cut and fill slopes without established vegetation during the normal rainy season must be mulched.

Compliance with the regulations and policies discussed above would reduce the risk of water degradation from soil erosion and other pollutants related to project construction activities. Because violations of water quality standards would be minimized through existing regulations, impacts to surface water quality and groundwater quality from construction activities under the project would be less than significant.

Operation

Operation of the project could result in increased polluted runoff, contributing to degradation of surface water quality. Similarly, groundwater quality could be impacted by the infiltration of runoff containing pollutants associated with operation into the local groundwater.

Pursuant to Title 8, Chapter 8.46 of the SMC, the City requires BMPs to control the volume, rate, and potential pollutant load of stormwater runoff from new development as required by the City's MS4 General Permit to minimize the generation, transport, and discharge of pollutants. The City incorporates such requirements in any land use entitlement and construction or building-related

permit to be issued relative to such development or redevelopment. These requirements, which would apply to the project, may include a combination of structural and nonstructural BMPs, and may include requirements to ensure the proper long-term operation and maintenance of these BMPs, including inspections and right of entry by city staff or its designee to ensure compliance with the requirements.

Additionally, the project would be subject to Title 15, Chapter 15.28 of the SMC. Section 15.28.170 requires, to the greatest extent possible, that peak storm drainage runoff and sediment rates from new development not exceed predevelopment rates. Runoff from buildings, roads, driveways, and the total site area of a development must be controlled by berms, swales, ditches, structures, vegetative filter strips and/or catch basins to prevent the escape of sediment from the site. If the project causes peak runoff and/or sediment rates to exceed predevelopment rates, the City Engineer may require a pro rata share of the cost of off-site erosion sediment and flood control improvements and maintenance.

In addition to requirements and prohibitions in the SMC, stormwater runoff management on the project site would adhere to the criteria identified in the Central Coast RWQCB Resolution No. R3-2013-0032, "Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region." Resolution R3-2013-0032 establishes five distinct performance requirements based on the size and location of a project. Future commercial/mixed-use parcels would also be subject to Resolution No. R3-2013-0032 and would therefore be required to provide separate stormwater management facilities and associated stormwater control plans. As described in Initial Study Section 9, *Project Description*, the project would retain stormwater on site in on-site bioretention areas. These areas would be designed to infiltrate the 95th percentile storm and would ensure that off-site flows would not exceed pre-project conditions.

Implementation of the regulations, permit requirements, and BMPs described above would prevent or minimize impacts related to water quality and ensure that development and operation of the proposed project would not cause or contribute to the degradation of water quality in receiving waters. Construction and operation of the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface and groundwater quality, and water quality impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project would increase the amount of impervious surfaces within project site. Implementation of stormwater infiltration features described in Initial Study Section 9, *Project Description*, and compliance with existing regulations would ensure that impacts to groundwater supplies would be less than significant, as described below.

The project would include the installation of bioretention areas, which are sized to infiltrate the 95th percentile storm. Pursuant to SMC Section 18.02.070, the project would be required to maintain or enhance on-site stormwater infiltration and would retain 100 percent of runoff on site. Stormwater infiltration through bioretention areas would allow groundwater recharge on the project site similar to pre-project conditions.

New impervious surfaces would represent a small percentage of the total basin recharge area (approximately 0.016 percent of the total basin area of 30,850 acres). Most of the land overlying the

Monterey Subbasin is undeveloped (Marina Coast Water District [MCWD] 2022). Rainfall on undeveloped areas of the Monterey Subbasin would continue to recharge the basin. In addition, SMC Section 18.02.070 requires new construction to use LID techniques such as bioswales and permeable pavement. These techniques would ensure that pervious surfaces are incorporated into the project.

Mandatory compliance with the SMC and Central Coast RWQCB post-construction requirements for stormwater management would reduce the quantity of stormwater runoff that enters the storm drainage system and discharges to the Pacific Ocean, as opposed to infiltrating the ground surface. Although the project would increase impervious surfaces, it would represent a small percentage of the total basin area and bioretention areas installed on the project site would retain and infiltrate stormwater similar to pre-project conditions. Impacts of impervious surfaces on groundwater recharge would be less than significant.

MCWD would provide water service to the proposed project, and MCWD relies on groundwater to meet projected water demand. As described under criterion *a* and *b* in Environmental Checklist Section 19, *Utilities and Service Systems*, the project would not result in water demand that would exceed the groundwater allocation to the MCWD. Wastewater from the project would be treated at the Monterey One Water regional treatment plant, where over 90 percent of the municipal wastewater is treated and delivered as recycled water, off-setting groundwater demand. Therefore, the project would not substantially decrease groundwater supplies. Potential impacts related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) 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 result in substantial erosion or siltation on- or off-site?

c.(ii) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) 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 that would 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?

Construction

Construction activities would involve stockpiling, grading, excavation, paving, and other earth-disturbing activities resulting in the alteration of existing drainage patterns. As described under criterion *a* above, compliance with the NPDES Construction General Permit, NPDES MS4 General Permit, and the SMC would reduce the risk of short-term erosion and increased runoff resulting from drainage alterations during construction. Direct contamination of surface water is also unlikely because no defined stream channels or perennial waters are present within the project site. Impacts would be less than significant.

Operation

The project would increase impervious surfaces on the site but would not alter the course of a stream or river. The analysis of Criterion *a*, above, discusses applicable regulations that would limit pollutant discharges, including sediment and silt, from the project. As discussed therein, the SMC requires BMPs to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects as a requirement of the MS4 General Permit. The City incorporates such requirements in any land use entitlement and construction or building-related permit to be issued relative to such development or redevelopment. Additionally, as discussed above, projects that create and/or replace more than 2,500 square feet of impervious surface are subject to the Central Coast RWQCB post-construction requirements for stormwater management. The Central Coast RWQCB Resolution R3-2013-0032 establishes five distinct performance requirements based on the size and location of a project. The primary objective of these post-construction requirements is to ensure that the project permittee is reducing pollutant discharges to the maximum extent practicable and preventing stormwater discharges from causing or contributing to a violation of receiving water quality standards. For example, projects located within the Fort Ord redevelopment area, including the project site, are required to construct infiltration systems that retain the 100-year 24-hour design storm (CSUMB 2022a).

The project would include installation of bioretention areas, which are sized to infiltrate the 95th percentile storm. Pursuant to SMC Section 18.02.070, the project would be required to maintain or enhance on-site stormwater infiltration and would retain 100 percent of runoff on site. Stormwater bioretention areas would reduce off-site flooding potential and reduce burden on the off-site stormwater drainage system capacity similar to pre-project conditions.

The project would not contribute runoff water in a manner which would result in substantial erosion, siltation, or flooding, nor would it exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(iv) 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 impede or redirect flood flows?

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

The project site is not within a 100-year flood hazard area (FEMA 2017). Therefore, the project would not impede or redirect flood flows. In addition, the project would not be at risk of inundation due to flooding. Further, the project site is not located in a tsunami or seiche zone (DOC 2023c). Therefore, the project would not risk the release of pollutants due to project inundation. There would be no impacts related to flood flows and project inundation.

NO IMPACT

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

Water Quality Control Plan

Development under the project would affect water quality and groundwater supply through construction and operational activities. This analysis refers to the Central Coast RWQCB Basin Plan as the applicable water quality control plan in the project vicinity. The Basin Plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses. The identified beneficial uses and the water quality objectives to maintain or achieve those uses are together known as water quality standards. As discussed in detail under criterion *a*, compliance with relevant water quality regulations, BMPs, and policies would reduce the risk of water degradation from soil erosion and other pollutants related to project construction and operational activities.

As discussed in detail under criterion *b*, mandatory compliance with the SMC, and Central Coast RWQCB post-construction requirements for stormwater management would minimize the project's impacts on water quality. The project would not conflict with implementation of the Central Coast Basin Plan. Impacts would be less than significant.

Sustainable Groundwater Management Plan

Two groundwater sustainability agencies have been established for the Monterey Subbasin subarea: the Salinas Valley Groundwater Sustainability Agency (SVBGSA) and the MCWD Groundwater Sustainability Agency. Both agencies co-developed the comprehensive groundwater sustainability plan for a portion of the subbasin under its jurisdiction, which was submitted to the California Department of Water Resources in 2022. The plan addresses basin conditions, a water budget, locally defined sustainability criteria, protocols for monitoring sustainability indicators, and a description of projects and/or management actions that will be implemented to achieve or maintain sustainability (MCWD 2022).

The groundwater sustainability plan is meant to guide management of the Monterey Subbasin in combination with Monterey County Water Resource Agency (MCWRA)'s Long-Term Management Plan for the Salinas River Valley which is incorporated by reference and covers the project site (MCWRA 2019). This long-term management plan sets forth strategies, both currently employed and future plans, that are designed to manage the Salinas River and its interaction with groundwater resources within the Salinas Valley. Together, plan enforcement by the MCWRA, SVGSA, and MCWD will curtail future seawater intrusion and ensure sustainable management of the Salinas Valley groundwater supplies, and ensure the reliability of Basin. The MCWD wells are not in imminent threat of seawater intrusion, and the actions employed and planned by the MCWRA, the SVGSA, and MCWD will ensure that these wells are able to provide water to serve the City of Seaside in perpetuity.

For the existing conditions of the City's groundwater supply, and the effects of groundwater demand from the project, see Environmental Checklist Section 19, *Utilities and Service Systems*. As discussed therein, the potable water demand for the project would not exceed the allocations available to the project; therefore, impacts would be less than significant. Therefore, the project would not interfere with sustainable groundwater management planning efforts. Impacts related to sustainable groundwater management would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
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?	☐	☐	■	☐

a. Would the project physically divide an established community?

A physical division of an established community typically refers to the construction of a physical feature (such as a wall, roadway, or railroad tracks) or the removal of a means of access (such as a local roadway or bridge) that would impair mobility within an existing community or between communities.

The project would construct a new fire station and training facility on the project site. The project would not construct physical features that would impair mobility or close an existing street. For these reasons, the project would not physically divide an established community and there would be no impact.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is currently zoned Open Space – Recreation and would require a Minor Use Permit for development in this zone. Many policies in the Seaside General Plan were adopted to mitigate potential environmental effects. Policy COS-4.1 requires environmental review to minimize impact on sensitive ecological and biological resources and preserving open space where feasible, and Policy LU-8.2 requires adequate drainage systems and Best Management Practices to regulate runoff. The project is consistent with Policy COS-4.1 via completion of this environmental review and by subdividing the larger parcel and retaining the remainder as open space. Lastly, the project is consistent with Policy LU-8.2 by using BMPs and constructing bioretention areas to treat stormwater. As discussed within the individual sections of this Initial Study, the project would not cause a significant environmental impact due to a conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigation an environmental effect. Therefore, the impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
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?	☐	☐	☐	■

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The project site is in a Mineral Resource Zone-2, indicating the presence of significant construction aggregate resources (DOC 2021). However, there are no identified mineral resource recovery sites on the project site. Development of the project would not result in the loss of availability of a mineral resource or locally important mineral resource recovery site. There would be no impact.

NO IMPACT

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13 Noise

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

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels.

DESCRIPTORS

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

The L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using CNEL, which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV). The PPV is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as, vibratory compaction or excavation, are based on information contained in the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). Groundborne vibration levels that could induce potential architectural damage to buildings are identified in Table 16. Based on FTA recommendations, limiting vibration levels to below 0.2 in/sec PPV at non-engineered timber and masonry buildings (which would apply to the nearby buildings) would prevent architectural damage.

Table 16 Groundborne Vibration Architectural Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

in/sec = inches per second; PPV = peak particle velocity
Source: FTA 2018

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive receptors generally include schools, parks, residential areas, hospitals, churches, courts, libraries, and care facilities. The City's General Plan identifies that sensitive receivers include residences, schools, hospitals, religious meetings, and recreation areas (City of Seaside 2004). Noise-sensitive receivers nearest to the project site include military residential development south of the site across Gigling Road.

The measured distance to sensitive receivers depends on the type of noise being generated. For example, noise from mobile construction equipment would move throughout the entire construction area, with the average distance to sensitive receiver property line measured from the center of the construction phase area. Conversely, the closest distance between mobile construction equipment and sensitive buildings is used for vibration-generating equipment, as the potential for building architectural damage is based on the peak vibration level. Noise from stationary sources, such as that from stationary operational equipment, is measured from the proposed location of the nearest piece or group of equipment to the sensitive receiver property line. For the purposes of this analysis, Table 17 provides the distances used for the various noise sources.

Table 17 Distances to Sensitive Receivers

Noise Source	Nearest Residential Receiver (South of Project Site)	Nearest Commercial Receiver (East of Project Site)
Construction Noise from Site Preparation and Grading	300	245
Construction Noise from Building Construction and Architectural Coating	200	270
Construction Noise from Paving	190	310
Operational Noise from Mechanical Equipment	110	215
Operational Noise from the Training Area	500	500
Vibration from Construction Equipment	100	180

Ambient Noise Levels

The most common source of noise in the project site vicinity is vehicular traffic (e.g., automobiles, buses, and trucks) on SR 1 and 1st Avenue. Noise levels along SR 1 in the project site vicinity vary from 60 to 70 CNEL, and noise levels along 1st Avenue in the project site vicinity vary from 60 to 65 CNEL (City of Seaside 2004). Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create sustained noise levels. There are no other significant sources of noise in the project vicinity.

To characterize ambient sound levels at and near the project site, three 15-minute sound level measurements and one 24-hour sound level measurement were conducted on Thursday, March 23, 2023 and Friday, March 24, 2023. Meteorological conditions during the measurement periods were favorable for outdoor sound measurements and were noted to be representative of the typical conditions for the season. An Extech Model 407780A was used to conduct the measurements, which satisfies the American National Standards Institute standard for Type 2 instrumentation. The sound level meter was equipped with a windscreen during measurements. The sound level meter was set to “slow” response and “A” weighting (dBA). The meter was calibrated prior to and after the monitoring period. All measurements were at least 5 feet above the ground and away from reflective surfaces.

Table 18 and Table 19 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix H.

Table 18 Short-Term Noise Monitoring Results

	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
ST1	South of the project site along Gigling Road, adjacent to military residential development	12:58 – 1:13 p.m.	Approximately 20 feet to Gigling Road centerline	67.7	53.7	93.7
ST2	Approximately 200 feet south of project site on 15th Infantry Avenue, adjacent to military residential development	1:20 – 1:35 p.m.	Approximately 10 feet to 15th Infantry Avenue centerline	53.4	49.5	69.7
ST3	East of project site in Ord Community Commissary driveway along 1st Avenue	1:41 – 1:56 p.m.	Approximately 15 feet from 1st Avenue centerline	63.0	56.9	80.5

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; L_{min} = minimum instantaneous noise level; L_{max} = maximum instantaneous noise level

Detailed sound level measurement data are included in Appendix H.

Table 19 Long Term Noise Monitoring Results

Sample Time	dBA L_{eq}	Sample Time	dBA L_{eq}
LT1 – Southern Portion of Project Site, March 23 – 24, 2023			
2:13 p.m.	57	2:13 a.m.	47
3:13 p.m.	57	3:13 a.m.	47
4:13 p.m.	61	4:13 a.m.	51
5:13 p.m.	59	5:13 a.m.	57
6:13 p.m.	59	6:13 a.m.	58
7:13 p.m.	55	7:13 a.m.	61
8:13 p.m.	55	8:13 a.m.	55
9:13 p.m.	54	9:13 a.m.	56
10:13 p.m.	53	10:13 a.m.	54
11:13 p.m.	50	11:13 a.m.	52
12:13 a.m.	50	12:13 p.m.	56
1:13 a.m.	48	1:13 p.m.	57
24-hour Noise Level (dBA CNEL)			**61**

dBA = A-weighted decibels; L_{eq} = equivalent noise level; CNEL = community equivalent noise level

See Appendix H for full measurement details.

City of Seaside Noise Standards

Noise Ordinance

Chapter 9.12, Noise Regulations, of SMC establishes qualitative thresholds for unacceptable noise levels and prohibits certain activities that generate excessive, unnecessary, or unusually loud noise and vibration. Standards that would be considered when determining if noise levels violate this

ordinance include but are not limited to volume or intensity of the noise; citizen complaints; proximity of the noise to residential areas; the duration of the noise; and the frequency of the noise. Section 9.12.030 prohibits excessive, unnecessary, or unusually loud operation of construction equipment between 7:00 p.m. and 7:00 a.m. on weekdays and 7:00 p.m. and 9:00 a.m. on weekends and holidays. Section 9.12.040 establishes sources of noise that are exempt from this ordinance, including radios, sirens, horns, or bells on emergency response vehicles. Table 20 below summarizes the exterior noise standards established in SMC Section 17.30.060.E.1.b.

Table 20 Seaside Municipal Code Exterior Noise Standards

Land Use	Exterior Noise Standard (dBA, L_{max})
Residential	65
Mixed Use Residential	70
Commercial	70
Office	70
Industrial	75
Public Facilities	70
Schools	50

Source: City of Seaside 2023

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation rate of 6 dBA per doubling of distance for stationary equipment.

Variation in power from construction equipment imposes additional complexity in characterizing the noise source level. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels, but only during certain times of day. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Noise levels are based on the CalEEMod default construction equipment mix by phase from the Environmental Checklist Section 3, *Air Quality*. It is assumed that diesel

engines would power all construction equipment. However, construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Because the City does not have a quantitative construction noise threshold, for purposes of analyzing impacts from this project, the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) criteria were used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period (FTA 2018).

Construction activities would be located as close as 60 feet to the closest sensitive receptors but would typically be located at an average distance further away due to the nature of construction. The estimated noise levels of each construction phase, as well as distances to the nearest sensitive receivers, are shown in Table 21.

Table 21 Estimated Noise Levels by Construction Phase (Leq dBA)

Construction Phase	RCNM Reference Noise Level at 50 feet	Residences to the South[1]	Community Commissary to the East[2]
Site Preparation	84	68	70
Grading	85	69	71
Building Construction	82	70	67
Architectural Coating	74	62	59
Paving	84	72	68

[1] A distance of 300 feet, or the distance between the residences to the south and the center of the project site, is used for the Site Preparation and Grading phases to estimate average noise levels during these phases as equipment moves throughout the project site . A distance of 200 feet, or the distance between the residences to the south and the center of the proposed fire station, is used for the Building Construction and Architectural Coating phases to estimate noise from building construction. A distance of 190 feet, or the average distance between the residences to the south and parking lots and driveways, is used for the Paving phase to estimate paving activity noise. Distances were estimated with measurements from Google Earth and a review of the site plans.

[2] A distance of 245 feet is used for the Site Preparation and Grading phases. A distance of 270 feet is used for the Building Construction and Architectural Coating phases. A distance of 310 feet is used for the Paving phase.

Source: Roadway Construction Noise Model. See Appendix I for modeling outputs.

Construction equipment is typically dispersed in various areas of the site, with only a limited amount of equipment operating near a given location at a particular time. The FTA 2018 *Transit Noise and Vibration Impact Assessment* document recommends this approach on page 177, stating that for the distance variable in its construction noise calculation "assumes that all equipment operates at the center of the project." Therefore, it is common, industry standard practice to analyze average construction noise from the center of the site because this is the approximate center of where noise is being generated, as equipment moves around the site throughout the workday. In accordance with FTA recommendations, construction noise from site preparation and grading was analyzed from the center of the site, as construction equipment for these phases would be moving throughout the site. Construction noise from building construction and architectural coating were analyzed based upon the center of the closest proposed building to the sensitive receptors, as buildings are proposed at different locations throughout the project site. Construction noise from paving was analyzed based upon the center of the proposed paving area to the sensitive receptors, as paving is proposed at different locations throughout the project site. The closest sensitive receptors to the project site are the single-family residences adjacent to the southern project boundary and the Community Commissary adjacent to the eastern project boundary. As shown in

Table 21, the shortest average distance between construction activities and sensitive receptors is approximately 190 feet, which would occur during project paving.

At a distance of 190 feet, paving activity would generate a noise level of up to 72 dBA L_{eq} (RCNM calculations are included in Appendix I). Therefore, construction noise levels would not exceed the FTA noise threshold of 80 dBA L_{eq} for residential uses, and impacts would be less than significant.

Operation

Mechanical Equipment

The project would include rooftop mechanical equipment, which would generate noise during operation. Using sound power data provided by the project applicant, the six closest pieces of rooftop mechanical equipment to single-family residential and commercial property would include three vehicle exhaust system fans rated at a 99 dBA sound power level and three vehicle exhaust system fans rated at 100 dBA sound power level. Assuming that the units were to run for an entire 24-hour period, the closest residential property line to the south, at a distance of approximately 110 feet from the center of the proposed mechanical equipment, would be exposed to a noise level of up to 69 dBA. At the Community Commissary to the east, at a distance of approximately 215 feet, project operational mechanical equipment noise would be up to 63 dBA, which would not exceed the exterior noise standard for commercial uses of 70 dBA. Estimated rooftop mechanical equipment noise levels are shown in Table 22.

Table 22 Estimated Rooftop Mechanical Equipment Noise Levels (Leq dBA)

Quantity	Equipment	Reference Noise Level at 3 feet	Residences to the South at 110 feet	Community Commissary to the East at 215 feet
6	Vehicle Exhaust System Fan	99	69	62

Source: Appendix I

A sound level of 69 dBA would exceed the City's 65 dBA exterior noise standard for residential areas. Therefore, this impact is potentially significant. Implementation of Mitigation Measure NOI-1 would reduce this impact to a level of less than significant.

Other Operational Noise

Other noise sources associated with operation of the proposed fire station would consist of training activities, use of sirens, vehicular noise, and site and landscaping maintenance activities. The proposed training facilities are located on the northwestern portion of the site, farther from nearby sensitive receptors, and would be used for live fire training and emergency response scenario practice. Training would occur for up to two hours each day as part of ongoing shift training, and 8 hours per day for 5 days per month for monthly training classes. Training activities would involve activities including but not limited to driver training, vehicle extrication, forcible entry, and hose pulling, all of which would generate noise.

Noise measurements and an analysis of fire station training activities was recently conducted in June 2022 for the Alameda County Fire Department. Information from this noise study is appropriate to use in this analysis as training activities measured at that facility would be similar to those that would occur for this project. Fire department training activities that were captured by this analysis included vehicle extrication, operation of tools and pumps, and use of fire engine sirens

and horns. Noise measurements were taken 150 feet from the center of the training area (County of Alameda 2023). The noise level at 150 feet was approximately 72 dBA during driver operations training using sirens and horns, and 62 dBA during other training involving the use of tools and vehicle extrication (County of Alameda 2023). For the proposed project, training activities would occur approximately 500 feet from the nearest sensitive receivers (residences to the south and the Community Commissary to the east, measured from the center of the proposed training area). The residences to the south would be shielded from the training area by the proposed fire station, which is conservatively assumed to provide 10 dBA of noise reduction. Accordingly, training activity noise would be reduced at the nearest residences due to shielding and noise attenuating over a distance of 500 feet. Noise would attenuate to be approximately 52 dBA, which would not exceed the City's residential noise standard of 65 dBA. The Community Commissary to the east would be partially shielded from the training area by an intervening existing fence and trees. Additionally, the noise level of 72 dBA at 150 feet from training operations would attenuate to approximately 62 dBA at 500 feet.[2] This noise level would not exceed the City's commercial noise standard of 70 dBA. Therefore, operational training activity noise would be less than significant.

Other operational noise, such as non-training vehicular noise and site maintenance noise, would be typical of noise generated by neighboring land uses and would not substantially contribute to overall ambient noise levels. Additionally, as discussed under *City of Seaside Noise Standards,* the use of sirens by emergency response vehicles (in non-training scenarios) is exempt from the City's noise ordinance per SMC Section 9.12.040. Therefore, on-site operations would not generate an increase in ambient noise levels in excess of local standards and impacts would be less than significant.

Off-site Roadway Noise

The project's contribution to roadway noise was evaluated by comparing existing traffic noise levels to traffic noise levels with operation of the project. Generally, a doubling of traffic (i.e., 100 percent traffic increase) would increase noise levels by approximately 3 dBA, which is the human level of perception for an increase in noise (FTA 2018).

The proposed project would generate new vehicle trips and increase traffic on area roadways. As noted in Environmental Checklist Section 17, *Transportation*, the project would add a maximum of approximately 62 daily trips during training operations. Existing traffic volumes on area roadways were estimated by Central Coast Transportation Consulting to be 1,100 trips on 1st Avenue and 2,500 trips on Gigling Road (Central Coast Transportation Consulting 2023).

The 62 daily trips added by the project would result in a 6 percent increase in daily trips on 1st Avenue and a 3 percent increase in daily trips on Gigling Road. Net new daily trips added by the project would increase traffic noise on 1st Avenue by 0.2 dBA and on Gigling Road by 0.1 dBA.[3] The increase in trips would not double the level of traffic on area roadways, and accordingly would not increase noise levels by 3 dBA. Such an increase would be imperceptible and would not result in a substantial permanent increase in ambient noise levels. Therefore, off-site roadway noise would not generate an increase in ambient noise levels in excess of local standards and impacts would be less than significant.

2 The noise decrease associated with attenuation over distance is determined by the formula reference noise level – 20 x log (actual distance/reference distance).
3 The noise increase associated with a traffic increase is determined by the formula 10 x log(new daily trips/existing daily trips).

Mitigation Measures

NOI-1 Mechanical Noise Reduction

Prior to the issuance of a building permit, the project plan drawings shall be revised to include a parapet wall at the southern edge of the rooftop at a height that breaks the line-of-sight between the rooftop mechanical equipment and the residences to the south. The parapet wall shall be constructed of a solid material with a minimum surface density of four pounds per square foot and be continuous from the base of the roof with no gaps. The revised plans shall be submitted to the City for review and approval, prior to building permit approval. The City shall confirm compliance prior to occupancy.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1 would reduce project operational noise levels at the residences to the south by at least 5 dBA (FHWA 2001). This would result in a noise level of up to 64 dBA, which would not exceed the significance threshold of 65 dBA for residential, and this impact would be less than significance with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and excavation of the project site. The greatest vibratory source during construction would be a vibratory roller. Neither blasting nor pile driving would be required for construction of the proposed project. Construction vibration estimates are based on vibration levels reported by the FTA (FTA 2018). Table 23 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration at a reference distance of 25 feet (FTA 2018).

Table 23 Vibration Levels Measured during Construction Activities

Equipment	PPV at 25 feet (inches/second)
Vibratory Roller	0.21
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Source: FTA 2018

As stated previously, the greatest anticipated source of vibration during general project construction activities would be from a roller. A roller could be used during paving activities and may be used within 100 feet of the nearest off-site residences to the south and 180 feet of the Community Commissary to the east. A roller would create approximately 0.21 in/sec PPV at 25 feet, as shown in Table 23 (FTA 2018). Beyond 25 feet, construction vibration would attenuate below the threshold of 0.2 in/sec PPV. Since paving and other construction activity would occur at distances well beyond 25 feet, construction vibration would not exceed the threshold of 0.2 in/sec PPV. Therefore, temporary vibration impacts associated with project construction would be less than significant.

The proposed project would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. No operational vibration impact would occur.

LESS THAN SIGNIFICANT 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is located approximately 3.5 miles southwest of Marina Municipal Airport, and 4.2 miles north of Monterey Regional Airport. The project site is not within the noise contours of either airport, as shown in their respective airport land use compatibility plans (County of Monterey 2019a, 2019b). Therefore, the project would not expose people residing or working in the project site to excessive aircraft noise. There would be no impact.

NO IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

A project can induce substantial population growth by: 1) proposing new housing beyond projected or planned development levels, 2) generating demand for housing as a result of new businesses, 3) extending roads or other infrastructure to previously undeveloped areas, or 4) removing obstacles to population growth (i.e., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

The project entails the construction of a new fire station and training facility. The fire station would house up to eight full time personnel; this small number of employees would not be considered a substantial indirect increase in population growth. Most employees are expected to already reside locally within Seaside or surrounding areas. The project would not extend roadways or other infrastructure, nor remove obstacles to population growth (refer to Environmental Checklist Section 19, *Utilities and Service Systems*) that could indirectly induce growth. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is currently undeveloped open space and does not provide housing. Implementation of the project would not demolish housing, displace existing residents, or necessitate the construction of replacement housing elsewhere. No impact would occur.

NO IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	☐	■
	4 Parks?	☐	☐	■	☐
	5 Other public facilities?	☐	☐	■	☐

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

The project includes the construction of fire training facilities and the new Fire Station No. 2 on the project site. The project itself would not increase demand on fire protection facilities, as it would increase the City's fire protection resources. The environmental impacts of the proposed fire station are evaluated throughout this Initial Study.

Furthermore, the project would be constructed in accordance with current state and local building and fire codes to ensure structural stability and safety. The City's Planning Division would review the final site design for consistency with applicable fire department standards. Therefore, the project would not result in the need for new fire protection facilities or services. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

While the project would intensify development at the project site, the project would construct a fire station and a training facility. It is not anticipated that the firefighters, trainees, and instructors would generate the need for additional police protection services. The project includes one Police Department office in the facility, which would be staffed part-time. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

As described under Environmental Checklist Section 14, *Population and Housing*, *t*he proposed project does not include any residential development, and no new students would be directly generated by implementation of the project. The project would not result in an adverse physical impact due to the construction of new or physically altered school facilities. There would be no impact.

NO IMPACT

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

As described under Environmental Checklist Section 14, *Population and Housing*, the project would not increase the Seaside population. On-site fire department staff may elect to use local parks and trails; however, this increase in usage would be minimal, since the proposed development includes landscaped open space and on-site outdoor amenities such as a community patio and firefighter patios, including workout space. Therefore, the proposed project would not result in an adverse physical impact due to new or physically altered park facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

As described under Environmental Checklist Section 14, *Population and Housing*, *t*he proposed project would not increase the Seaside population. Other public facilities, such as libraries, would not incur increased demand for services such that new or physically altered facilities would be

required. Therefore, the project would have no adverse impact on the performance of public facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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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?	☐	☐	■	☐

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?

This project would intensify development at the project site; however, the project would not result in increased population of the City of Seaside, as described in Environmental Checklist Section 14, *Population and Housing*. Future employees may elect to use nearby recreational facilities; however, this increase in usage would be minimal, since the proposed development includes on-site landscaped areas, community patio in the entry plaza, and firefighter amenities, including workout spaces inside and outside of the building. Therefore, the proposed project would not increase the usage of recreational facilities such that construction of new facilities or expansion of existing recreational facilities would be required. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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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 section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

Central Coast Transportation Consulting prepared a Transportation Analysis Memorandum in June 2023, included herein as Appendix B. The memo estimates additional trips the project would generate based on land use type, provides recommendations for the intersection of Gigling Road and 1st Avenue and the project vicinity, and includes a summary of Vehicle Miles Travelled (VMT) thresholds to use for projects in the City of Seaside. The analysis presented in this section is based on this memorandum.

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

Roadway Network

The project would not alter the existing roadway network, though, as noted in criterion *b* below, the project would contribute approximately 60 total daily trips to the roadway network. The City's General Plan Circulation Element contains Goals C-1, C-2, and C-3 and related policies to provide and maintain an adequate City circulation system, integrate the local system with the regional system, and promote alternative modes of transportation. The project would not conflict with these goals because it would not alter the existing roadway network. Therefore, the project would not conflict with policies addressing the circulation system and impacts would be less than significant.

Bicycle Facilities

The City has planned bicycle lanes in the project vicinity on Lightfighter Drive to the north and on Gigling Road east of 6th Division Road, approximately 1,000 feet east of the site (City of Seaside 2023). There are no existing or planned bicycle facilities abutting the project site. The project would not alter or conflict with existing or proposed bikeways in the vicinity of the project site nor

programs or plans such as the Transportation Agency for Monterey County (TAMC)'s Active Transportation Plan (TAMC 2018). Therefore, the project would not conflict with policies addressing bicycle facilities and impacts would be less than significant.

Pedestrian Facilities

The project would include sidewalk construction along the site frontages with 1st Avenue and Gigling Road. The project would not conflict with programs or plans such as the TAMC Active Transportation Plan or the City of Seaside 2004 General Plan Update, which identifies pedestrian improvements in the city, none of which are adjacent to the project site. Therefore, the project would not conflict with policies addressing pedestrian facilities and impacts would be less than significant.

Transit Facilities

Transit facilities in the project vicinity include the Monterey-Salinas Transit bus route 18 providing service from Marina to Sand City. The route uses Gigling Road fronting the project site and would not be affected by project construction or operation. Monterey-Salinas Transit has additional routes and service planned but not in the project vicinity. The City's 2004 General Plan includes policies that support transit service that is frequent, convenient and maximizes ridership potential. The proposed project would not interfere with existing transit facilities or conflict with planned transit facilities or adopted transit system plans, including the Association of Monterey Bay Area Governments Metropolitan Transportation Plan and Sustainable Communities Strategy, the TAMC Regional Transportation Plan, nor the City's 2004 General Plan, and *Draft Seaside 2040.* Therefore, the project would not conflict with policies addressing transit facilities and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

This checklist question pertains specifically to VMT as the means of analyzing the transportation impacts of a project. The City of Seaside has not adopted VMT thresholds. However, according to the Office of Planning and Research guidance, projects that generate fewer than 110 daily trips can be exempt from VMT analysis and can be presumed to have a less than significant impact (California Office of Planning and Research 2018). Using the ITE rate for Fire and Rescue Station (Land Use #575), the project would generate approximately 60 daily trips and 6 PM peak hour trips (Appendix B).

The proposed training facility would be used daily by up to seven firefighters from Seaside. The facility would host monthly classes with an attendance of up to 20 firefighters from Monterey County. Additionally, the site could host a weeklong State Fire Marshal class where Monterey County firefighters and firefighters from other regions could attend a course. Assuming the Seaside employees would already be on site, the training center would typically add up to 20 additional firefighters when in use. The training center could be considered an industrial use with the firefighters and trainees as employees. Using the ITE rate for Light Industrial (Land Use #110), up to 62 trips per day including 10 PM peak hour trips would be anticipated during these monthly classes (Appendix B). While the training facility and fire station could result in a total daily trip count of up to 122 trips, the average daily trips would be 77, as the training facility would generate these

additional trips one day per month for monthly classes and seven additional days for the weeklong course.[4]

Many jurisdictions consider essential services that support health, safety, and welfare to be exempt from VMT analysis since their trips are non-discretionary. VMT for work-based land uses is typically analyzed per employee and does not include non-typical or emergency operations. Therefore, since the project trips are non-discretionary and generate fewer than 110 daily trips under typical operations, the project would have a less than significant impact on VMT.

LESS THAN SIGNIFICANT IMPACT

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

Access to the project site would be provided via Gigling Road and 1st Avenue. The proposed project involves the construction of a new two-way driveway on Gigling Road, providing access to the employee parking area and apparatus bay. Additionally, the project includes the construction of a new two-way driveway for the main parking area and a one-way exit driveway from the apparatus bay onto 1st Avenue. Because the project is a fire station, it is designed to accommodate fire apparatus and provide adequate emergency vehicle turning radius. As such, the project would not result in a hazardous geometric design.

The project site is surrounded by a mix of government and residential uses, and is located less than 0.5 mile from an existing Presidio of Monterey fire station. The proposed fire department is a public use that would not be considered an incompatible land use in the area. The project does not propose a use that would bring unusual equipment on the roadways (e.g., farm equipment). For this reason, the project would not result in a significant impact due to incompatible uses.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

Emergency vehicle access to the project site would be provided via two driveways on 1st Avenue and one on Gigling Road. The site would be accessible from all directions of travel, and would accommodate emergency vehicles, including the fire apparatus. The project would be reviewed by the Seaside Fire Department for consistency with applicable CBC and Fire Code requirements for access and safety. As such, the proposed project would have a less than significant emergency access impact.

LESS THAN SIGNIFICANT IMPACT

4 Assuming 30 days per month, 60 trips per day would occur at the fire station each day (1,800 trips per month), and 62 trips per day would occur at the training facilities for a maximum of 8 days per month (496 trips per month); the average daily trips would be (1,800 trips + 496 trips) / 30 days = an average of 77 trips per day.

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	■	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	■	☐

Assembly Bill 52

AB 52 of 2015 expanded CEQA by defining a new resource category, "tribal cultural resources." AB 52 states "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts altering the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A-B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

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

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

Senate Bill 18

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill [SB] 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The Tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's *Tribal Consultation Guidelines* (2005) "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places." SB 18 refers to PRC Section 5097.9 and 5097.995 to define cultural places as:

- A Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9).
- A Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the CRHR pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.995).

Records Search and Outreach

Rincon contacted the NAHC and requested a search of the SLF for the project area. The NAHC responded on March 20, 2023 stating the results of the SLF search were negative.

In accordance with AB 52 and SB 18, the City as the lead agency has conducted Native American tribal consultation. The AB 52 and SB 18 letters were sent via certified mail on April 12, 2023. This consultation included written communication with the following tribes traditionally and culturally affiliated with the project area:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Costanoan Rumsen Carmel Tribe
- Esselen Tribe of Monterey County
- Indian Canyon Mutsun Band of Costanoan
- Ohlone/Costanoan-Esselen Nation
- Wuksache Indian Tribe/Eshom Valley Band
- KaKoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria
- Rumšen Am:a Tur:ataj Ohlone

On April 27, 2023, the Esselen Tribe of Monterey County (ETMC) requested formal AB 52 consultation with the City, and requested copies of the Cultural Resources Assessment and Biological Resources Assessment prepared for the project. The ETMC also recommended that tribal cultural resources sensitivity training be conducted with construction personnel prior to project ground disturbance, and that project-related ground disturbance be monitored by an ETMC representative. After repeated attempts to continue consultation, Tribal consultation under AB 52 with the ETMC concluded on November 22, 2023.

On June 8, 2023, the Ohlone/Costanoan-Esselen Nation (OCEN) requested formal AB 52 and SB 18 consultation with the City. The City met with OCEN on November 14, 2023, at which time the results of the Cultural Resources Assessment were shared, as well as the recommended mitigations as a result of that Assessment. OCEN requested a copy of the Cultural Resources Assessment, which was provided after the meeting. The City met with OCEN again on December 5, 2023, at which time OCEN requested that the project be monitored by an OCEN representative. Tribal consultation under AB 52 with the OCEN is ongoing.

No other Native American tribes requested consultation under AB 52 within the 30-day response window. No other Native American tribes requested consultation under SB 18 within the 90-day response window.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

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

Neither the cultural resources records search nor Native American consultation through AB 52 identified cultural resources listed on or eligible for listing on the CRHR or a local register within the project site. However, there is always potential to uncover buried archaeological and tribal cultural resources during ground disturbing activities, which could potentially be considered tribal cultural resources eligible for listing in the CRHR or a local register or be considered tribal cultural resources. The City requires Conditions of Approval TCR-1 for Native American monitoring, TCR-2 for Tribal Cultural Sensitivity Training, and TCR-2 for the potential discovery of unanticipated tribal cultural resources. This Condition of Approval requires tribal cultural resources to be preserved in the event they are uncovered during construction and would reduce the potential for the project to cause a substantial adverse change in the significance of a tribal cultural resource. Implementation of Condition of Approval TCR-1 would ensure that potential impacts to tribal cultural resources are less than significant.

Conditions of Approval

TCR-1 Native American Monitoring

The City shall retain a locally-affiliated Native American representative to monitor project-related ground-disturbing activities, with one monitor per soil-disturbing location. Monitors shall have the authority to halt and redirect work, should any tribal cultural resources be identified during monitoring. If resources are encountered during ground-disturbing activities, work in the immediate

area (50 feet of the discovery) shall halt. Native American monitoring may be reduced or halted at the discretion of the monitor, in consultation with the City, as warranted by conditions such as encountering bedrock, sediments being excavated are fill, or negative findings during the first 50 percent of ground disturbance.

TCR-2 Tribal Cultural Sensitivity Training

The City shall retain a locally-affiliated Native American representative to conduct a Tribal Cultural Sensitivity Training for all construction personnel prior to the commencement of any ground-disturbing activities. The training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, the regulatory environment, and the proper protocol for treatment of the materials in the event of a find.

TCR-3 Unanticipated Discovery of Tribal Cultural Resources

In the event that archaeological resources of Native American origin are identified during implementation of the proposed project, ground-disturbing activities within 50 feet of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with traditionally and culturally affiliated Native American group(s), determines the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in consultation with traditionally and culturally affiliated Native American group(s). The plan shall include measures to ensure the find is treated in a manner that respectfully retains, to the degree feasible, the qualities that render the resource of significance to the local Native American group(s). Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, avoidance, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

LESS THAN SIGNIFICANT IMPACT

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
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?	☐	☐	■	☐

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

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

Water

The project would require a water lateral connection to the existing water conveyance pipes adjacent to the project site. MCWD has a groundwater use limit of 3,020 acre-feet per year (AFY), and former Fort Ord has a groundwater use limit of 6,600 AFY (MCWD 2021). The Salinas Valley Groundwater Basin has an estimated 19.8 million acre-feet of storage capacity, and groundwater levels have not declined significantly during drought cycles, so pumping within the agreed-upon limits is considered reliable (MCWD 2021). Additionally, MCWD is currently constructing a recycled water distribution network for the provision of urban landscape irrigation (MCWD 2021). The project is in the Ord Community Area which has 5,200 AFY of potable groundwater allocated. Water deliveries to the Ord Community Area in 2020 totaled 1,669 AFY, resulting in approximately 3,531 AFY capacity available. The project would require less than 5 AFY, shown in Table 24, or approximately 0.1 percent of the remaining available water supply capacity. Therefore, the project water demand would not result in a need for MCWD to expand water supplies to meet the increased water demand associated with the project. Additionally, because existing water conveyance infrastructure is located adjacent to the project site, the project would not require the construction or expansion of water delivery systems. Therefore, the project would not result in significant environmental effects related to the relocation or construction of new or expanded water facilities.

Table 24 Estimated Water Demand

Land Use	Size	Water Demand Rate (acre-feet/year)*	Total (AFY)
Dorm Rooms	8 beds	0.2	1.60
Storage Areas	5,762 sf	0.00001	0.06
Community Room	1,096 sf	0.000092	0.10
Offices	4,155 sf	0.00092	0.28
Landscape	1.14 acres	2.1	2.40
Total			**4.54**

Notes: sf = square feet; AFY = acre-feet/year (one AF = 325,850 gallons)

Source: Water demand rates are based on information provided in the MCWD Code of Ordinances (MCWD 2020), and MCWD Urban Water Management Plan (MCWD 2021).

Wastewater Treatment

The project would generate a new source of wastewater, which would flow through the existing MCWD conveyance system to the Regional Wastewater Treatment Plant in Marina, approximately 4.4 miles north of the site. Due to system losses, the water demand is anticipated to be 120 percent of wastewater generated; therefore, the project would generate approximately 3.8 acre-feet of wastewater per year using water demand estimate provided in Table 24. The Regional Wastewater Treatment Plant had unused but permitted treatment capacity of approximately 12.6 million gallons per day (mgd) during dry weather and about 58.6 mgd during peak wet weather conditions (Monterey One Water 2019). The project would therefore account for less than 0.001percent of both the plant's 12.6 mgd remaining dry weather capacity and the plant's 58.6 mgd remaining wet weather capacity.

The existing wastewater treatment capacity of the Regional Wastewater Treatment Plant would be sufficient to accommodate the proposed project. Therefore, implementation of the proposed

project would not result in the need to expand the capacity of the Regional Wastewater Treatment Plant. The project would have a less than significant impact on wastewater capacity.

The project would require a connection to existing wastewater pipelines. Construction required to complete this connection would occur on the project site and on adjacent public streets which would have a minimal impact. The proposed project would not result in significant environmental effects because of new or expanded wastewater treatment construction or relocation.

Electricity and Natural Gas

Electricity services in the project vicinity are provided by PG&E and 3CE. The project would require a utility connection to existing electrical transmission and distribution systems on Gigling Road to serve the project site. This service would be provided in accordance with the rules and regulations of PG&E and 3CE on file with and approved by CPUC. The construction of electrical lines has been evaluated in context with other physical effects on the environment in applicable sections of this Initial Study. Impacts regarding electric power demand are discussed in Environmental Checklist Section 6, *Energy*.

Natural gas services in the project vicinity are provided by PG&E. A large-diameter gas transmission pipeline runs along SR 1, approximately 600 feet northwest of the project site (PG&E 2023). The precise sizing and placement of gas transmission pipelines would be submitted concurrent with the final tract map and improvement plan. Construction of natural gas transmission pipelines would occur within developed areas, such as street corridors, that already contain underground infrastructure for utilities. Natural gas transmission pipelines are typically co-located with underground water pipelines. The proposed project would not result in significant impacts from construction or relocation of new or expanded natural gas utilities.

Telecommunication

Existing utility lines adjacent to the project site would be utilized by the project for telecommunications services. Telephone and cable utility plans would be submitted concurrent with the final site plans. Telephone and cable lines are typically co-located with electricity lines. The proposed project would not result in significant impacts from construction or relocation of new or expanded telecommunications utilities.

LESS THAN SIGNIFICANT IMPACT

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

As discussed in *criterion a and c*, the proposed project would have a water demand of less than 5 AFY. The project site is serviced by MCWD, which provides water service to a portion of the City of Seaside, including the project site. MCWD provides groundwater from the Monterey Subbasin of the Salinas Valley Groundwater Basin, as well as recycled water and desalinated water. Because MCWD does not rely on surface water, water supply availability during drought conditions is only marginally affected during a 5-year drought (MCWD 2021). The Salinas Valley Groundwater Basin has a large storage volume and is recharged by the Salinas River, which is augmented by upstream reservoirs. Consequently, the aquifer does not experience wide level variations due to climatic conditions. Water levels vary by 20 to 30 feet seasonally and decline an additional 10 to 20 feet during drought periods. MCWD's demands accounted for less than one percent of the total groundwater pumped

from the Salinas groundwater basin in 2020, the latest year reported. Therefore, the MCWD's supply is considered reliable on a quantity basis.

The MCWD's 2020 Urban Water Management Plan (UWMP) addresses MCWD's water system and includes descriptions of water supply sources, water use, comparisons of supply and demand during dry years, etc. Per the UWMP, average year, single dry year, and multiple dry year supply and demand comparisons are shown below in Table 25.

Table 25 Estimated Water Demands in Normal and Dry Years in Acre-Feet per Year

Year Type	2020	2025	2030	2035	2040
Average	3,367	5,991	7,792	8,869	9,574
Single Dry	3,434	6,111	7,948	9,046	9,765
Multiple Dry First Year	3,434	6,111	7,948	9,046	9,765
Multiple Dry Second Year	3,030	5,392	7,013	7,982	8,616
Multiple Dry Third Year	2,660	4,733	6,156	7,006	7,563
Multiple Dry Fourth Year	2,593	4,613	6,000	6,829	7,372
Multiple Dry Fifth Year	2,593	4,613	6,000	6,829	7,372

Source: MCWD 2021.

As described above, MCWD projects an adequate water supply for all projected demands during normal, single, and multiple dry year conditions (MCWD 2021). MCWD would serve the project site through existing utilities located within adjacent roadways. The project would include a fire station and training facility on the project site. The project's estimated water demand would be less than 5 AFY, as described under criterion *a* and *c*. The project's water demand would represent less than 0.2 percent of the lowest projected MCWD water demand. Furthermore, MCWD's Urban Water Management Plan identifies the project site as a future supply area, and anticipated development of the site in the future year water demand scenario provided in Table 25. Based on the project's incremental contribution to future demand, new sources of water supply would not be required to meet project water needs. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The City currently contracts with GreenWaste Recovery, a private hauler to provide trash, recycling and yard waste collection services to residents and commercial businesses within the City. Nearly all solid waste generated in Seaside is transported to and disposed of at the Monterey Peninsula Landfill and Materials Recovery Facility, which is operated by ReGen Monterey.

According to the Solid Waste Facility Permit for the Monterey Peninsula Landfill (CalRecycle 2011), the peak tonnage of incoming waste shall not exceed 3,500 tons per day. The maximum permitted capacity of the landfill is 49.7 million cubic yards, and the landfill has a remaining capacity of 48,560,000 million cubic yards, with an expected closure date of 2107 (CalRecycle 2019). The proposed project would yield an annual solid waste generation rate of approximately 76.3 tons per

year or about 0.2 tons per day as shown in Table 26. This accounts for approximately 0.006 percent of the maximum daily throughput and less than 0.001 percent of the remaining capacity of the Monterey Peninsula Landfill.

Table 26 Estimated Solid Waste Generation

Land Use	Size	Generation Rate*	Total (ton/year)	Total (ton/day)
Government (Civic Center)	13,000 sf	5.7 ton/1,000 sf /year	74.2	0.2
General Office Building	2,300 sf	0.93 ton/1,000 sf/year	2.1	0.006
Total			**76.3**	**0.206**

Note: sf = square feet

Source: CalEEMod outputs in Appendix A

* Rates from CalEEMod.

In addition, the City of Seaside is required by AB 939 to divert 50 percent of solid waste from landfills. The Materials Recovery Facility can recover up to 75 percent or more of the mixed waste stream from both commercial and multi-family sources, single-stream recyclables, as well as construction and demolition loads (ReGen 2018). Local infrastructure would have the capacity to accommodate solid waste generated by the proposed project. The proposed project would be required to demonstrate compliance with all applicable regulations. Projected rates of solid waste disposal from the proposed project would have a less than significant impact on local solid waste infrastructure.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

The project site is located in an urbanized area that is not within a very high fire hazard severity zone or a State Responsibility Area. The site is in a Local Responsibility Area. The nearest very high fire hazard severity zone is located approximately 3.5 miles south of the project site (CAL FIRE 2022).

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

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

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones (CAL FIRE 2022); therefore, the project would not result in wildfire impacts. Furthermore, the project entails the construction of a new fire station and training facility on the project site, which would increase the City's capacity for wildfire response. No impact would occur.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

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 throughout this Initial Study, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. Regarding biological resources, the existing habitat on site currently supports one special-status species (Monterey spineflower) and could support California legless lizard and nesting birds. Implementation of Mitigation Measures BIO-1(a) through BIO-1(e) would reduce potential impacts to special status species and nesting birds to a less than significant level by requiring Monterey spineflower avoidance and minimization measures, preparation of a habitat mitigation and

monitoring plan that would involve habitat restoration or compensatory mitigation, implementation of a worker environmental awareness program, implementation of a California legless lizard pre-construction survey and relocation measures, and implementation of a pre-construction besting bird survey and avoidance measures. Additionally, the project site is small in comparison to the range of these special-status species, and project impacts would not cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or substantially restrict the range of these species. Therefore, impacts would be less than significant.

No historical or archeological resources are known to occur at the project site, as stated in Environmental Checklist Section 5, *Cultural Resources*. Potential impacts to unknown prehistoric archeological sites on the project site would be less than significant as a result of compliance with the requirements of Conditions of Approval CR-1 and TCR-1 through TCR-3, which would require notification and appropriate protective measures in the event of an unanticipated discovery of cultural or tribal cultural resources. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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)?

As described in Environmental Checklist Sections 1 through 20, the proposed project would not result in significant and unmitigable impacts to the environment with respect to all environmental issues. Cumulative impacts could occur if the construction of other projects occurs at the same time as the proposed project and in the same geographic scope, such that the effects of similar impacts of multiple projects combine to create greater levels of impact than would occur at the project-level. For example, if the construction of other projects in the area occurs at the same time as project activities, combined air quality and noise impacts may be greater than at the project-level.

Five development projects are planned to occur within approximately two miles of the project, which are summarized in Table 27. The exact implementation timing of these projects is not known at this time; therefore, it is conservatively assumed that construction of these planned projects could overlap with construction of the proposed project.

Table 27 Cumulative Development Projects

No.	Project Name	Project Location	Project Components	Status
1	Campus Town Specific Plan	122 acres at the northern end of Seaside, bounded generally by 1st Avenue, 7th Avenue, Lightfighter Drive, and Gigling Road; north and west of project site	1,485 housing units; 250 hotel rooms; 75 youth hostel beds; 150,000 square feet of retail dining, and entertainment uses; up to 50,000 square feet of office, flex, or makerspace; park/recreation areas; and supporting infrastructure.	Specific Plan adopted and Final EIR certified in March 2020
2	Fort Ord Courthouse	5-acre project site west of 2nd Avenue and south of City of Marina limits, 0.6 mile northeast of the project site	Three-story, 83,000 square foot courthouse and 280 parking spaces.	Construction estimated to begin in May 2025

No.	Project Name	Project Location	Project Components	Status
3	Seaside Senior Living Project	5.5-acre project site north of Monterey Road, 1.5 miles southwest of project site	Demolition of an existing 5,000 square foot structure and the development of two residential care facility buildings.	Demolition complete; construction not yet started
4	California State University – Monterey Bay (CSUMB) 2022 Campus Master Plan	CSUMB campus, 0.4 mile northeast of the project site	Land use planning effort to expand student and faculty housing, academic and administration facilities, a charter school, athletic facilities, and open space.	Master Plan adopted and Final EIR certified in 2022
5	Fort Ord Regional Trail and Greenway (FORTAG)	Seaside, Del Rey Oaks, Marina, Monterey County, and Fort Ord National Monument; CSUMB Loop South Segment 0.5 mile northeast of project site	28-mile paved bicycle and pedestrian trail connecting to the existing Monterey Bay Sanctuary Scenic Trail and unpaved trails within Fort Ord National Monument.	Conceptual Design Report and Final EIR completed in 2020; Addenda to the Final EIR for Phase I completed in January 2023

Source: City of Seaside 2022; CSUMB 2022b; Transportation Agency for Monterey County 2023

Project impacts are primarily temporary, localized effects that would occur during construction activities. Therefore, the potential for the project to contribute to cumulative impacts would be limited to the infrequent periods of project activities and the following issue areas which are associated with the greatest construction impacts:

- **Air Quality.** Because the NCCAB is designated nonattainment-transitional for the ozone CAAQS and nonattainment for the PM_{10} CAAQS, cumulative air quality impacts currently exist for these pollutants. As discussed in the Environmental Checklist Section 3, *Air Quality*, project construction activities would not generate emissions of this air pollutant exceeding MBARD significance thresholds, which are intended to assess whether a project's contribution to existing cumulative air quality impacts is considerable. Therefore, the project's contribution to cumulative air quality impacts would not be cumulatively considerable.
- **Biological Resources.** Development facilitated by the proposed project and the projects listed above would include elements that have the potential to result in significant impacts to special-status plant and wildlife species, sensitive natural communities, and/or federally and state-protected waters. However, each cumulative project listed above has undergone CEQA review to identify the extent of these biological resources impacts and to mitigate those impacts appropriately. Given the uncertainty in the extent of impacts associated with these projects, this analysis conservatively assumes a significant cumulative impact to biological resources would occur. Nevertheless, the proposed project would be required to implement Mitigation Measures BIO-1(a) through BIO-1(e) to reduce its impacts to biological resources to a less than significant level such that project-level impacts would not result in a cumulatively considerable contribution to this cumulative impact.
- **Cultural and Tribal Cultural Resources.** Cumulative development in the region would continue to disturb areas with the potential to contain cultural and tribal cultural resources. Some projects listed above would occur within previously developed sites with low potential to impact cultural resources. In addition, as mentioned above, all cumulative development projects have undergone CEQA review, which determined the extent of potential cultural and tribal cultural resources impacts and mitigated impacts as required. If these cumulative projects would result

in impacts to known or unknown cultural or tribal cultural resources, impacts to such resources would be addressed on a case-by-case basis. However, given the uncertainty in the extent of impacts associated with these projects, this analysis conservatively assumes a significant cumulative impact to cultural and tribal cultural resources would occur. Nevertheless, the proposed project would be required to implement Conditions of Approval CR-1 and TCR-1 through TCR-3, which would ensure that impacts to cultural and tribal cultural resources are less than significant, such that project-level impacts would not result in a cumulatively considerable contribution to this cumulative impact.

- **Greenhouse Gas Emissions.** GHG emissions and climate change are, by definition, cumulative impacts. As discussed in Environmental Checklist Section 8, *Greenhouse Gas Emissions*, the proposed project would be consistent with CARB's 2022 Scoping Plan and would therefore not result in a cumulative contribution to cumulative GHG impacts.
- **Noise.** Overlapping construction activities associated with cumulative development projects in conjunction with proposed project activities could result in cumulative noise impacts related to a temporary increase in ambient noise levels at the same noise-sensitive receivers located throughout the area, especially during construction activities. However, similar to the proposed project, cumulative development projects would be subject to compliance with the noise level limits established in the SMC and the General Plan. Therefore, no cumulative construction noise impact would occur.

Given the above discussion, the project would not result in a cumulatively considerable contribution to a significant cumulative impact with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Environmental Checklist Section 3, *Air Quality*, and Environmental Checklist Section 13, *Noise,* the project would not result, either directly or indirectly, in significant air quality or noise impacts with implementation of Mitigation Measures AQ-2 and NOI-1. Similarly, as discussed in Environmental Checklist Section 9, *Hazards and Hazardous Materials,* the project would not result in any adverse hazards related to hazardous materials. Compliance with applicable rules and regulations related to hazards and hazardous materials would reduce potential impacts on human beings to a less than significant level. Impacts to human beings would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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