



SEASIDE COUNTY SANITATION DISTRICT

440 HARCOURT AVENUE SEASIDE, CA 93955

REGULAR MEETING

Board of Directors

Tuesday, November 12, 2019, 9:30 AM

City of Seaside Conference Room

1. **CALL TO ORDER**

2. **ROLL CALL**
BOARD OF DIRECTORS

Jerry Blackwelder

Pat Lintell

Jon Wizard

Chair

First Vice Chair

Second Vice Chair

3. **REVIEW OF AGENDA**

If there are any items that arose after the 72-hour posting deadline, this is the point in the meeting where a vote may be taken to add the item to the agenda. (A 2/3-majority vote is required).

4. **PUBLIC COMMENT**

Members of the public wishing to address the Seaside County Sanitation District on matters within the jurisdiction of the Board, but not on this agenda, may do so during Public Comment period for up to three minutes. Public Comments on specific agenda items are heard under that item. For the public record, please state your name.

5. **CLOSED SESSION**

A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
PURSUANT TO GOVERNMENT CODE SECTION 54956.8:

PURPOSE: 1. Seaside County Sanitation District

Access Easement Acquisition of approximately 0.05 Acres of public property located in the City of Sand City (no postal address, APN 011-122-005). Negotiator for the District: Craig Malin, District Manager, et. al. Negotiator for Property Owner: Chad Gallagher, Esq. Miller Starr Regalia, Vibeke Norgaard, Legal Counsel City of Sand City, et. al. Instructions to negotiator will concern price, terms of payment or both.

RECOMMENDATION:

6. **CONSENT AGENDA**

A. APPROVAL OF MINUTES FROM THE SEPTEMBER 10, 2019 REGULAR MEETING.

PURPOSE: To review and approve the minutes from the September 10, 2019 Regular Meeting.

RECOMMENDATION: That the minutes be reviewed and approved.

B. RECEIVE SEASIDE COUNTY SANITATION DISTRICT OPERATIONS REPORT FOR SEPTEMBER 2019 AND OCTOBER 2019.

PURPOSE: RECEIVE SEASIDE COUNTY SANITATION DISTRICT OPERATIONS REPORT FOR SEPTEMBER 2019 AND OCTOBER 2019.

RECOMMENDATION: ACCEPT REPORTS. THIS ITEM IS PRESENTED FOR INFORMATION ONLY.

C. APPROVAL OF AUGUST & SEPTEMBER 2019 EXPENDITURE REPORT FOR SEASIDE COUNTY SANITATION DISTRICT.

PURPOSE: Approval of expenditures for August 2019 for the Seaside County Sanitation District in the amount of \$38,993.91. Approval of expenditures for September 2019 for the Seaside County Sanitation District in the amount of \$435,427.75.

RECOMMENDATION: Approve expenditures for July 2019. Total expenditures were \$74,022.38. No draw-down of funds is required at this time.

7. NEW BUSINESS

A. ADOPTION OF AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND), ADOPTION OF RESPONSES TO COMMENTS TO THE IS/MND, AND ADOPTION OF MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR THE CANYON DEL REY CMP SEWER MAIN REPLACEMENT PROJECT AND DEL MONTE BOULEVARD SEWER MAIN REPLACEMENT PROJECT.

PURPOSE:

Consider adoption of a resolution approving the initial study/mitigated negative declaration (IS/MND), Comments and Responses to the IS/MND, and the Mitigation Monitoring and Reporting Program (MMRP) for the Canyon Del Rey CMP Sewer Main Replacement Project and Del Monte Boulevard Sewer Main Replacement Project and

authorize filing of a Notice of Determination with the Monterey County Clerk.

RECOMMENDATION:

It is recommended the Board adopt a resolution approving an initial study/mitigated negative declaration (IS/MND), Comments and Responses to the IS/MND, the Mitigation Monitoring and Reporting program (MMRP) for the Canyon Del Rey CMP Sewer Main Replacement Project and Del Monte Boulevard Sewer Main Replacement Project and authorize filing of a Notice of Determination with the Monterey County Clerk.

8. STAFF REPORTS

Staff reports include items for which verbal reports/presentations will be provided. If a specific Seaside County Sanitation District presentation is planned, it will be listed and information included with the Agenda. Brief oral reports may be provided for items arising after the Agenda was prepared. The Board may wish to ask questions or discuss a staff report, but no action is appropriate other than referral to staff, or request that a matter be set as a future Agenda item.

9. BOARD MEMBERS COMMENTS

10. ADJOURNMENT

Next Regularly Scheduled Meeting:
December 10, 2019
Seaside City Hall
9:30 AM

In compliance with the Americans with Disabilities Act (ADA), the Seaside County Sanitation District (SCSD) does not discriminate against persons with disabilities. SCSD's meetings are held at an accessible facility. Any person with a disability who requires a modification or accommodation to be able to participate in this meeting is asked to contact the office of the District Clerk at cityclerk@ci.seaside.ca.us 831-899-6707, no fewer than two business days prior to the meeting to allow for reasonable arrangements. Agenda related writings or documents provided to the SCSD Board of Directors are available for public inspection during the meeting or may be requested from the office of the District Clerk. This agenda is posted in compliance with California Government Code Section 54954.2(a) or Section 54956. Agenda related writings or documents provided to the Board are available for public inspection during the meeting or may be requested from the office of the District Clerk.



DRAFT MINUTES

Seaside County Sanitation District
Tuesday, September 10, 2019 9:30 AM

REGULAR MEETING

Seaside Conference Room

1. CALL TO ORDER

Chair Blackwelder called the meeting to order at 9:30 AM.

2. ROLL CALL

PRESENT: Lintell, Blackwelder

ABSENT: Wizard

3. REVIEW OF AGENDA

No changes were made.

4. PUBLIC COMMENT

There were no requests to speak.

5. CLOSED SESSION

On motion by Chair Jerry Blackwelder and seconded by First Vice Chair Pat Lintell and passed by the following vote the Seaside County Sanitation District move the Closed Session item to the end of the agenda.

RESULT:

Postponed

AYES:

Jerry Blackwelder, Pat Lintell

NOES:

None

A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8:

Due to lack of quorum, the Closed Session item was rescheduled to Tuesday, September 17, 2019, 9:30 AM.

6. CONSENT AGENDA

On motion by First Vice Chair Pat Lintell and seconded by Chair Jerry Blackwelder and passed by the following vote the Seaside County Sanitation District approved Consent Agenda as presented.

RESULT:

Approved

AYES:

Jerry Blackwelder, Pat Lintell

NOES:

None

ABSENT:

Jon Wizard

A. APPROVAL OF MINUTES FROM THE AUGUST 13, 2019 REGULAR MEETING.

Action: Approved

B. RECEIVE SEASIDE COUNTY SANITATION DISTRICT OPERATIONS REPORT AND FLUSH MAP FOR AUGUST 2019.

Action: Received

- C. **APPROVAL OF JULY 2019 EXPENDITURE REPORT FOR SEASIDE COUNTY SANITATION DISTRICT.**

Action: Approved

- D. **APPROVE A RESOLUTION FOR A PROFESSIONAL SERVICES AGREEMENT WITH BARTLE WELLS ASSOCIATES FOR THE WASTEWATER CAPACITY FEE STUDY FOR AN AMOUNT NOT TO EXCEED \$8,950.**

Per title 14 of the California Code of Regulations, Chapter 3, "Guidelines for Implementation of California Environmental Quality Act (CEQA)," section 15378.b, a project does not include government funding mechanisms or fiscal activities. The proposed project is categorically exempt.

Action: Authorized

7. **STAFF REPORTS**

None.

8. **BOARD MEMBERS COMMENTS**

None

9. **ADJOURNMENT**

On motion, the meeting was adjourned at 9:34 AM.

Respectfully Submitted,

Rosa Salcedo, District Clerk

Jerry Blackwelder, Chair



**SEASIDE COUNTY SANITATION DISTRICT
STAFF REPORT**

Item No.: 6.B.

TO: Seaside County Sanitation District

FROM: Craig Malin, District Manager

BY: Rick Riedl, City Engineer
Billy Thomas, Junior Engineer

DATE: November 12, 2019

**SUBJECT: RECEIVE SEASIDE COUNTY SANITATION DISTRICT
OPERATIONS REPORT FOR SEPTEMBER 2019 AND OCTOBER
2019.**

PURPOSE

RECEIVE SEASIDE COUNTY SANITATION DISTRICT OPERATIONS REPORT FOR SEPTEMBER 2019 AND OCTOBER 2019.

RECOMMENDATION

ACCEPT REPORTS. THIS ITEM IS PRESENTED FOR INFORMATION ONLY.

BACKGROUND

ATTACHED IS THE SEASIDE COUNTY SANITATION DISTRICT OPERATIONS REPORTS AND FLUSH MAPS FOR SEPTEMBER 2019 AND OCTOBER 2019.

FISCAL IMPACT

THERE IS NO FISCAL IMPACT ASSOCIATED WITH THIS ITEM.

ATTACHMENTS

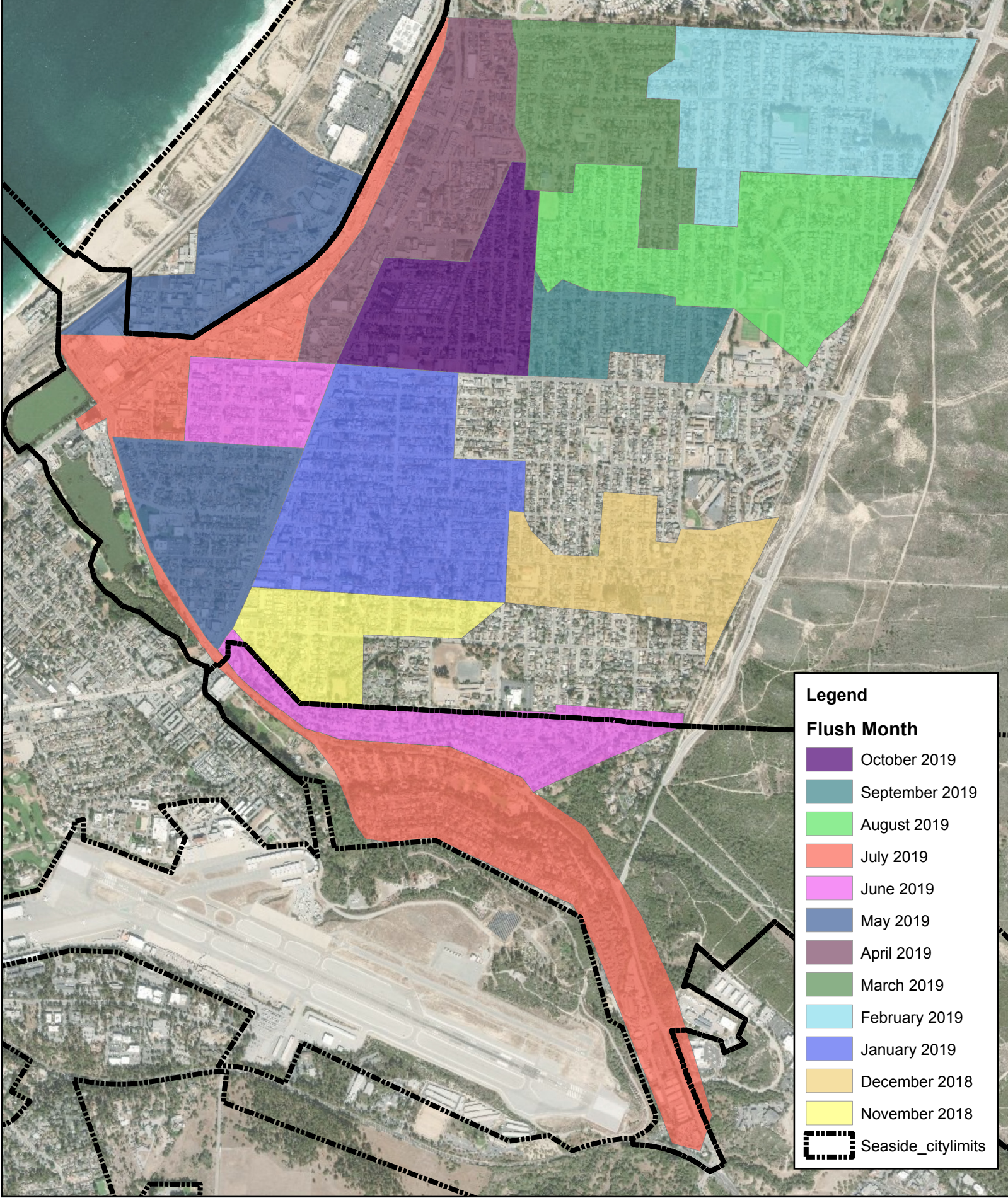
1. Flush Map_October_19-20
 2. Flush Map_September_19-20
 3. Monthly Sanitation Report October_19-20
-

4. Monthly Sanitation Report September_19-20

Reviewed for Submission to the
Board by:



Craig Malin, District Manager

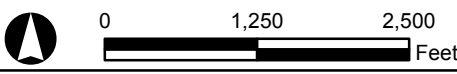


Legend

Flush Month

- October 2019
- September 2019
- August 2019
- July 2019
- June 2019
- May 2019
- April 2019
- March 2019
- February 2019
- January 2019
- December 2018
- November 2018

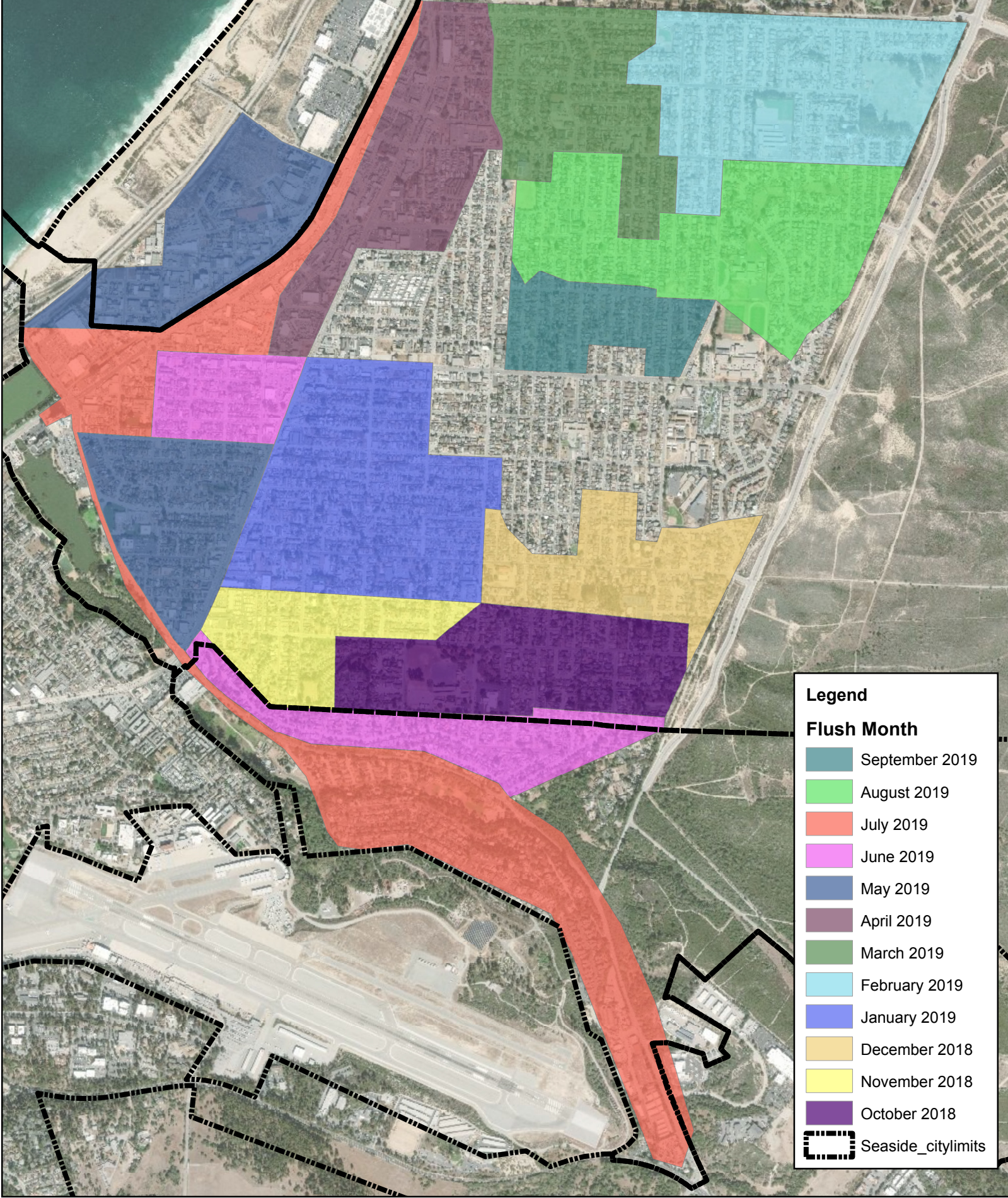
Seaside_citylimits



Source: SCSD, AMBAG

SEASIDE COUNTY SANITATION DISTRICT

Flush Map



Legend

Flush Month

- September 2019
- August 2019
- July 2019
- June 2019
- May 2019
- April 2019
- March 2019
- February 2019
- January 2019
- December 2018
- November 2018
- October 2018

Seaside_citylimits



0 1,250 2,500 Feet

Source: SCSD, AMBAG

SEASIDE COUNTY SANITATION DISTRICT

Flush Map

Operations Report

Fiscal Year 2019/2020 Month of October

	Del Rey Oaks (42,240)		Sand City (26,400)		Seaside (316,800)		District Totals (385,440 ft.)	
	Month	YTD	Month	YTD	Month	YTD	Month	YTD
Maintenance								
Mainline Rodded	0	0		0	0	0	0	0
Main Line Jetted	185	20,252	567	567	31,789	95,990	32,541	116,809
Main Line Video	0	0	0	0	0	0	0	0
Main Lines Treated for Grease Controll (Jet Power II)	185	709	567	1,398	4,362	15,608	5,114	17,715
Stoppages								
Main Line	0	0		0	1	4	1	4
Laterals	0	0		0	1	2	1	2

Sewer Repairs

None

Sewers Video

None

Stoppage Locations

Del Rey Oaks

None

Sand City

None

Seaside

1615 Yosemite - ML - Roots, Grease
1224 Fremont - L - overflow to alley

Overflow Locations

None

Sand City

None

Seaside

None

Seaside County Sanitation District

Operations Report

Fiscal Year 2019/2020 Month of September

	Del Rey Oaks (42,240)		Sand City (26,400)		Seaside (316,800)		District Totals (385,440 ft.)	
	Month	YTD	Month	YTD	Month	YTD	Month	YTD
Maintenance								
Mainline Rodded	0	0	0	0	0	0	0	0
Main Line Jetted	0	20,067	0	0	14,727	64,201	14,727	84,268
Main Line Video	0	0	0	0	0	0	0	0
Main Lines Treated for Grease Controll (Jet Power II)	262	524	277	831	3,545	11,246	4,084	12,601
Stoppages								
Main Line	0	0	0	0	1	3	1	3
Laterals	0	0	0	0	1	1	1	1

Sewer Repairs

None

Sewers Video

None

Stoppage Locations

Del Rey Oaks

None

Sand City

None

Seaside

1703 Goodwin - Mainline - Paper
1482 Elm - Lateral

Overflow Locations

Del Rey Oaks

None

Sand City

None

Seaside

None



**SEASIDE COUNTY SANITATION DISTRICT
STAFF REPORT**

Item No.: 6.C.

TO: Seaside County Sanitation District

FROM: Craig Malin, District Manager

BY: Kimberly Drabner, Finance Director

DATE: November 12, 2019

**SUBJECT: APPROVAL OF AUGUST & SEPTEMBER 2019 EXPENDITURE
REPORT FOR SEASIDE COUNTY SANITATION DISTRICT.**

PURPOSE

Approval of expenditures for August 2019 for the Seaside County Sanitation District in the amount of \$38,993.91.

Approval of expenditures for September 2019 for the Seaside County Sanitation District in the amount of \$435,427.75.

RECOMMENDATION

Approve expenditures for July 2019. Total expenditures were \$74,022.38. No draw-down of funds is required at this time.

BACKGROUND

The expenditure report for August and September 2019 is attached. The cash balance as of August 31, 2019 was \$8,487,666.36. The cash balance as of September 30, 2019 was \$8,433,035.48.

FISCAL IMPACT

No fiscal impact.

ATTACHMENTS

1. August 2019 expenditure
-

2. September 2019 expenditure

Reviewed for Submission to the
Board by:



Craig Malin, District Manager



**SEASIDE COUNTY SANITATION DISTRICT
STAFF REPORT**

Item No.: 6.C.

TO: Seaside County Sanitation District

FROM: Craig Malin, District Manager

BY: Kimberly Drabner, Finance Director

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FISCAL IMPACT

No fiscal impact.

ATTACHMENTS

1. August 2019 expenditure
-

2. September 2019 expenditure

Reviewed for Submission to the
Board by:



Craig Malin, District Manager

**Seaside County Sanitation District
Year-to-Date 2019-2020 Expenses
AUGUST 2019**

Authorized for Payment by the Board of Directors

ACCOUNT NUMBER	DESCRIPTION	TOTAL CHARGES YTD	TOTAL BILLED YTD	TOTAL DUE
951-8810-0001	SALARIES	3,157.19	744.32	2,412.87
951-8810-0002	OVERTIME	-	-	-
951-8810-0006	WORKERS COMPENSATION	-	-	-
951-8810-0009	SICK LEAVE PAYOFF	-	-	-
951-8810-0010	MANAGEMENT LEAVE PAYOFF	-	-	-
951-8810-0012	VACATION\COMP TIME PAYOFF	-	-	-
951-8810-0016	DEFERRED COMPENSATION	41.72	9.98	31.74
951-8810-0017	PARS-ARS 457	-	-	-
951-8810-0020	PART-TIME HOURLY WAGES	-	-	-
951-8810-0030	PERS PENSION OB BOND	-	-	-
951-8810-0031	PERS PENSION	324.77	76.70	248.07
951-8810-0032	PARS PENSION	225.12	53.13	171.99
951-8810-0033	LIUNA PENSION	-	-	-
951-8810-0041	MEDICAL INSURANCE	524.85	167.67	357.18
951-8810-0051	DENTAL INSURANCE-GUARDIAN	27.40	-	27.40
951-8810-0061	VISION INSURANCE	3.80	1.22	2.58
951-8810-0071	LTD	5.05	-	5.05
951-8810-0081	LIFE INSURANCE	4.84	-	4.84
951-8810-0092	MEDICARE TAX	44.10	10.11	33.99
951-8810-1022	LEGAL SERVICES	-	-	-
951-8810-1025	CITY AUDIT	-	-	-
951-8810-1029	TRAINING AND EDUCATION	-	-	-
951-8810-1030	CONSULTANT	-	-	-
951-8810-1033	FITNESS PROGRAM	11.99	-	11.99
951-8810-1040	PROPERTY TAX ADMIN FEES	-	-	-
951-8810-1041	STATE WASTE DISCHARGE FEE	-	-	-
951-8810-1045	WASTE DISCHARGE FEE	-	-	-
951-8810-2063	PUBLISHING & LEGAL ADVERTISING	-	-	-
951-8810-3092	STATIONARY SUPPLIES	-	-	-
951-8810-3095	DEPARTMENT CONSUMABLES	-	-	-
951-8810-4121	MEETINGS AND TRAVEL	-	-	-
951-8810-4122	DUES AND MEMBERSHIPS	-	-	-
951-8810-5132	TELEPHONE	306.36	153.18	153.18
951-8810-6141	EMPLOYEE AUTO REIMBURSEMENT	-	-	-
951-8810-9196	IMPACT FEES	-	-	-
951-8810-9395	VEHICLE MAINTENANCE	-	-	-
951-8810-9396	LIABILITY INSURANCE	-	-	-
951-8810-9397	COMPUTER SYSTEM	-	-	-
951-8810-9398	CENTRAL SERVICE CHARGES	-	-	-

**Seaside County Sanitation District
Year-to-Date 2019-2020 Expenses
AUGUST 2019**

Authorized for Payment by the Board of Directors

ACCOUNT NUMBER	DESCRIPTION	TOTAL CHARGES YTD	TOTAL BILLED YTD	TOTAL DUE
951-8820-0001	SALARIES	26,164.01	3,805.62	22,358.39
951-8820-0002	OVERTIME	3,486.47	2,293.97	1,192.50
951-8820-0006	WORKERS COMPENSATION	-	-	-
951-8820-0012	VACATION\COMP TIME PAYOFF	-	-	-
951-8820-0016	DEFERRED COMPENSATION	242.46	40.86	201.60
951-8820-0030	PERS PENSION OB BOND	-	-	-
951-8820-0031	PERS PENSION	2,552.36	453.56	2,098.80
951-8820-0032	PARS PENSION	84.73	16.08	68.65
951-8820-0033	LIUNA PENSION	450.23	80.82	369.41
951-8820-0041	MEDICAL INSURANCE	3,407.29	885.14	2,522.15
951-8820-0051	DENTAL INSURANCE-GARDIAN	156.66	-	156.66
951-8820-0061	VISION INSURANCE	22.66	5.29	17.37
951-8820-0071	LTD	32.68	-	32.68
951-8820-0081	LIFE INSURANCE	25.66	-	25.66
951-8820-0092	MEDICARE TAX	401.11	83.00	318.11
951-8820-1029	TRAINING AND EDUCATION	-	-	-
951-8820-1030	CONSULTANT	-	-	-
951-8820-1033	FITNESS PROGRAM	6.75	-	6.75
951-8820-2049	UNIFORM SERVICE / LAUNDRY	190.81	-	190.81
951-8820-2068	REFUSE DISPOSAL	-	-	-
951-8820-2073	SUBCONTRACTED WORK	4,380.57	1,083.00	3,297.57
951-8820-2087	EQUIPMENT RENTAL	-	-	-
951-8820-3095	DEPARTMENT CONSUMABLES	1,042.45	-	1,042.45
951-8820-3097	SAFETY EQUIPMENT	-	-	-
951-8820-3102	COMPUTER SUPPLIES	-	-	-
951-8820-4121	MEETINGS AND TRAVEL	300.00	-	300.00
951-8820-4122	DUES AND MEMBERSHIPS	1,535.70	1,535.70	-
951-8820-4124	MAIL SERVICES	-	-	-
951-8820-5131	GAS AND ELECTRIC	-	-	-
951-8820-5133	WATER	-	-	-
951-8820-8187	DEPARTMENT EQUIPMENT	-	-	-
951-8820-8198	FOG PROGRAM	-	-	-
951-8820-9397	COMPUTER SYSTEM	-	-	-
951-8820-9602	PRINCIPAL	290.92	-	290.92
951-8820-9605	INTEREST EXPENSE	23.55	-	23.55
		49,474.26	11,499.35	37,974.91

**Seaside County Sanitation District
Year-to-Date 2019-2020 Expenses
AUGUST 2019**

Authorized for Payment by the Board of Directors

ACCOUNT NUMBER	DESCRIPTION	TOTAL CHARGES YTD	TOTAL BILLED YTD	TOTAL DUE
952-8820-8192	PICKUP TRUCK	-	-	-
952-8820-8194	SEWER SYSTEM MNGT PLAN UPDATE	-	-	-
952-8820-8195	GRAPHIC INFORMATION SYSTEM	-	-	-
952-8820-8196	LAFCO APPLICATION PROJECT	-	-	-
952-8820-9603	DEPRECIATION EXPENSE	-	-	-
952-8820-9605	INTEREST EXPENSE	4,128.92	4,128.92	-
		4,128.92	4,128.92	-
953-8820-0016	DEFERRED COMPENSATION	17.01	2.52	14.49
953-8820-0031	PERS PENSION	88.79	12.82	75.97
953-8820-0032	PARS PENSION	61.86	8.93	52.93
953-8820-0041	MEDICAL INSURANCE-NON LIUNA	143.83	24.38	119.45
953-8820-0051	DENTAL INSURANCE	0.81	-	0.81
953-8820-0061	VISION INSURANCE	1.10	0.19	0.91
953-8820-0071	LTD	0.21	-	0.21
953-8820-0081	LIFE INSURANCE	0.22	-	0.22
953-8820-0092	MEDICARE TAX	12.37	1.78	10.59
953-8820-2054	EQUIPMENT REPAIR	-	-	-
953-8820-9201	DEL MONTE LIFT STATION UPGRADE	27.53	-	27.53
953-8820-9202	ROSITA LIFT STATION UPGRADE	-	-	-
953-8820-9205	DEL MONTE BL SEWR MAIN UPGRADE	177.75	12.55	165.20
953-8820-9206	MILITARY LIFT STATN REPLACEMNT	-	-	-
953-8820-9214	DEL MONTE SWR MAIN REPLACEMENT	568.48	100.39	468.09
953-8820-9314	HIGHWAY 1 SEWER LINE CLEANING	-	-	-
		1,195.11	176.11	1,019.00
954-8810-2090	INSURANCE	58,218.00	58,218.00	-
		58,218.00	58,218.00	-
			951-1009	37,974.91
			952-1009	-
			953-1009	1,019.00
			954-1009	-
AUGUST 2019 DRAWDOWN				38,993.91

**Seaside County Sanitation District
Year-to-Date 2019-2020 Expenses
SEPTEMBER 2019**

Authorized for Payment by the Board of Directors

ACCOUNT NUMBER	DESCRIPTION	TOTAL CHARGES YTD	TOTAL BILLED YTD	TOTAL DUE
951-8810-0001	SALARIES	4,765.74	3,157.19	1,608.55
951-8810-0002	OVERTIME	1.46	-	1.46
951-8810-0006	WORKERS COMPENSATION	-	-	-
951-8810-0009	SICK LEAVE PAYOFF	-	-	-
951-8810-0010	MANAGEMENT LEAVE PAYOFF	-	-	-
951-8810-0012	VACATION\COMP TIME PAYOFF	-	-	-
951-8810-0016	DEFERRED COMPENSATION	62.86	41.72	21.14
951-8810-0017	PARS-ARS 457	-	-	-
951-8810-0020	PART-TIME HOURLY WAGES	-	-	-
951-8810-0030	PERS PENSION OB BOND	-	-	-
951-8810-0031	PERS PENSION	490.28	324.77	165.51
951-8810-0032	PARS PENSION	339.77	225.12	114.65
951-8810-0033	LIUNA PENSION	-	-	-
951-8810-0041	MEDICAL INSURANCE	882.01	524.85	357.16
951-8810-0051	DENTAL INSURANCE-GUARDIAN	54.72	27.40	27.32
951-8810-0061	VISION INSURANCE	6.37	3.80	2.57
951-8810-0071	LTD	10.02	5.05	4.97
951-8810-0081	LIFE INSURANCE	9.61	4.84	4.77
951-8810-0092	MEDICARE TAX	66.13	44.10	22.03
951-8810-1022	LEGAL SERVICES	-	-	-
951-8810-1025	CITY AUDIT	-	-	-
951-8810-1029	TRAINING AND EDUCATION	-	-	-
951-8810-1030	CONSULTANT	1,103.75	-	1,103.75
951-8810-1033	FITNESS PROGRAM	11.99	11.99	-
951-8810-1040	PROPERTY TAX ADMIN FEES	-	-	-
951-8810-1041	STATE WASTE DISCHARGE FEE	-	-	-
951-8810-1045	WASTE DISCHARGE FEE	-	-	-
951-8810-2063	PUBLISHING & LEGAL ADVERTISING	-	-	-
951-8810-3092	STATIONARY SUPPLIES	-	-	-
951-8810-3095	DEPARTMENT CONSUMABLES	-	-	-
951-8810-4121	MEETINGS AND TRAVEL	-	-	-
951-8810-4122	DUES AND MEMBERSHIPS	-	-	-
951-8810-5132	TELEPHONE	459.54	306.36	153.18
951-8810-6141	EMPLOYEE AUTO REIMBURSEMENT	-	-	-
951-8810-9196	IMPACT FEES	-	-	-
951-8810-9395	VEHICLE MAINTENANCE	-	-	-
951-8810-9396	LIABILITY INSURANCE	-	-	-
951-8810-9397	COMPUTER SYSTEM	-	-	-
951-8810-9398	CENTRAL SERVICE CHARGES	-	-	-

**Seaside County Sanitation District
Year-to-Date 2019-2020 Expenses
SEPTEMBER 2019**

Authorized for Payment by the Board of Directors

ACCOUNT NUMBER	DESCRIPTION	TOTAL CHARGES YTD	TOTAL BILLED YTD	TOTAL DUE
951-8820-0001	SALARIES	38,404.30	26,164.01	12,240.29
951-8820-0002	OVERTIME	3,751.82	3,486.47	265.35
951-8820-0006	WORKERS COMPENSATION	-	-	-
951-8820-0012	VACATION\COMP TIME PAYOFF	-	-	-
951-8820-0016	DEFERRED COMPENSATION	355.30	242.46	112.84
951-8820-0030	PERS PENSION OB BOND	-	-	-
951-8820-0031	PERS PENSION	3,697.63	2,552.36	1,145.27
951-8820-0032	PARS PENSION	123.34	84.73	38.61
951-8820-0033	LIUNA PENSION	652.80	450.23	202.57
951-8820-0041	MEDICAL INSURANCE	5,045.60	3,407.29	1,638.31
951-8820-0051	DENTAL INSURANCE-GARDIAN	276.00	156.66	119.34
951-8820-0061	VISION INSURANCE	35.04	22.66	12.38
951-8820-0071	LTD	55.46	32.68	22.78
951-8820-0081	LIFE INSURANCE	43.70	25.66	18.04
951-8820-0092	MEDICARE TAX	569.78	401.11	168.67
951-8820-1029	TRAINING AND EDUCATION	-	-	-
951-8820-1030	CONSULTANT	-	-	-
951-8820-1033	FITNESS PROGRAM	13.50	6.75	6.75
951-8820-2049	UNIFORM SERVICE / LAUNDRY	350.63	190.81	159.82
951-8820-2068	REFUSE DISPOSAL	-	-	-
951-8820-2073	SUBCONTRACTED WORK	4,799.97	4,380.57	419.40
951-8820-2087	EQUIPMENT RENTAL	-	-	-
951-8820-3095	DEPARTMENT CONSUMABLES	1,042.45	1,042.45	-
951-8820-3097	SAFETY EQUIPMENT	360.51	-	360.51
951-8820-3102	COMPUTER SUPPLIES	-	-	-
951-8820-4121	MEETINGS AND TRAVEL	500.00	300.00	200.00
951-8820-4122	DUES AND MEMBERSHIPS	1,624.70	1,535.70	89.00
951-8820-4124	MAIL SERVICES	-	-	-
951-8820-5131	GAS AND ELECTRIC	-	-	-
951-8820-5133	WATER	-	-	-
951-8820-8187	DEPARTMENT EQUIPMENT	-	-	-
951-8820-8198	FOG PROGRAM	-	-	-
951-8820-9397	COMPUTER SYSTEM	-	-	-
951-8820-9602	PRINCIPAL	290.92	290.92	-
951-8820-9605	INTEREST EXPENSE	23.55	23.55	-
951-8820-9999	INTERFUND TRANSFERS OUT	382,902.15	-	382,902.15
		453,183.40	49,474.26	403,709.14

**Seaside County Sanitation District
Year-to-Date 2019-2020 Expenses
SEPTEMBER 2019**

Authorized for Payment by the Board of Directors

ACCOUNT NUMBER	DESCRIPTION	TOTAL CHARGES YTD	TOTAL BILLED YTD	TOTAL DUE
952-8820-8192	PICKUP TRUCK	-	-	-
952-8820-8194	SEWER SYSTEM MNGT PLAN UPDATE	-	-	-
952-8820-8195	GRAPHIC INFORMATION SYSTEM	-	-	-
952-8820-8196	LAFCO APPLICATION PROJECT	-	-	-
952-8820-9603	DEPRECIATION EXPENSE	-	-	-
952-8820-9605	INTEREST EXPENSE	4,128.92	4,128.92	-
		4,128.92	4,128.92	-
953-8820-0016	DEFERRED COMPENSATION	18.09	17.01	1.08
953-8820-0031	PERS PENSION	94.41	88.79	5.62
953-8820-0032	PARS PENSION	65.78	61.86	3.92
953-8820-0041	MEDICAL INSURANCE-NON LIUNA	154.21	143.83	10.38
953-8820-0051	DENTAL INSURANCE	2.43	0.81	1.62
953-8820-0061	VISION INSURANCE	1.18	1.10	0.08
953-8820-0071	LTD	0.63	0.21	0.42
953-8820-0081	LIFE INSURANCE	0.66	0.22	0.44
953-8820-0092	MEDICARE TAX	13.15	12.37	0.78
953-8820-2054	EQUIPMENT REPAIR	-	-	-
953-8820-9201	DEL MONTE LIFT STATION UPGRADE	-	27.53	(27.53)
953-8820-9202	ROSITA LIFT STATION UPGRADE	-	-	-
953-8820-9205	DEL MONTE BL SEWR MAIN UPGRADE	8,346.99	177.75	8,169.24
953-8820-9206	MILITARY LIFT STATN REPLACEMNT	-	-	-
953-8820-9214	DEL MONTE SWR MAIN REPLACEMENT	6,949.76	568.48	6,381.28
953-8820-9314	HIGHWAY 1 SEWER LINE CLEANING	-	-	-
		32,913.72	1,195.11	31,718.61
954-8810-2090	INSURANCE	58,218.00	58,218.00	-
		58,218.00	58,218.00	-
			951-1009	403,709.14
			952-1009	-
			953-1009	31,718.61
			954-1009	-
SEPTEMBER 2019 DRAWDOWN				435,427.75



**SEASIDE COUNTY SANITATION DISTRICT
STAFF REPORT**

Item No.: 7.A.

TO: Seaside County Sanitation District

FROM: Craig Malin, District Manager

BY: Richard Riedl, District Engineer

DATE: November 12, 2019

SUBJECT: **ADOPTION OF AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND), ADOPTION OF RESPONSES TO COMMENTS TO THE IS/MND, AND ADOPTION OF MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR THE CANYON DEL REY CMP SEWER MAIN REPLACEMENT PROJECT AND DEL MONTE BOULEVARD SEWER MAIN REPLACEMENT PROJECT.**

PURPOSE

Consider adoption of a resolution approving the initial study/mitigated negative declaration (IS/MND), Comments and Responses to the IS/MND, and the Mitigation Monitoring and Reporting Program (MMRP) for the Canyon Del Rey CMP Sewer Main Replacement Project and Del Monte Boulevard Sewer Main Replacement Project and authorize filing of a Notice of Determination with the Monterey County Clerk.

RECOMMENDATION

It is recommended the Board adopt a resolution approving an initial study/mitigated negative declaration (IS/MND), Comments and Responses to the IS/MND, the Mitigation Monitoring and Reporting program (MMRP) for the Canyon Del Rey CMP Sewer Main Replacement Project and Del Monte Boulevard Sewer Main Replacement Project and authorize filing of a Notice of Determination with the Monterey County Clerk.

BACKGROUND

The Canyon Del Rey CMP Sewer Main Replacement Project proposes to replace three (3) existing sewer main segments due to poor physical conditions. The Project includes

proposed replacement of approximately 810 feet of existing 12-inch diameter sewer main in Canyon Del Rey Boulevard (State Route 218) from Hilby Avenue to Harcourt Avenue. The segment near Harcourt Avenue, approximately 285 feet, will be upsized to a 15-inch diameter sewer main to provide sufficient capacity for future flow conditions.

The Del Monte Boulevard Sewer Line Upgrade Project proposes to replace and re-route an existing sewer main in Del Monte Boulevard. The existing sewer main has potential for overflow due to insufficient capacity. Relocating the new sewer in Del Monte Boulevard allows for multiple existing sewer mains to be abandoned and consolidated. The total length of the proposed 15-inch diameter sewer main is approximately 3,200 linear feet. The proposed sewer main is sized to accept future flows. In addition, the Project will include re-routing the Tioga Lift Station wastewater flows through a new gravity sewer main in Tioga Avenue and tie into the new sewer main on Del Monte Boulevard.

ENVIRONMENTAL COMPLIANCE

Per CEQA Statute 21065, any activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and is directly undertaken by a public agency is defined as a project and shall follow CEQA requirements as outlined in Title 14, California Code of Regulations, Chapter 3 "CEQA Guidelines. The Canyon Del Rey CMP Sewer Main Replacement and Del Monte Boulevard Sewer Line Upgrade (collectively Projects) satisfy the CEQA definition of a project.

In March of 2019 Harris and Associates conducted an IS/MND (attachment 3) for the Projects. The IS/MND was circulated for a 30-day public review period from March 8, 2019, to April 8, 2019. It was submitted to the State Clearinghouse (SCH) and distributed to State agencies, including the California Department of Transportation (Caltrans), California Department of Fish and Wildlife, California Department of Water Resources, State Water Resources Control Board, Regional Water Quality Control Board and the Native American Heritage Commission. Two comments were received and Harris and Associates conducted a consultation with the Ohlone/Costanoan-Esselen Nation in October of 2019. See memo from Harris and Associates dated November 4, 2019 (attachment 4) for details of responses to comments. Based upon the IS/MND and comments received, a Mitigation Monitoring and Reporting Program (attachment 2) has been developed for the Projects.

NEXT STEPS

Upon approving the IS/MND, Responses to Comments, and Mitigation Monitoring and Reporting Program, the District will file a Notice of Determination with the Monterey County Clerks office. The Projects shall implement the measures outlined in the Mitigation Monitoring and Reporting Program.

FISCAL IMPACT

A fee of \$2,404.75 will be incurred for the filing of the Notice of Determination with the Monterey County Clerk. The Canyon Del Rey Sewer Main Replacement (953-8820-9212) and the Del Monte Boulevard Sewer Main Upgrade (953-8820-9214) have remaining budgets of \$1,320,000 and \$3,191,495 respectively. The fee will be split evenly between the two projects.

ATTACHMENTS

1. Resolution
 2. Mitigation Monitoring and Reporting Program
 3. Initial Study/Mitigated Negative Declaration
 4. Response to Comments Memo
-

Reviewed for Submission to the
Board by:

A handwritten signature in blue ink, consisting of a large, stylized 'C' followed by several horizontal strokes.

Craig Malin, District Manager

RESOLUTION NO. 2019-XX

A RESOLUTION OF THE SEASIDE COUNTY SANITATION DISTRICT

APPROVING AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND), RESPONSES TO COMMENTS TO THE IS/MND, MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR THE CANYON DEL REY CMP SEWER MAIN REPLACEMENT PROJECT AND DEL MONTE BOULEVARD SEWER MAIN REPLACEMENT PROJECT

WHEREAS, the Seaside County Sanitation District ("District") has a Capital Improvement Program (CIP) that includes the Canyon Del Rey CMP Sewer Main Replacement Project and Del Monte Boulevard Sewer Main Replacement Project (collectively the Project); and

WHEREAS, pursuant to Public Resources Code Section 21067 of the California Environmental Quality Act (Public Resources Code §§ 21000 et seq.) ("CEQA") and Section 15367 of the State CEQA Guidelines (California Code of Regulations, Title 14, § 15000 et seq.), the District is the lead agency for the proposed Project; and

WHEREAS, the California Environmental Quality Act and the California Environmental Quality Act Guidelines, require a lead agency to prepare a Mitigated Negative Declaration for projects that could have a significant impact on the environment without mitigation; and

WHEREAS, a Notice of Intent ("NOI") to adopt a Mitigated Negative Declaration for the Project was issued by the Seaside County Sanitation District on March 19, 2019; and

WHEREAS, an Initial Study and Mitigated Negative Declaration was prepared and issued for agency and public review and comment on March 8, 2019, for a 30-day review period that ended on April 8, 2019; and

WHEREAS, the Mitigated Negative Declaration considered the potential environmental impact of the Project, including specific impacts to biological resources, geology/soils, and noise; and

WHEREAS, the Initial Study and Mitigated Negative Declaration outlined various mitigation measures that render less than significant the Project's effects on the environment, which are proposed as part of the Project and through implementation of the Mitigation Monitoring and Reporting Program; and

WHEREAS, during the public review period, the Seaside County Sanitation District received one (1) comment letter and one (1) verbal comment via telephone on the Initial Study and Mitigated Negative Declaration from public agencies and individuals; and

WHEREAS, a Mitigated Negative Declaration has been prepared consisting of the Initial Study, all comments received during the public review period, and a Mitigation

Monitoring and Reporting Program. This Mitigated Negative Declaration was prepared on or about March 2019; and

WHEREAS, the Mitigated Negative Declaration included minor revisions but no changes to significance findings of any impact determinations to environmental resources, and did not result in the addition of mitigation to offset project impacts on the environment; and

WHEREAS, Exhibit "A" to this Resolution is the Mitigation Monitoring and Reporting Program prepared in order to comply with Public Resources Code Section 21081.6, Subdivision (a); and

WHEREAS, the District Board of Directors recognizes the District's obligation, pursuant to Public Resources Code Section 21081.6, Subdivision (a), to ensure the monitoring of all adopted mitigation measures necessary to substantially lessen or avoid the significant effects of the Project; and

WHEREAS, the Initial Study and Mitigated Negative Declaration has been completed in compliance with the California Environmental Quality Act, Public Resources Code Section 21000 et seq, the Guidelines for Implementation of the California Environmental Quality Act (Title 14 California Code of Regulations Section 15000 et seq.) and local procedures adopted pursuant thereto; and

WHEREAS, the Seaside County Sanitation District Board of Directors considered the Project at a meeting on November 12, 2019 and has received information on the purpose, scope and environmental impacts of the Project and the next step would be for District Board of Directors to adopt the Mitigated Negative Declaration; and

WHEREAS, the Seaside County Sanitation District Board of Directors has reviewed and considered the Mitigated Negative Declaration; public comments and responses; and Mitigation and Monitoring Reporting Program at a meeting on November 12, 2019 and intends to take actions on the Project in compliance with CEQA and the State of California Guidelines for the Implementation of the California Environmental Quality Act; and

WHEREAS, the Initial Study, Mitigated Negative Declaration, and Mitigation and Monitoring Reporting Program are, by this reference, incorporated into this Resolution as if fully set forth herein.

NOW THEREFORE, BE IT RESOLVED, that the Seaside County Sanitation District approves the initial study/mitigated negative declaration (IS/MND), Comments and Responses to the IS/MND, and the mitigation monitoring and reporting program (MMRP) for the Canyon Del Rey CMP Sewer Main Replacement Project and Del Monte Boulevard Sewer Main Replacement Project and authorizes filing a Notice of Determination with the Office of the Monterey County Clerk.

PASSED AND ADOPTED at a regular meeting of the Seaside County Sanitation District duly held on the 12th day of November 2019, by the following vote:

AYES: Board Members:
NOES: Board Members:
ABSENT: Board Members:
ABSTAIN: Board Members:

Jerry Blackwelder, Chair

ATTEST:

Rosa Salcedo, District Clerk

MITIGATION MONITORING AND REPORTING PROGRAM

DEL MONTE BOULEVARD SEWER REPLACEMENT AND CANYON DEL REY BOULEVARD SEWER REPLACEMENT PROJECT

*Seaside County Sanitation District, Monterey
County, California*

November 2019

Introduction

The Seaside County Sanitation District (SCSD), as Lead Agency under the California Environmental Quality Act (CEQA) and State CEQA Guidelines, prepared the Initial Study and Mitigated Negative Declaration for the Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project. In accordance with CEQA, the lead agency must also adopt a program for reporting or monitoring mitigation measures that were adopted or made conditions of project approval (Public Resources Code [PRC] Section 21081.6[a]; State CEQA Guidelines Sections 15091[d], 15097).

This document represents the mitigation monitoring and reporting program (MMRP) for the Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project, and includes all measures required to reduce potentially significant environmental impacts to a less than significant level. The mitigation measures are presented in their entirety by resource area, and **Table 1** includes a summary of the mitigation measures, timing of implementation, the agency responsible for implementing the mitigation, and the agency responsible for monitoring the mitigation.

Contact Information:

Seaside County Sanitation District
440 Harcourt Avenue,
Seaside, CA 93955
Rick Riedl, District Engineer
831.899.6825

Exhibit A

Table 1. Mitigation Monitoring and Reporting Plan – Del Monte Boulevard Sewer Line Upgrade and Canyon Del Rey Boulevard Sewer Line Replacement Projects

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Monitoring Notes
Prior to Construction			
Mitigation Measure BIO-1: Implement Preconstruction Surveys for Nesting Birds	Seaside County Sanitation District (or Construction Contractor on their behalf)	Seaside County Sanitation District (or Construction Contractor on their behalf) and a qualified biologist	
Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural Resources during Construction	Seaside County Sanitation District (or Construction Contractor on their behalf)	Seaside County Sanitation District (or Construction Contractor on their behalf), a qualified archaeologist and a Native American monitor	
During Construction – Avoidance and Minimization Measures/BMPs			
Noise: Comply with City of Seaside Noise Ordinance	Seaside County Sanitation District (or Construction Contractor on their behalf)	Seaside County Sanitation District (or Construction Contractor on their behalf)	
Traffic: Prepare and Comply with a Traffic Control Plan	Seaside County Sanitation District (or Construction Contractor on their behalf)	Seaside County Sanitation District (or Construction Contractor on their behalf)	
Hazardous Materials: Provide Continuous Service and Implement a Spill Containment Plan (as needed)	Seaside County Sanitation District (or Construction Contractor on their behalf)	Seaside County Sanitation District (or Construction Contractor on their behalf)	

Exhibit A

Table 1. Mitigation Monitoring and Reporting Plan – Del Monte Boulevard Sewer Line Upgrade and Canyon Del Rey Boulevard Sewer Line Replacement Projects

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Monitoring Notes
General BMPs: - Water Quality Protection - Erosion and Sedimentation Control - Air Quality Protection – Control of Fugitive Dust Emissions - Protection of Sensitive Resources – Regular Inspections, Protective Fencing, Re-Seeding Disturbed Areas (as needed)	Seaside County Sanitation District (or Construction Contractor on their behalf)	Seaside County Sanitation District (or Construction Contractor on their behalf)	
During Construction – Mitigation Measures			
Mitigation Measure CR-2: Stop Work in the Event of Unexpected Occurrence of Human Remains during Construction	Seaside County Sanitation District (or Construction Contractor on their behalf) and, if necessary, the Monterey County Coroner, a qualified archaeologist and Native American Heritage Commission appointed Most Likely Descendent	Seaside County Sanitation District (or Construction Contractor on their behalf) and, if necessary, the Monterey County Coroner, a qualified archaeologist and Native American Heritage Commission appointed Most Likely Descendent	
Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures during Construction	Seaside County Sanitation District (or Construction Contractor on their behalf)	Seaside County Sanitation District (or Construction Contractor on their behalf)	

Avoidance and Minimization Measures/BMPs

Noise

The project will comply with the City of Seaside noise ordinance that limits construction to between 7:00 a.m. to 7:00 p.m., Monday through Friday, and from 9:00 a.m. to 7:00 p.m. on Saturdays, Sundays, and holidays. If nighttime construction is required, SCSD will consult with the City of Seaside building official to provide written authorization after the determination that the peace, comfort and tranquility of residents will be preserved. This will allow for construction activities to occur throughout the hours of 7:00 p.m. to 6:00 a.m., Monday through Thursday, and 12:00 a.m. to 6:00 a.m. on Fridays. Although the City of Sand City does not have a noise ordinance, the project will also comply with the requirements of the City of Seaside for the Tioga Avenue and Tioga Lift Station portions of the project.

Traffic Control Plan

Daily construction activities will require additional worker vehicle trips to the project areas per day, in addition to truck deliveries for the import and export of materials, as needed.

Throughout construction, individual traffic lanes within the public roadways where the sewer lines are being replaced will be intermittently closed. To minimize project effects on local traffic, SCSD will prepare a traffic control plan prior to the onset of construction activities. The traffic control plan will ensure that roadways within the project area remain open (i.e., one lane of traffic will be open) throughout project implementation to the greatest extent possible, and that lane closures will be safely and effectively managed with appropriate safety flags and signage. Prior to the start of construction activities, signage will be installed that includes the dates for construction, contact information for the SCSD liaison to answer project specific questions, and detour information to minimize the effects of temporary closures. The control plan will also include coordination with local safety personnel to maintain effective emergency service access throughout the duration of the projects.

Continuous Service and Spill Protection

Throughout construction, the existing sewage conveyance system will be kept in continuous operation, providing adequate capacity and reliability throughout project construction. The contractor will also develop a hazardous materials spill prevention and containment plan for the project area. The plan will not allow any wastewater discharge from the sewage collection system to enter adjacent lands or waterways. In the event of accidental discharge, the contractor will be responsible for containment and the immediate cleanup and disposal of all contaminated materials, in accordance with the requirements of the Monterey County Health Department's Environmental Health Division. The contractor will also notify the appropriate regulatory agencies (e.g. U.S. Army Corps of Engineers, California Department of Emergency Services, California Department of Fish and Wildlife, Central Coast Regional Water Quality Control Board) to determine the appropriate permits and compliance actions

that will be required to ensure that the project area is returned to pre-spill conditions following cleanup activities, and that all impacts are adequately mitigated.

General Best Management Practices

Implementation of the project will not require a Stormwater Pollution Prevention Plan (SWPPP) because the linear alignments will disturb less than one (1) acre of land (2009-0009-DWQ Construction General Permit²). The construction contractor will be required to implement Best Management Practices (BMPs) in accordance with the *Monterey Regional Storm Water Management Program (MRSWMP) (July 2015 edition)*. The construction specifications will include BMPs to control erosion, sedimentation and stormwater pollution (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging area and watering down the construction sites to minimize excess dust). Additionally, the construction specifications will include testing any groundwater encountered during excavation to ensure all water leaving the site and entering the storm drain or sewer systems is not contaminated with hazardous materials and meets Central Coast Regional Water Quality Control Board requirements. Finally, all surplus construction materials, asphalt and rubble from the project areas will be removed and transported to the Monterey Regional Waste Management District, located in Marina, for proper disposal.

To reduce the generation of fugitive dust, the construction contractor will be required to implement the following dust control measures at the construction and staging sites: water all active construction areas, as needed, based on the type of construction activity, soil, and wind exposure; maintain at least two (2) feet of free board or cover dirt and loose materials in haul trucks; cover inactive storage piles and stock piles of dirt; and sweep streets if visible soil material remains at the end of the work day.

Following sewer line installation, the project area will be returned to pre-project conditions and will be inspected by the SCSD to ensure it meets the City of Seaside standard details. If applicable, disturbed areas that are not re-paved will be seeded or planted with native groundcover to maintain minimal surface erosion.

In order to minimize impacts on areas that are unpaved but located adjacent to the sewer line alignments (e.g. the historic Southern Pacific Railroad corridor that crosses Tioga Avenue, Laguna Grande Park adjacent to Canyon Del Rey), temporary construction fencing (hurricane fencing) or portable/temporary chain link fencing will be installed to ensure that construction vehicles and/or equipment, and construction related materials, do not enter these areas. All areas requiring fencing will be marked by a qualified biologist prior to project implementation. The construction contractor will check the fencing prior to the onset of construction daily to ensure that the fencing remains in place throughout the duration of construction activities near these areas.

SCSD would perform routine inspections of the construction area to verify that the identified BMPs were properly implemented and maintained, and would notify the contractor immediately if there was a violation that would require immediate compliance.

Mitigation Measures

Biological Resources

Mitigation Measure BIO-1: Implement Preconstruction Surveys for Nesting Birds. The SCSD will ensure that the construction specifications include the following protective measures for migratory birds, and SCSD staff or their construction contractor will be responsible for ensuring the following measures are implemented. Between February 1 and September 15 (bird nesting season), a qualified biologist will conduct a preconstruction survey of all trees, vegetation, and bare areas within 200 feet of the construction area within 15 days of the onset of construction activities that include operation of heavy construction equipment to excavate the trenches, lay the pipelines, and backfill the trenches. If breeding birds are found to be utilizing any resources within the 200-foot survey area, the biologist will delineate appropriate buffers to exclude construction activities and protect nesting activities from disturbance.

Cultural Resources

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural Resources during Construction.

The SCSD will ensure that the construction specifications include the following protective measures for the unexpected occurrence of cultural or historic resources, and SCSD staff or their construction contractor will be responsible for ensuring the following measures are implemented.

Prior to excavation or other ground disturbing construction activities, the SCSD will retain a qualified archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 CFR 61, and who has experience with precontact, historic period, and tribal resources and a Native American monitor. The archaeologist and Native American monitor shall attend a pre-construction meeting with the contractor and construction crew to review potential resources that may be encountered throughout construction activities.

During the initial groundbreaking of construction, the archaeologist and a Native American monitor shall be present to monitor excavation and other ground-disturbing activities to determine the overall sensitivity of the area for supporting cultural resources. Based on the results of this initial evaluation, it will be determined if the archaeologist and/or Native American monitor will be required for further monitoring along the project alignments.

If cultural resources are encountered, the archaeologist and/or Native American monitor shall have the authority to temporarily halt or redirect ground-disturbing activities until the material is evaluated and an appropriate course of action is determined by the archaeologist and the SCSD lead engineer. The SCSD engineer will work with the archaeologist and Native American monitor to determine the extent of the materials encountered, and develop an appropriate course of action. Such actions may include identifying alternative pipeline replacement methods or alignments that both provide the ability for the project to move forward and protect resources in place.

Potential resources include subsurface historic features such as artifact-filled privies, wells, and refuse pits, and artifact deposits, along with concentrations of adobe, stone or concrete walls or foundations, and concentrations of ceramic, glass, or metal materials. Potential Native American archaeological materials include obsidian and chert flaked stone tools (such as projectile and dart points), midden (culturally derived darkened soil containing heat-affected rock, artifacts, animal bones, and/or shellfish remains), and/or groundstone implements (such as mortars and pestles).

If cultural materials are encountered throughout project implementation, the archaeologist, in consultation with the Native American monitor, will prepare and submit a final report to the SCSD for review and approval. Consistent with the Secretary of Interior's Standards, the report shall describe any monitoring that was undertaken throughout project implementation, and provide interpretations about any cultural materials that

Mitigation Measure CR-2: Stop Work in the Event of Unexpected Occurrence of Human Remains during Construction. The SCSD will ensure that the construction specifications include the following protective measures for the unexpected occurrence of human remains, and SCSD staff or their construction contractor will be responsible for ensuring the following measures are implemented.

If human remains and associated and/or unassociated funerary objects are discovered during soil-disturbing activities, construction crews will stop work and immediately notify the Monterey County Coroner and the Native American Heritage Commission (NAHC), in accordance with Public Resources Code (PRC) Section 5097.98. NAHC will appoint a Most Likely Descendent (MLD), as necessary. SCSD and the MLD will make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines, Section 15064.5[d]). The agreement will take into consideration the appropriate preservation measures, with the preference to preserve all resources intact and in place. The SCSD will develop an alternative pipeline route, or excavate, remove, record, analyze, take custody of, and finally respectfully

dispose of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters.

Noise

Mitigation Measure NOI-1 Implement Noise and Vibration Control Measures during Construction. Prior to initiating active construction, the following noise and vibration control measures will be implemented to minimize construction-related noise impacts on nearby sensitive receptors (e.g., residents, workers, recreators).

- Signs will be posted near the construction areas that include contact information for the SCSD noise coordinator to answer project related construction noise questions.
- Stationary construction noise sources will be located as far from nearby noise-sensitive receptors as possible.
- One piece of construction equipment will be operating at a time, avoiding simultaneous use of multiple pieces of construction equipment in the same location, to the extent feasible and practicable.
- Trucks will be prohibited from idling along streets serving the construction site where noise-sensitive residences are located.
- Noise-reducing enclosures will be used around noise-generating equipment, as feasible.
- Barriers will be constructed, as feasible, between noise sources and noise-sensitive land uses, and the contractor will take advantage of existing barrier features (terrain, structures) to block sound transmission.
- Construction activities that could generate high noise and vibration levels adjacent to residences will be scheduled during times that will have the least impact on receptor locations. This may include restricting construction activities in the areas of potential impact to middle hours of the work day, such as from 10:00 a.m. to 4:00 p.m. Monday to Friday, when residents are least likely to be home.
- The contractor will prohibit the use of ancillary equipment (i.e. backhoe, truck, air compressor, and pump) during nighttime hours.
- Equipment and trucks used for project construction will be equipped, as feasible, with advanced noise control techniques (improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds).

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

DEL MONTE BOULEVARD SEWER REPLACEMENT AND CANYON DEL REY BOULEVARD SEWER REPLACEMENT PROJECT

PREPARED BY:

Seaside County Sanitation District
440 Harcourt Avenue
Seaside, CA 93955
Contact: Rick Riedl, District Engineer, 831.899.6825

TECHNICAL ASSISTANCE PROVIDED BY:

Harris & Associates
450 Lincoln Avenue, Suite 103
Salinas, CA 93901
Contact: Wendy Young, 831.239.7910

March 2019



Harris & Associates

Harris & Associates. 2019. Initial Study/Mitigated Negative Declaration for the Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project. March. Salinas, California. Prepared for Seaside County Sanitation District, Seaside, California. (Harris 1600371004).

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Attachments

Attachment 1. Air Quality Modeling Data

Attachment 2. Biological Resources Regulatory Setting and Special Status Species Lists



Seaside County Sanitation District

RICK RIEDL, DISTRICT ENGINEER
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CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) INITIAL STUDY/ENVIRONMENTAL CHECKLIST

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

PROJECT NAME: Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project

APPLICANT: Seaside County
Sanitation District

APN(s): N/A

OWNER: Seaside County
Sanitation District

PROJECT LOCATION:

The proposed project is located within public roadways in the Cities of Seaside and Sand City in northern Monterey County (**Figure 1**). Monterey County is bounded on the north by Santa Cruz County, on the south by San Luis Obispo County, on the west by the Monterey Bay and Pacific Ocean, and to the east by San Benito and Fresno Counties.

SUMMARY PROJECT DESCRIPTION:

The Seaside County Sanitation District (SCSD) is proposing the Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project ("proposed project" or "project"), as part of required operations and maintenance activities to ensure the wastewater collection system continues to operate efficiently and without leaks and surface spills.

The project includes replacing and abandoning aging sewer lines in the Cities of Seaside and Sand City, and decommissioning the Tioga Lift Station within the City of Sand City. The projects would be located within approximately 5,000 linear feet of public paved roadways in urban environments within both cities. The project area is divided into two improvement locations, the northern and southern project areas, within the SCSD service area, as shown in **Figures 2 and 3**.

Within the northern project area, the following upgrades would occur:

- Replacement of 3,200-feet of sewer lines within Del Monte Boulevard from La Salle Avenue to Clementina Avenue and along Auto Center Parkway (City of Seaside);
- Abandonment of 2,700-feet of sewer lines within Del Monte Avenue and The Mall (City of Seaside);
- Abandonment and replacement of 895-feet of sewer lines in Tioga Avenue from the Tioga Lift Station to Del Monte Avenue (City of Sand City); and
- Abandonment and decommissioning of the Tioga Lift Station (City of Sand City).

The northern project area components are shown in **Figure 2**.

Within the southern project area, the following replacement would occur:

- Replacement and abandonment of 840-feet of sewer lines within Canyon Del Rey Boulevard between Harcourt Avenue and Hilby Avenue (City of Seaside).

The southern project area components are shown in **Figure 3**.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: *All of the following potential environmental impacts are evaluated in this Initial Study. The environmental factors checked below would potentially be affected by this project, and mitigation measures are required to ensure a potential impact is less than significant.*

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

DISCRETIONARY APPROVAL(S) BEING CONSIDERED:

- | | |
|--|--|
| ☐ General Plan Amendment | ☒ Coastal Development Permit |
| ☐ Land Division | ☐ Grading Permit |
| ☐ Rezoning | ☐ Riparian Exception |
| ☐ Development Permit | ☒ Other: Encroachment Permit |
| ☐ Sewer Connection Permit | |

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., permits, financing approval, or participation agreement):

Permit Type/Action

Encroachment Permit

Agency

California Department of Transportation
(Caltrans)

Coastal Administrative Permit

City of Sand City (Northern Project Area)
City of Seaside (Southern Project Area)

This project is considered a "Project" under CEQA because it involves activities directly undertaken by a public agency, and because it is supported through assistance from one or more public agencies (CEQA Statute 21065).

DETERMINATION:

On the basis of this initial evaluation:

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

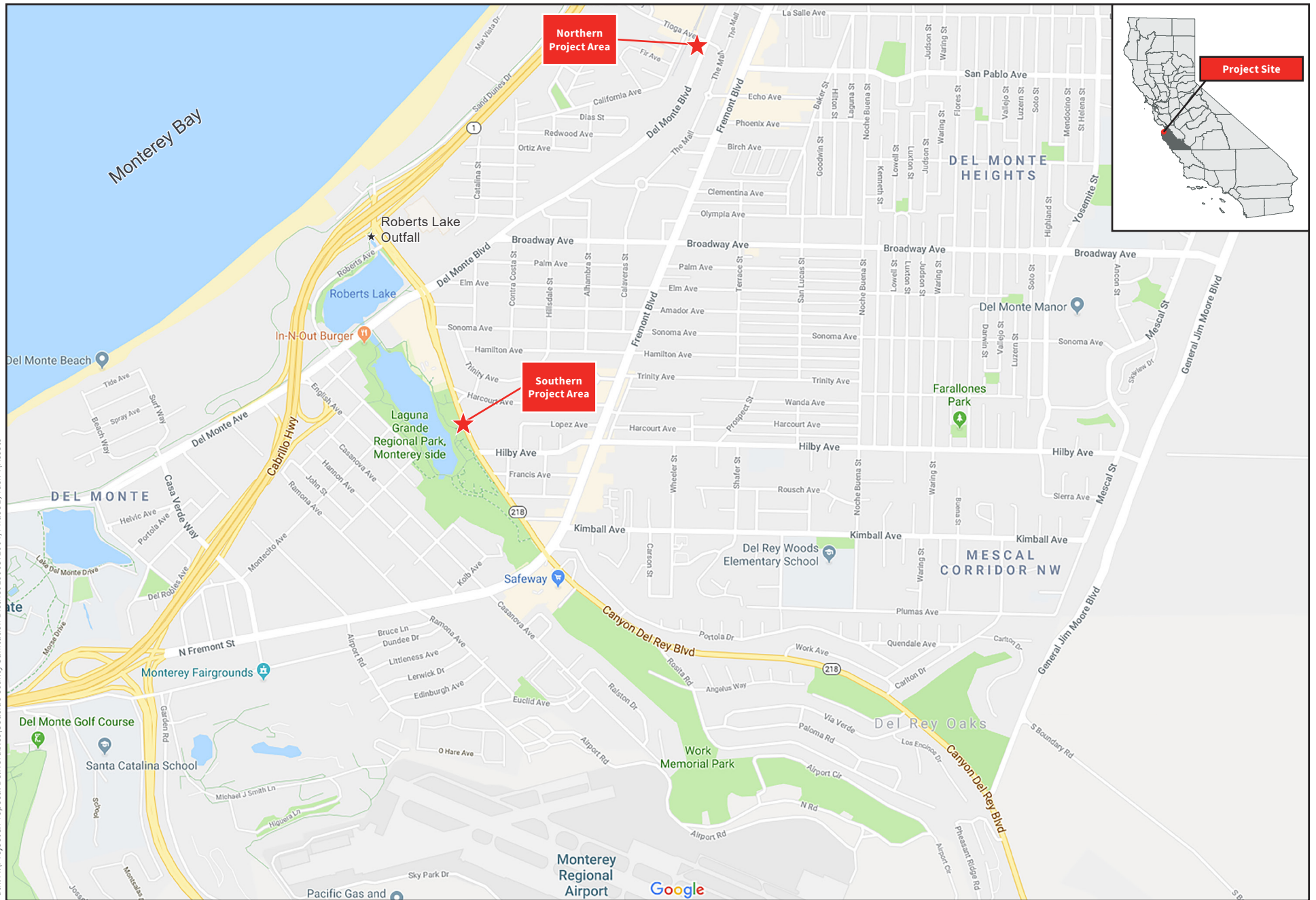


for

3/20/19

RICK RIEDL
District Engineer
Seaside County Sanitation District

Date



Source: Google, 2018



Harris & Associates

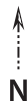
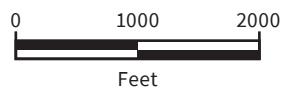
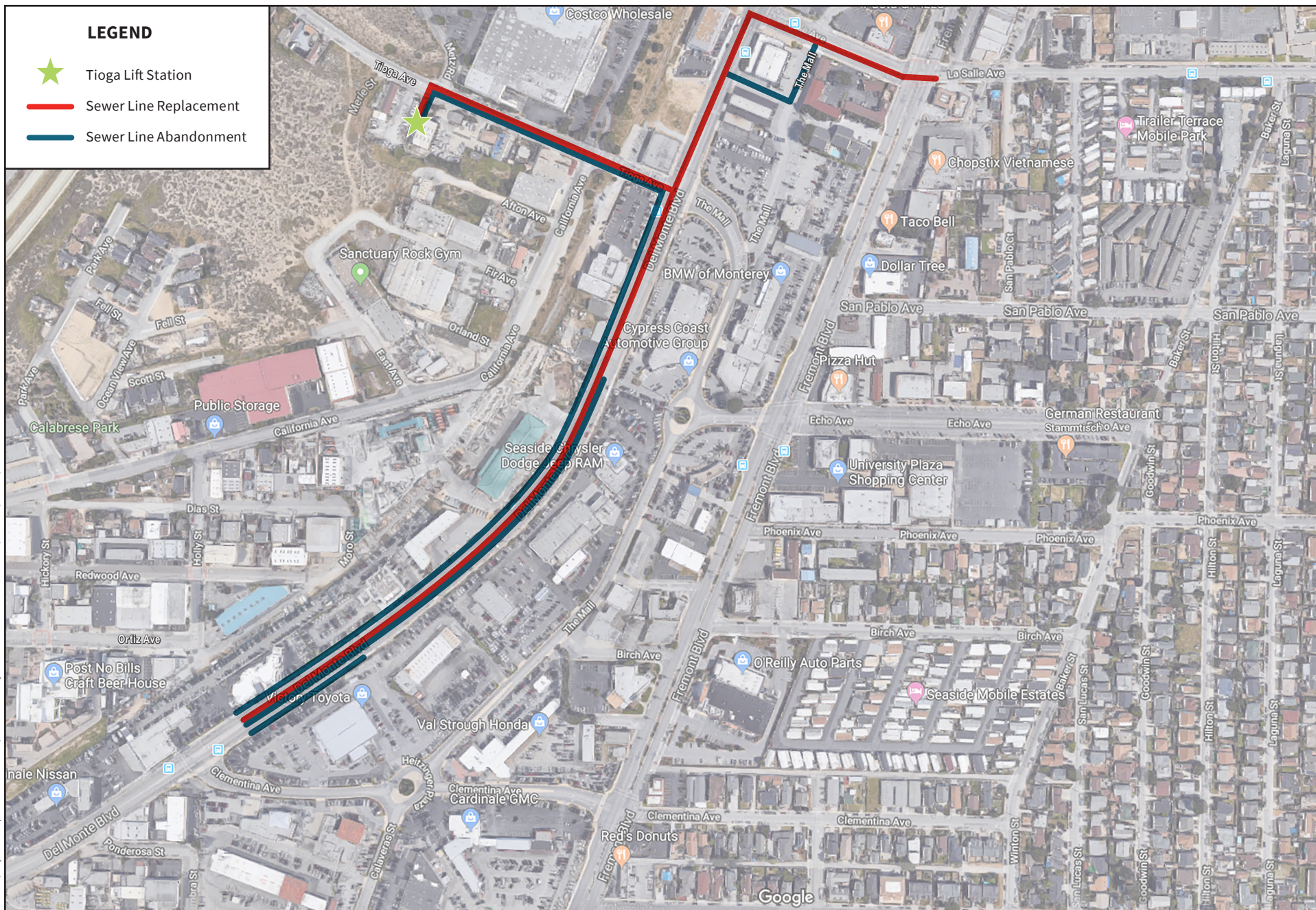


Figure 1
Regional Location
Packet Page 45



Harris & Associates

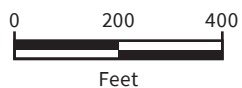


Figure 2
Northern Project Area
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Source: Google, 2018



Harris & Associates

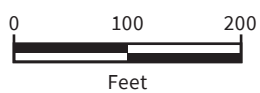


Figure 3
Southern Project Area

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS:

Project Overview

The northern and southern project areas are located within approximately 5,000 linear feet of paved roadways in the Cities of Seaside and Sand City. Project implementation would involve sewer line upgrades and replacements, including:

Northern Project Area (**Figure 2**):

- Replacement of 3,200-feet of sewer lines within Del Monte Boulevard from La Salle Avenue to Clementina Avenue and along Auto Center Parkway (City of Seaside);
- Abandonment of 2,700-feet of sewer lines within Del Monte Avenue and The Mall (City of Seaside);
- Abandonment and replacement of 895-feet of sewer lines in Tioga Avenue from the Tioga Lift Station to Del Monte Avenue (City of Sand City); and
- Abandonment and decommissioning of the Tioga Lift Station (City of Sand City).

Southern Project Area (**Figure 3**):

- Replacement and abandonment of 840-feet of sewer lines within Canyon Del Rey Boulevard (City of Seaside).

Construction methodologies would include the use of open trench excavation, leaving the existing sewer lines in place, capped and abandoned, and laying parallel alignments within a new open trench throughout the roadways that, upon completion, would be tied into the existing wastewater system. Trenches would then be refilled back to grade and repaved. Wastewater services would remain in place throughout the entirety of the implementation of the project. Project implementation would occur within the northern project area in the fall of 2019 over the course of approximately 170 days, and within the southern project area in the spring of 2019 over the course of approximately 60 days.

Existing Land Uses

Northern Project Area

- Del Monte Boulevard and Auto Center Parkway are four-lane roadways (two lanes in each direction) with commercial development and automotive dealers to the north and south within the City of Seaside;
- The Mall is a two-lane roadway (one lane in each direction) with automotive dealers to the west and east within the City of Seaside;
- Tioga Avenue is a two-lane roadway (one lane in each direction) with commercial and manufacturing development to the north and south within the City of Sand City; and
- Tioga Lift Station is located on a small paved driveway along Tioga Avenue, on the southern side of the roadway across from Metz Road within the City of Sand City.

Southern Project Area

- Canyon Del Rey Boulevard is a four-lane roadway (two lanes in each direction) bordered by landscaped lawns and ornamental shrubbery, adjacent to Laguna Grande Regional Park on the west and local government offices on the east within the City of Seaside.

Vegetation

The pipeline replacement alignments and Tioga Lift Station are located within public roadways that are generally void of landscaping and are in highly developed areas. Vegetation surrounding these roadways includes disturbed, ruderal uplands/grasslands, lawns and intermittent ornamental shrubbery. The only undeveloped, natural area located adjacent to the project areas is Laguna Grande Regional Park, located west of Canyon Del Rey Boulevard within the southern project area (**Figure 3**). The park supports a large expanse of lawn, shrubbery, mature trees, and Laguna Grande Lake (also referred to as Laguna Del Rey Lake) that is ringed with riparian vegetation including willow trees, reeds and cattails.

Slope in Area Affected by Project

☒ 0 - 30% ☐ 31 – 100% ☐ N/A

Nearby Watercourses

There are no waterways located within or adjacent to the northern project area.

Adjacent to the southern project area, Del Rey Oaks Creek flows into Laguna Grande Lake, located just south of Canyon Del Rey Boulevard. From there, the lake connects with Roberts Lake under Del Monte Boulevard. Roberts Lake includes a box culvert outfall to the Monterey Bay/Pacific Ocean.

Laguna Grande Lake is located approximately 245 feet west of Canyon Del Rey Boulevard. Canyon Del Rey Boulevard is also located approximately 3,000 feet east of the Monterey Bay.

ENVIRONMENTAL RESOURCES AND CONSTRAINTS:

Water Supply Watershed:	No	Fault Zone:	Yes
Groundwater Recharge:	No	Scenic Corridor:	No
Timber or Mineral:	No	Historic:	No
Agricultural Resource:	No	Archaeology:	Yes
Biologically Sensitive Habitat:	Yes	Noise Constraint:	Yes
Fire Hazard:	No	Electric Power Lines:	Yes
Floodplain:	Yes	Solar Access:	No
Erosion:	No	Solar Orientation:	No
Landslide:	No	Hazardous Materials:	Yes
Liquefaction:	No	Other:	No

SERVICES:

Fire Protection:

City of Seaside Fire
Department on Broadway
Avenue,
City of Monterey Fire
Department Station #3 (City
of Sand City)

Drainage
District: Cities of Seaside and Sand
City Public Works
Departments

School District:

Monterey Peninsula Unified
School District

Project Access:

State Highway 1 provides
access to Canyon Del Rey and
Del Monte Boulevards. Tioga
Avenue and the Tioga Lift
Station are accessed from Del
Monte Boulevard.

Sewage

Disposal: Monterey One Water

Water Supply: California American Water

PLANNING POLICIES:

General Plan Land Use

Designations:

Del Monte Boulevard, Auto Center Parkway and The Mall – (City of Seaside) Regional Commercial, Heavy Commercial

Tioga Avenue and Tioga Lift Station – (City of Sand City) Regional Commercial, Mixed-Use Residential

Canyon Del Rey Boulevard – (City of Seaside) Parks and Open Space, Public/Institutional

Zoning Designations:

Del Monte Boulevard, Auto Center Parkway and The Mall – (City of Seaside) Automotive Commercial (CA), Heavy Commercial (CH), Regional Commercial (CRG)

Tioga Avenue and Tioga Lift Station – (City of Sand City) Manufacturing (M)

Canyon Del Rey Boulevard – (City of Seaside) Public/Institutional (PI), Open Space – Recreation (OSR)

Special Designations:

Within the northern project area, Tioga Avenue and the Tioga Lift Station are located within the Coastal Zone for the City of Sand City. Within the southern project area, Canyon Del Rey Boulevard is located within the City of Seaside Local Coastal Zone, in the Laguna Grande Subarea.

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES:

Regional

The project areas are located within the Cities of Seaside and Sand City in Northern Monterey County. The County is situated along the southern end of the Monterey Bay, approximately 5 miles north of the City of Monterey, along the Central Coast of California. The Central Coast region is known for its iconic coastline, ever-shifting sand dunes, and unique biological plant diversity. The Santa Lucia and Gabilan Mountain Ranges extend north to south through the County, providing the division between the fertile Salinas Valley to the east (inland) and the Monterey Bay Sanctuary and Big Sur Coastline to the west. The unique nature of the lands within Monterey County creates limitations on the style and amount of development that can be implemented. The California Coastal Zone also affects a large portion of the lands in the

urbanized areas of the County and includes special restrictions, regulations, and processing procedures required for development within that area to protect the coastline. These features are all considered when evaluating new projects to be undertaken throughout the County.

Project Area

The project area has been divided into the northern and southern project areas within the Cities of Seaside and Sand City, respectively, and includes approximately 5,000 linear feet total in existing roadways (**Figures 1 through 3**).

The northern project area includes Del Monte Boulevard, Auto Center Parkway, The Mall, Tioga Avenue and the Tioga Lift Station located along Tioga Avenue. Del Monte Boulevard and Auto Center Parkway are four-lane paved local roadways located within the City of Seaside. These roadways are surrounded by commercial development and automotive dealers. The Mall is a two-lane paved local roadway located within automotive dealers within the City of Seaside. Tioga Avenue is a two-lane paved local roadway located within the City of Sand City and is surrounded by commercial development. The Tioga Lift Station is located south of Tioga Avenue, across from Metz Road, on a paved driveway surrounded by commercial development.

The southern project area includes Canyon Del Rey Boulevard (State Route 218), a four-lane paved local roadway within the City of Seaside. The alignment is bordered to the west by the Laguna Grande Regional Park and to the east by local government buildings, including the City of Seaside and SCSD facilities.

PROJECT BACKGROUND:

The SCSD is a special district that maintains and operates the sanitary sewer collection system for the Cities of Del Rey Oaks, Sand City, and Seaside. The SCSD sanitary sewer system facilities include approximately 70 miles of collection pipelines, 930 utility holes, 475 rod holes, and 4 lift stations. The wastewater is pumped to the Monterey One Water regional treatment plant after collection (City of Seaside, 2018). This plant can treat approximately 18.5-million gallons of wastewater per day, and annually recycles approximately 4 billion gallons of water for crop irrigation, to a quality level that meets stringent Environmental Protection Agency and State standards for discharge into the Monterey Bay (Monterey One Water, 2017). Revenues to operate the SCSD are collected from residents and businesses by Monterey One Water, who collect fees on behalf of the SCSD.

The infrastructure proposed for upgrades and replacement within the northern and southern project areas are approximately 50-60 years in age, and include the existing sewer lines within Del Monte Boulevard, Auto Center Parkway, The Mall, Tioga Avenue, Canyon Del Rey Boulevard, and the Tioga Lift Station. The aging sewer lines and lift station are slated for abandonment and rehabilitation to prevent potential surface spills and leaks along the buried pipelines throughout Seaside and Sand City. The existing sewer lines and below ground

infrastructure of the Tioga Lift Station would be abandoned and left in place following the proposed infrastructure upgrades and replacement actions, with the exception of the above ground Tioga Lift Station structure which would be removed.

DETAILED PROJECT DESCRIPTION:

The project would result in a total of 4,935-linear feet, or 0.92 miles, of existing sewer collection lines that would be replaced within local paved roadways in the Cities of Seaside and Sand City (**Figures 2 and 3**). Existing sewer collection lines within Del Monte Boulevard, Auto Center Parkway, The Mall, Tioga Avenue and Canyon Del Rey Boulevard would be capped and abandoned in place (**Figure 3**). The Tioga Lift Station would also be decommissioned and abandoned in place (**Figure 3**).

Northern Project Area

Within the northern project area, the 3,200-feet of sewer lines within Del Monte Boulevard and Auto Center Parkway would be replaced and expanded from 10-inch to 15-inch wide sewer lines to support existing flows, in addition to flows rerouted from 1,200-feet of sewer line from within The Mall and Fremont Boulevard. The rerouting and replacement of these pipelines would allow for the abandonment of numerous lines in place within these roadways. This would be beneficial as it would centralize costly maintenance activities to Del Monte Boulevard, and limit work within The Mall and Fremont Boulevard, which are further complicated with the thick asphalt and concrete within the roadways. (**Figure 2**)

The Tioga Lift Station receives an insignificant volume of flow from existing development within the City of Sand City. This lift station would be abandoned, and the flows entering the pump station would be rerouted to the sewer lines within Tioga Avenue. These sewer lines, 895-feet in length, would also be replaced and remain at 8-inches in diameter. The upgraded gravity fed sewer lines would replace the existing sewer lines within Tioga Avenue, connecting to the replaced sewer line within Del Monte Boulevard (**Figure 2**).

Southern Project Area

Within the southern project alignment, the 840-linear feet of sewer line within Canyon Del Rey would be upsized from 12 inches to between 12 to 15-inches. The existing sewer line would be abandoned in place (**Figure 3**).

Although the sewer lines within the northern and southern project areas would be expanded in diameter, and therefore would provide additional wastewater flow capacities, the purpose of the projects is to provide a reliable system to support existing wastewater flows. Any additional development that may provide new flows has been accounted for within the Environmental Impact Reports that have been prepared for the City of Seaside and City of Sand City General Plans (City of Seaside, 2017 and City of Sand City, 2002). Implementation of the project would

therefore not result in the ability of either city to grow beyond the current planned capacity that has already been analyzed for environmental impacts and accounted for.

Construction Methodology

Construction methodologies would include open trench excavation for the replacement and upgrade of the sewer lines within the paved roadways of the northern and southern project areas.

The proposed project would be implemented utilizing open trench construction methodologies. Trenches would range from approximately four (4) – six (6) feet in width throughout the project areas. Depths would vary between five (5) – 12 feet in Canyon Del Rey Boulevard to six (6) to 24 feet in Del Monte Boulevard and Tioga Avenue. The open trenches would be contained to within the right-of-way of the local paved roadways in which they would be located. Following project implementation, trenches would be backfilled to grade and repaved.

Typical construction equipment would be used for project implementation, including dump trucks, excavators, front-end loaders, scrappers, and compactors. A trench width of four (4) – six (6) feet is assumed for all sewer line alignments. Sewer lines within the northern project area, including Del Monte Boulevard and Tioga Avenue, would be installed eight (8) to 24 feet deep over the course of approximately 170 days, and in the southern project area, within Canyon Del Rey Boulevard, would be installed five (5) to 12 feet deep over the course of approximately 60 days.

Staging. Construction staging areas would be located within the paved roadways in the project areas, or within heavily disturbed areas within the road right-of-ways where there is an adequate shoulder to support construction vehicles and/or materials. Following project implementation, the staging areas and all roadways and affected areas within the project areas would be returned to pre-project conditions and normal use.

Schedule and Timing. Project construction activities would occur in two phases: throughout the first phase, the sewer line replacement within Canyon Del Ray Boulevard in the southern project area would occur in the spring of 2019 and would last approximately 60 days. Throughout the second phase, within the northern project area, construction would begin in the summer of 2019 and would last approximately 170 days.

The City of Seaside limits the hours of construction activities to between 7:00 a.m. to 7:00 p.m.,¹ Monday through Friday, and from 9:00 a.m. to 7:00 p.m. on Saturdays, Sundays, and holidays. However, nighttime construction is permitted if the City of Seaside building official provides written authorization after the determination that the peace, comfort and tranquility of residents would be preserved. This would allow for construction activities to occur throughout the hours of

¹ In accordance with City of Seaside Code 9.12.030 <https://www.codepublishing.com/CA/Seaside/html/Seaside09/Seaside0912.html>.

7:00 p.m. to 6:00 a.m., Monday through Thursday, and 12:00 a.m. to 6:00 a.m. on Fridays. Although the City of Sand City does not have a noise ordinance, the project would comply with the requirements of the City of Seaside for the Tioga Avenue and Tioga Lift Station portions of the project, in conformance with the remainder of the project that would be implemented within the City of Seaside.

Traffic Control. Daily construction activities would require additional worker vehicle trips to the project areas per day, in addition to truck deliveries for the import and export of materials, as needed. Throughout construction, individual traffic lanes within the public roadways where the sewer lines are being replaced would be intermittently closed. To minimize project effects on local traffic, the SCSD would prepare a traffic control plan prior to issuance of the encroachment permit. The control plan would ensure that roadways within the project area remain open (i.e., one lane of traffic would be open) throughout project implementation to the greatest extent possible, and that lane closures would be safely and effectively managed with appropriate safety flags and signage. Prior to the start of construction activities, signage would be installed that includes the dates for construction, contact information for the SCSD liaison to answer project specific questions, and detour information to minimize the effects of temporary closures. The control plan would also include coordination with local safety personnel to maintain effective emergency service access throughout the duration of the projects.

Continuous Service and Spill Protection. Throughout construction, the existing sewage conveyance system would be kept in continuous operation, providing adequate capacity and reliability throughout project construction. The contractor would construct parallel trenches to the existing sewer lines to allow the existing sewer system to remain in place and operational throughout installation of the new lines.

The contractor would also develop a hazardous materials spill prevention and containment plan for each of the project areas. The plans would not allow any wastewater discharge from the sewage collection system to enter adjacent lands or waterways. In the event of accidental discharge, the contractor would be responsible for containment and the immediate cleanup and disposal of all contaminated materials, in accordance with the requirements of the Monterey County Health Department's Environmental Health Division. The contractor would also notify the appropriate regulatory agencies (e.g. U.S. Army Corps of Engineers, California Department of Emergency Services, California Department of Fish and Wildlife, Central Coast Regional Water Quality Control Board) to determine the appropriate permits and compliance actions that would be required to ensure that the project areas were returned to pre-spill conditions following cleanup activities, and that all impacts were adequately mitigated.

Best Management Practices. Implementation of the project does not require a Stormwater Pollution Prevention Plan (SWPPP) because they are linear projects that involve operations and maintenance activities, including pipeline replacement, on existing lines and facilities within an

existing right of way and are less than one (1) acre in size (2009-0009-DWQ Construction General Permit²).

The construction contractor would be required to implement Best Management Practices (BMPs) in accordance with the *Monterey Regional Storm Water Management Program (MRSWMP) (July 2015 edition)*. The construction specifications would include BMPs to control erosion, sedimentation and stormwater pollution (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging area and watering down the construction sites to minimize excess dust). Additionally, the construction specifications would include testing any groundwater encountered during excavation to ensure all water leaving the site and entering the storm drain or sewer systems is not contaminated with hazardous materials and meets Central Coast Regional Water Quality Control Board requirements. Finally, all surplus construction materials, asphalt and rubble from the project areas would be removed and transported to the Monterey Regional Waste Management District, located in Marina, for proper disposal.

To reduce the generation of fugitive dust, the construction contractor would be required to implement the following dust control measures at the construction and staging sites: water all active construction areas, as needed, based on the type of construction activity, soil, and wind exposure; maintain at least two (2) feet of free board or cover dirt and loose materials in haul trucks; cover inactive storage piles and stock piles of dirt; and sweep streets if visible soil material remains at the end of the work day.

Following sewer line installation, the project areas would be returned to pre-project conditions. The trenching, sewer line installation, and paving would be inspected by the SCSD to ensure it meets the Cities standard details. If applicable, disturbed areas that are not re-paved would be seeded or planted with native groundcover to maintain minimal surface erosion.

In order to minimize impacts on areas that are unpaved but located adjacent to the sewer line alignments (e.g. the historic Southern Pacific Railroad corridor that crosses Tioga Avenue, Laguna Grande Park adjacent to Canyon Del Rey), temporary construction fencing (hurricane fencing) or portable/temporary chain link fencing would be installed to ensure that construction vehicles and/or equipment, and construction related materials, do not enter these areas. All areas requiring fencing would be marked by a qualified biologist prior to project implementation. The construction contractor would check the fencing prior to the onset of construction daily to ensure that the fencing remained in place throughout the duration of construction activities near these areas.

SCSD would perform routine inspections of the construction area to verify that the identified BMPs were properly implemented and maintained, and would notify the contractor immediately if there was a violation that would require immediate compliance.

² State Water Resources Control Board, Storm Water Program, Section II.C.2 of 2009-0009-DWQ Construction General Permit as amended by 2010-0014-DWQ & 2012-0006-DWQ. https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

LIST OF REQUIRED MITIGATION MEASURES:

A summary of the mitigation measures identified are listed below.

- BIO-1: Implement Preconstruction Surveys for Nesting Birds
- CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrences of Cultural or Historic Resources during Construction
- CR-2: Stop Work in the Event of Unexpected Occurrences of Human Remains during Construction
- NOI-1: Implement Noise and Vibration Control Measures During Construction

III. ENVIRONMENTAL REVIEW CHECKLIST

A. AESTHETICS AND VISUAL RESOURCES

Would the project:

1. *Conflict with applicable zoning and other regulations governing scenic quality in an urbanized area?* ☐ ☐ ☒ ☐

Discussion: The northern project area is zoned for Automotive Commercial, Heavy Commercial, Regional Commercial, and Manufacturing land uses (City of Seaside, 2010; Sand City, 2015c). The northern project area does not include any areas or vistas that have been identified as supporting scenic resources (Seaside General Plan, 2004a; Sand City General Plan Map, 2015; The City of Sand City, 1982).

The southern project area is zoned for Open Space Recreation and Public Institutional (City of Seaside, 2010). Within the southern project area, Canyon Del Rey Boulevard, adjacent to Laguna Grande Park, has been identified through the City of Seaside General Plan and Local Coastal Program as a protected visual resource (Seaside General Plan, 2004a; City of Seaside, 2013). The roadway alignment supports views of Laguna Grande Park that include a large expanse of lawn, local trails, and the lake surrounded by riparian vegetation (Seaside General Plan, 2004a). The roadway is also visible from most of Laguna Grande Park, an area that is frequented by recreators and families enjoying the amenities of the park.

In accordance with the City of Seaside General Plan and Local Coastal Program, views from Canyon Del Rey Boulevard, Laguna Grande Park and the local recreational trails should be protected to the greatest extent feasible. Although the roadway and therefore views from Laguna Grande Park and adjacent recreational trails would be temporarily impacted throughout construction activities, the project area would be returned to pre-project conditions following project implementation. All sewer line replacement and abandonment would occur underground. Abandonment of the Tioga Lift Station infrastructure would primarily occur underground, with the exception of removing the above ground lift station structure, which would not result in substantial visible changes along the roadways. Furthermore, there would be no conflict with the zoning designations for the northern or southern project areas, and implementation of the projects would not conflict with applicable zoning and other regulations protecting scenic quality. Therefore, this impact would be **less than significant**. No mitigation would be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	☐	☐	☐	☒

Discussion: The northern project area is not located along, or visible from, City or County designated scenic roads or scenic corridors, and is not located along a state scenic highway (Caltrans, 2018). Within the southern project area, Canyon Del Rey Boulevard, adjacent to Laguna Grande Park, has been identified through the City of Seaside General Plan and Local Coastal Program as a protected visual resource (Seaside General Plan, 2004a; City of Seaside, 2013), and is discussed above. All views from this roadway would be protected and preserved throughout and following project implementation.

The segment of Highway 1 that provides access to the project area roadways has been designated as being an Eligible State Scenic Highway (Caltrans, 2018). However, the project area is not visible from Highway 1.

Therefore, there would be **no impact** to scenic resources visible from a state scenic highway or local roadway.

3. <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>	☐	☐	☒	☐
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Discussion: The project area, including the northern and southern project areas, are located within local paved roadways that are largely surrounded by urban development. The local roadways support ornamental shrubbery and trees interspersed throughout the sidewalks that border the roadways. Within the southern project area, Canyon Del Rey Boulevard is located adjacent to Laguna Grande Park to the south, which supports a large expanse of lawn, playground equipment, local recreational trails and Laguna Grande Lake.

Throughout project implementation, construction equipment and activities would temporarily alter the existing visual character within the project areas. There would be changes in local roadways as the sewer pipelines were installed and the Tioga Lift Station was abandoned. Because implementation of the project would involve replacing and decommissioning deteriorating sewer lines and infrastructure, the area of disturbance throughout the project areas would move along the pipeline alignments, and no individual area would remain disturbed for extensive periods of time. Furthermore, the construction methodology would be open trenching; following the replacement of the sewer pipelines, all roadways and disturbed soils would be returned to the existing conditions that occurred prior to project implementation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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All changes in the existing visual character and quality of the project areas would be temporary in nature, and the project areas would retain the existing visual features that are currently present. The permanent visual character and quality of the project areas would remain largely unchanged. Removing the Tioga Lift Station structure could be considered an improvement because the area would be repaved to grade, and there would be no above ground features remaining onsite. Therefore, this impact would be **less than significant**. No mitigation would be required.

4. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ☐ ☐ ☒ ☐

Discussion: Implementation of the project would not result in the addition of any structures or features aboveground that would create new sources of light or glare. The replacement of the underground sewer lines and abandonment of the Tioga Lift Station would result in the presence of construction equipment throughout the project areas that may produce additional temporary glare throughout implementation of the project. This glare would be similar to cars and trucks that are associated with the existing neighboring residences and commercial development, and to those vehicles that normally travel throughout the project areas. Therefore, the glare created by construction crews and equipment would not be significantly different from those sources that already occur within the project areas. Any additional glare from construction equipment would be temporary and short in duration, and would move throughout the project areas, as the projects are linear in nature (**Figures 2 and 3**).

Construction activities may occur overnight throughout implementation of the project, and therefore would create additional light in the project areas throughout nighttime hours. The City of Seaside designates working hours as 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 7:00 p.m. on Saturday, Sunday, and holidays. Following written authorization from the City of Seaside building official, if it is determined that the peace, comfort and tranquility of residents would be preserved throughout project implementation, construction activities would be permitted throughout the hours of 7:00 p.m. to 6:00 a.m., Monday through Thursday, and 12:00 a.m. to 6:00 a.m. on Fridays (City of Seaside Code 9.12.030). Although the City of Sand City does not define limited construction hours, the project would remain consistent with the City of Seaside standards for construction activities along Tioga Avenue. Throughout nighttime construction activities, all lighting would be downcast and shielded away from adjacent land uses, and include only those lights necessary to provide safety for the construction crew, and adequate visibility to implement the project safely and securely. All additional lighting utilized for the implementation of the project would be removed following the completion of construction activities.

Because construction activities would occur in largely developed areas that currently support nighttime lighting from adjacent buildings and street lamps, and all lighting that would be used

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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throughout implementation of the project would be downcast and shielded away from adjacent land uses, this impact would be **less than significant**. Furthermore, all nighttime work would be authorized by the building official from the City of Seaside prior to the onset of construction activities. Therefore, no mitigation would be required.

B. AGRICULTURE AND FORESTRY RESOURCES

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i> | ☐ | ☐ | ☐ | ☒ |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project area, including the northern and southern project areas, do not contain any lands that have been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared by the Farmland Mapping and Monitoring Program of the California Resources Agency (California Resource Agency, 2014). The project areas have been mapped as Urban and Built-Up Land, which is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres. The project areas have also not been identified as supporting agricultural land uses through the City of Seaside or Sand City General Plans (City of Seaside, 2004; City of Sand City, 2015), as neither City supports any agricultural land uses. Therefore, implementation of the project would not result in a change in land uses as a result of project implementation that would reduce agricultural resources, or convert existing agricultural land uses to non-agricultural uses, and there would be **no impact**.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i> | ☐ | ☐ | ☐ | ☒ |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no land uses within the project area that are zoned for agricultural uses, and there are no agricultural lands present within the City of Seaside or Sand City (City of Seaside, 2010) (City of Sand City, 2015). The northern project area is zoned for Automotive Commercial, Heavy Commercial, Regional Commercial, and Manufacturing land uses (City of

Seaside, 2010; Sand City, 2015c). The southern project area is zoned for Open Space Recreation and Public Institutional (City of Seaside, 2010).

The project areas are also not under a Williamson Act Contract, and there are no agricultural lands that would be impacted through project implementation (California Department of Conservation, 2015b).

Because the project areas do not support areas that have been zoned for agricultural uses, or are included within a Williamson Act contract, there would be **no impact**.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. <i>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))?</i> | ☐ | ☐ | ☐ | ☒ |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project area is not located on or near lands that have been zoned for forest lands, timberland, or Timberland Production (City of Seaside, 2010; Sand City, 2015c). The northern project area is zoned for Automotive Commercial, Heavy Commercial, Regional Commercial, and Manufacturing land uses (City of Seaside, 2010; Sand City, 2015c). The southern project area is zoned for Open Space Recreation and Public Institutional (City of Seaside, 2010).

Implementation of the project would be limited to public roadways within the project areas, and the project would not result in any impacts to, or the removal of, any trees that are within or adjacent to the project areas. Therefore, the project would not affect any forest or timber resources, or access to or the harvest of timber resources in the future, and therefore, there would be **no impact**.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i> | ☐ | ☐ | ☐ | ☒ |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no forest lands that occur within the project area, or within the immediate vicinity of the project area (City of Seaside, 2010; Sand City, 2015c). Implementation of the project would be limited to public roadways within the project area, including the northern and southern project areas. The project would not result in any impacts to, or the removal of, any trees that are within or adjacent to the project area. Any trees adjacent

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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to the project area are associated with landscaping or Laguna Grande Park, and are not associated with forest lands. Therefore, there would be **no impact**.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>5. <i>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?</i></p> | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project area does not support lands designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, timberlands or forest lands (California Resources Agency, 2014; City of Sand City, 2015c; City of Seaside, 2010), and are not surrounded by lands that support agricultural production, timberlands or forest lands (City of Seaside, 2010; Sand City, 2015c). Therefore, implementation of the project would not result in the conversion of any agricultural, forest or timberland land uses to non-agricultural or non-forest land uses, and there would be **no impact**.

C. AIR QUALITY

The significance criteria established by the Monterey Bay Air Resources District (MBARD) has been relied upon to make the following determinations. Would the project:

1. *Conflict with or obstruct implementation of the applicable air quality plan?* ☐ ☐ ☒ ☐

Discussion: The SCSO service area is within Monterey County, which is located in the North Central Coast Air Basin (NCCAB) and comprised of Monterey, Santa Cruz, and San Benito Counties. The Monterey Bay Air Resources District (MBARD) consists of all three counties within the NCCAB; therefore, MBARD is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education and public information activities related to air pollution, as required by the California Clean Air Act (CCAA) and Amendments, and the Federal Clean Air Act (CAA) and Amendments.

The MBARD Air Quality Management Plan (AQMP) is the applicable air quality plan for the project areas. MBARD was required under the CCAA to develop an attainment plan to address ozone violations by July 1991. The CCAA requires MBARD to periodically prepare and submit a report to the California Air Resources Board (CARB) that assesses its progress toward attainment of the state ambient air quality standards (AAQS). The most recent update (2012-2015) is the seventh update to the 1991 AQMP. It shows that the region continues to make progress toward meeting the state ozone standard.

As described in the MBARD CEQA Air Quality Guidelines, construction projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit precursors of ozone (i.e., volatile organic compounds [VOC] or oxides of nitrogen [NOx]), are accommodated in the emission inventories of the AQMP. Accordingly, projects that propose use of typical construction equipment and practices would not have a significant impact on the attainment and maintenance of ozone AAQS and, therefore, would not conflict with the AQMP.

Implementation of the project would not require any non-typical construction equipment or practices, and would not create long-term emissions, as operations would remain largely the same as existing conditions following the replacement of the sewer pipelines and abandonment of the Tioga Lift Station. Therefore, the project would not conflict with or obstruct any long-range air quality plans, and the impacts to the applicable air quality plan would be **less than significant**. No mitigation would be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. <i>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?</i>	☐	☐	☒	☐

Discussion: The CAA of 1970 required the EPA to establish National Ambient Air Quality Standards (NAAQS) for six criteria pollutants with states retaining the option to adopt more stringent standards or to include other specific pollutants. The US EPA has classified air basins (or portions thereof) as being in “attainment,” “nonattainment,” or “unclassified” for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data was available as a basis for a nonattainment or attainment designation. **Table AQ-1** lists the attainment status of the NCCAB for the criteria pollutants. The US EPA classifies the NCCAB as in attainment or unclassified for all pollutants with respect to federal air quality standards. The NCCAB is not in nonattainment status for any pollutant.

The state of California, under the CCAA, has established standards for criteria pollutants that are generally stricter than federal standards. The CARB establishes air quality standards in the state and measures progress in reducing pollutant emissions. As shown in **Table AQ-1**, the NCCAB is currently in nonattainment status for respirable particulate matter (PM₁₀), and transitional nonattainment status for ozone. An area is designated transitional nonattainment if, during a single calendar year, the state standard is not exceeded more than three times at any monitoring location within the applicable district.

Table AQ-1. North Central Coast Air Basin Attainment Status			
Pollutant	Averaging Time	California Standards	Federal Standards
Ozone (O ₃)	1 Hour	Nonattainment – Transitional	No Federal Standard
	8 Hour		Attainment
Respirable Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	Nonattainment	No Federal Standard
	24 Hour		Unclassified ⁽¹⁾
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	Attainment	Attainment
	24 Hour	No State Standard	
Carbon Monoxide (CO)	8 Hour	Unclassified	Unclassified/Attainment
	1 Hour		
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	No State Standard	Attainment
	1 Hour	Attainment	No Federal Standard
Lead	Calendar Quarter	No State Standard	Attainment
	30 Day Average	Attainment	No Federal Standard
	Rolling 3-Month Average	No State Standard	Attainment
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	No State Standard	Attainment
	24 Hour	Attainment	Attainment
	1 Hour	Attainment	No Federal Standard
Sulfates	24 Hour	Attainment	No Federal Standard
Hydrogen Sulfide	1 Hour	Unclassified	No Federal Standard
Visibility Reducing Particulates	8 Hour (10:00 a.m. to 6:00 p.m., PST)	Unclassified	No Federal Standard

⁽¹⁾ Unclassified; indicates data are not sufficient for determining attainment or nonattainment.
Source: CARB 2017, EPA 2017a

Construction

Construction activities would result in temporary increases in air pollutant emissions. Project construction emissions were estimated using the CalEEMod Model, version 2016.3.2, based on construction information provided by SCSD in 2018. Detailed assumptions and modeling data sheets are provided in **Attachment 1**. Maximum daily emissions levels associated with construction of the proposed project are shown in **Table AQ-2**.

The MBARD identifies a quantitative cumulative threshold for PM₁₀ emissions of 82 pounds per day (lbs/day). The MBARD identifies general earthmoving screening values to determine consistency with this threshold. Projects that propose grading of up to 8.2 acres total, with minimal earthmoving or grading of 2.2 acres per day or less, are considered not to exceed the threshold of 82 lbs/day of PM₁₀. A total disturbance area of less than one acre is anticipated for the proposed projects. Additionally, as shown in **Table AQ-2**, the project is estimated to generate a maximum of two pounds per day of PM₁₀.

The MBARD does not identify quantitative thresholds for other criteria pollutants during construction. The use of typical construction equipment, such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit precursors of ozone [i.e.,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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volatile organic compounds (VOC) or oxides of nitrogen (NOx)], are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant cumulative impact on the attainment and maintenance of ozone AAQS. However, a project that would use non-typical equipment would potentially be inconsistent with the AQMP, the cumulative planning document for the region, and would have the potential to result in a significant impact related to emissions of VOCs or NOx.

The proposed project would employ typical construction equipment. It would not require any non-typical construction equipment or techniques that have not been accounted for in the NCCAB emissions inventories. Further, as described in Section II under Detailed Project Description, the construction contractor would be required to implement dust control measures at the construction and staging sites, which would include: watering all active construction areas as needed based on the type of construction activity, soil, and wind exposure; maintaining at least two (2) feet of free board or cover dirt and loose materials in haul trucks; covering inactive storage piles; and sweeping streets if visible soil material remains at the end of the work day. Therefore, the proposed project would result in a **less than significant** impact related to criteria pollutant emissions during construction. No mitigation would be required.

Table AQ-2. Estimated Construction Daily Maximum Air Pollutant Emissions						
Improvement Location	VOC	NOx	CO	SOx	PM10	PM2.5
Pounds per Day (lbs/day)						
Canyon Del Rey	3	26	18	<1	2	2
Del Monte	3	26	18	<1	2	2
Tioga	2	24	17	<1	2	1
Note: Emission quantities are rounded to the nearest whole number. Exact values are provided in Attachment 1 . PM10 – Particulate Matter less than 10 microns PM2.5 – Particulate matter less than 2.5 microns NOx – Oxides of Nitrogen SOx – Oxides of Sulfur CO – Carbon Monoxide VOC – Volatile organic compounds						

Operation

Following construction, operation of the sewer lines would be passive and would not result in an increase in criteria pollutant emissions. Future operations and maintenance activities would be similar to existing conditions, with a reduction in maintenance trips that are currently required as a result of the aging state of the existing sewer lines. Therefore, cumulative operational impacts related to emissions of criteria pollutants would be **less than significant**. No mitigation would be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
3. <i>Expose sensitive receptors to substantial pollutant concentrations?</i>	☐	☐	☒	☐

Discussion: MBARD defines sensitive receptors for CEQA purposes as any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. Sensitive receptors also include long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The proposed project would reroute and replace existing degraded sewer lines in urban areas that are largely surrounded by commercial development. However, within the northern project area, there are a few residences along Tioga Avenue. As such, project construction activities may occur in close proximity to sensitive receptors associated with these residences, and potentially expose these receptors to short-term criteria pollutant emissions. However, as shown in **Table AQ-2**, emissions from the construction of each project alignment would be minimal. Emissions of PM₁₀ would be well below the MBARD threshold. Additionally, because project construction would be linear, an individual receptor at any location within the project areas, including the residences along Tioga Avenue, would be exposed to project construction for only a few days. Following construction, the project would not generate any long-term criteria pollutants. Therefore, impacts to sensitive receptors would be minimal, and therefore be **less than significant**. No mitigation would be required.

4. <i>Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</i>	☐	☐	☒	☐
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Discussion: Construction of the proposed projects would potentially expose residents and those working in buildings along the sewer line alignments to odors from diesel construction equipment exhaust. However, as shown in **Table AQ-2**, emissions of sulfurous gases (SO_x), the main source of odors from construction equipment, would be extremely limited (MBARD, 2008). Sewage odors during construction may be greater than under existing conditions because sewer lines would be partially exposed. However, this would be short-term in nature, occurring during construction activities on a segment by segment basis. Furthermore, because the existing sewer lines would be abandoned in place, odor exposure from existing sewer lines would be minimal as no transport of the materials would occur offsite. Following project implementation, all sewage related odors would be contained within the replaced sewer lines, similar to existing conditions. Therefore, the replacement of the sewer pipelines would have a **less than significant** impact through the creation of minimal, short term odors to sensitive receptors within the project areas. No mitigation would be required.

D. BIOLOGICAL RESOURCES

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>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?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Harris biologists reviewed relevant background information pertaining to the project, including U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database, California Department of Fish and Wildlife's (CDFW), the California Natural Diversity Database (CNDDDB), and California Native Plant Society (CNPS) occurrence records for special-status plants and wildlife occurrences within or near the project area, and other relevant documents or communications from resource specialists. Information from these sources was reviewed to determine which species have the potential to occur in or near the project area. The biologists then conducted field surveys of both the northern and southern project areas on November 8, 2018; the areas were evaluated for the potential to support sensitive biological resources.

The sewer line replacement activities, including the abandonment of the Tioga Lift Station, would occur within the existing public right-of-way. These areas are paved and devoid of natural habitats or vegetation. Therefore, no direct impacts (e.g., habitat destruction or "take" of individuals) to special-status species or habitat within the project areas are expected. Project staging and activities, including trenching through the asphalt or concrete, pipe replacement, temporary stockpiling of trenched material, and backfilling would occur entirely within the roadways or disturbed shoulders of the roadways. In addition, to ensure that no project activities expand into areas with vegetation or bare soil, a qualified biologist would mark the location of temporary fencing to be installed at the edge the norther and southern project areas (see Section II, Detailed Project Description). The contractor would install the fencing prior to the start of construction activities.

Although special-status species and habitat do not occur within the project area, the sewer line alignment and lift station along Tioga Avenue are located within or near locations for eight special-status species plants and three special-status animals (**Attachment 2**).

Special-Status Plants

The special-status plant species identified in the database search include:

- Sand gilia (*Gilia tenuiflora* ssp. *arenaria*), federally listed as endangered, state-listed as threatened, and considered rare by the California Native Plant Society (CNPS);
- Coast wallflower (*Erysimum ammodophilum*), a USFWS Species of Special Concern and CNPS plant of limited distribution;
- Monterey spineflower (*Chorizanthe pungens* var. *pungens*), federally listed as a threatened, considered rare by CNPS;
- Seaside bird's beak (*Cordylanthus rigidus littoralis*), state-listed as endangered and is considered rare by CNPS;
- Dune manzanita (*Arctostaphylos pumila*) considered rare by CNPS;
- Eastwood's ericameria (*Ericameria fasciculata*) considered rare by CNPS;
- Northern curly-leafed monardella (*Monardella sinuata* ssp. *nigrescens*) considered rare by CNPS; and
- Jolon clarkia (*Clarkia jolonensis*) considered rare by CNPS.

These species are associated with the coastal dune habitat at Monterey State Beach, including the back dune areas, which previously extended far inland until development of the area diminished this habitat. Presently, where there is bare, sandy soil exposed, along the historic Southern Pacific railroad right-of-way that parallels Del Monte Boulevard, these species may still occur, despite high levels of disturbance.

Because trenching for the project will cross the railroad right-of-way only within the paved portion of Tioga Avenue, and because the project includes fencing at the edge of the project area (pavement), as discussed in Section II, Detailed Project Description, the project is not expected to encroach into sandy areas that could support these species. Therefore, there would be a **less than significant** impact on special-status plants. No mitigation would be required.

Special-Status Animals

The special-status animal species identified in the database search include:

- Northern California legless lizard (*Anniella pulchra*),
- Salinas harvest mouse (*Reithrodontomys megalotis distichlis*), and
- American badger (*Taxidea taxus*).

As with the special-status plant species, these animal species are associated with the coastal dune habitat that occurs at Monterey State Beach, and may have occurred as far inland as the northern project area in the past when natural back dune habitat was present. In contrast to the plant species, though, it is unlikely that these species would be found within remnant pockets of sandy soils along the historic Southern Pacific railroad right-of-way adjacent to Del Monte Boulevard due to the high levels of disturbance by humans, and lack of vegetation for protection and food.

Because of the restriction of project activities to disturbed areas only within paved local roadways, no direct impacts to special-status species would occur as a result of project implementation. With the addition of exclusionary fencing and BMPs included in the Section II, Detailed Project Description, to avoid or minimize sedimentation and dust that could harm adjacent vegetation and soils that potentially support special-status species, indirect impacts to special-status animal species would be **less than significant**. No mitigation would be required.

2. *Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations (e.g., wetland, native grassland, special forests, intertidal zone, etc.) or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?* ☐ ☐ ☒ ☐

Discussion: Harris & Associates' qualified biologists conducted field surveys of the project area, including the northern and southern project areas, on November 8, 2018, to evaluate the potential to support sensitive biological resources, including riparian habitat or sensitive natural communities. Although it was determined that there were no sensitive biological resources within the project areas, the project could indirectly affect the freshwater lake, marsh and riparian habitats of Laguna Grande, which are within 250 feet of the southern project area. Laguna Grande is located within the Coastal Zone and protected as a Marine Resource Area in the City of Seaside's Local Coastal Program and via the City of Seaside's General Plan Conservation and Open Space Elements and Habitat Management Plan (HMP) (City of Seaside, 2017). A regulatory setting section that discusses the biological regulations that apply to this project is included in **Attachment 2**.

Freshwater Lake and Marsh

The freshwater lake and marsh at Laguna Grande Park is part of a complex hydrological system that also includes Roberts Lake and Monterey State Beach; and hydrologically, all of these natural areas are connected. The source of the water is Del Rey Oaks Creek, which flows from the Frog Pond

Wetland Preserve that is approximately 1.5 miles upstream of Laguna Grande and the southern project area. Water from Laguna Grande flows to Roberts Lake (located 1,400 feet north west from the southern project area) via an outfall referred to as “Laguna Del Rey”, and then to the Monterey Bay at Monterey State Beach via a box culvert outfall. This hydrologic complex is located within the Coastal Zone and protected as a Marine Resource Area in the City of Seaside’s Local Coastal Program and via the City of Seaside’s General Plan Conservation and Open Space Elements and HMP (City of Seaside, 2017).

The Laguna Grande water surface is approximately 12-acres in size, and contains warm, fresh water that is significantly polluted (City of Seaside, 2017). Freshwater marsh vegetation, including California bulrush (*Schoenoplectus californicus*) and cattails (*Typha* spp.) cover an additional 6.8 acres, and provide significant habitat for waterfowl (City of Seaside, 2017).

The open water habitat of Laguna Grande provides resting, feeding, and breeding habitat for waterfowl and fish tolerant of warm temperatures and marginal water quality, such as bluegill (*Lepomis macrochirus*). Waterfowl that are common to Laguna Grande include:

- American coot (*Fulica americana*),
- Western grebe (*Aechmophorus occidentalis*),
- Pied-billed grebe (*Podilymbus podiceps*),
- Heerman’s gull (*Larus heermanni*),
- Mallard (*Anas platyrhynchos*),
- Canada goose (*Branta canadensis*), and
- Ruddy duck (*Oxyura jamaicensis*).

Marsh habitat along the edge of Laguna Grande supports wading and other insectivorous birds, including:

- Black-crowned night heron (*Nycticorax nycticorax*),
- Green heron (*Butorides virescens*),
- Great blue heron (*Ardea Herodias*),
- Pacific slope flycatcher (*Empidonax difficilis*), and
- Black phoebe (*Sayornis nigricans*).

Riparian Habitat

Riparian habitats are associated with water features. Within the southern project area, riparian habitat is located around the edge of Laguna Grande Lake (freshwater marsh is submerged,

while riparian habitat is not typically submerged but is influenced by the water in the lake). Laguna Grande's riparian habitat is not contiguous, but where it occurs, is dominated by willows, and in particular, arroyo willow (*Salix lasiolepis*). Other riparian species that co-occur with willows include:

- poison oak (*Toxicodendron diversilobum*),
- California blackberry (*Rubus ursinus*), and
- California wild grape (*Vitis californica*).

Non-native invasive species also thrive in riparian areas and often include:

- French broom (*Genista monspessulana*),
- Himalayan blackberry (*Rubus armeniacus*), and
- English ivy (*Hedera helix*).

The dense stands of vegetation of willow riparian habitat provide food, shelter, and nesting/breeding habitat to many species of birds, mammals, and reptiles. Birds that occur in the willow riparian habitat of Laguna Grande include:

- song sparrow (*Melospiza melodia*),
- Swainson's thrush (*Catharus ustulatus*),
- tree swallow (*Tachycineta bicolor*),
- warbling vireo (*Vireo gilvus*),
- Wilson's warbler (*Wilsonia pusilla*),
- yellow-breasted chat (*Icteria virens*),
- spotted towhee (*Pipilo maculatus*),
- Anna's hummingbird (*Calypte anna*),
- common yellowthroat (*Geothlypis trichas*), and
- downy woodpecker (*Picoides pubescens*).

Reptiles that utilize riparian habitat and that may occur at Laguna Grande include:

- Monterey ring-necked snake (*Diadophis punctatus vandenburghi*),
- coast gartersnake (*Thamnophis elegans terrestris*), and

- California newt (*Taricha torosa*).

Lastly, many mammal species, including the common species listed above and bats such as western red bat (*Lasiurus blossevillii*) and little brown myotis (*Myotis lucifugus*) are associated with riparian habitat.

Roberts Lake (freshwater lake) and Monterey State Beach (sandy beach and sand dunes) are the closest other natural habitats. These areas are located to the west of the project area, albeit much further away (more than 1,500 feet) and therefore would not be affected by project construction. Therefore, these areas and their habitats are not discussed in this section.

Critical Habitat

There is no “Critical Habitat”³ within the project areas, although there is critical habitat for Monterey spineflower and western snowy plover nearby at Monterey State Beach. Coastal dune habitat provides critical habitat for both of these species. Because coastal dune habitat is not found within the project areas, this habitat would not be impacted by project implementation, and therefore is not further discussed.

Due to the proximity of the southern project area to the freshwater lake, marsh and riparian habitats at Laguna Grande Lake, which may support special-status species, precautions would be taken to prevent runoff or dust from entering and impacting these habitats. As part of the project, the construction contractor would implement Best Management Practices (BMPs) in accordance with the Monterey Regional Storm Water Management Program (MRSWMP) (July 2015 edition) (see Detailed Project Description in Section II). The construction specifications would include BMPs to control erosion, sedimentation and stormwater pollution (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging area and watering down the construction sites to minimize excess dust).

The project areas do not contain any riparian habitat or sensitive natural communities identified in local or regional plans, policies, or regulations, but the southern project area is located adjacent to Laguna Grande Lake, which is identified and protected in the City of Seaside’s LCP as a Marine Resource Area. Because of the restriction of project activities to within Canyon Del Rey Boulevard within this area, no direct impacts to the freshwater lake, marsh or riparian habitats at Laguna Grande Lake would occur. With the addition of exclusionary fencing and BMPs included in the Detailed Project Description in Section II to avoid or minimize sedimentation and dust that could harm these adjacent habitats, impacts would be **less than significant**. No mitigation would be required.

³ Designated Critical Habitat for plants or animals, determined and published in the Federal Register as a formal rule, receives protection under section 7 of the ESA, through the prohibition of destruction or adverse modification of critical habitat by actions carried out, funded, or authorized by a Federal Agency.

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| 3. <i>Have a substantial adverse effect on federally protected wetlands as defined (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Based on the surveys performed by Harris & Associates' qualified biologists on November 8, 2018, it was determined that there were no federally protected wetlands, as defined by Section 404 of the Clean Water Act, located within the project areas. However, adjacent to the southern project area there are two natural habitats associated with Laguna Grande, freshwater lake and freshwater marsh, both located approximately 250-feet west of Canyon Del Rey Boulevard (see discussion of these habitats, above).

Because of the restriction of project activities to disturbed areas only, no direct impacts to these wetlands and waters of the U.S. would occur. And, with the addition of exclusionary fencing and BMPs included in the Detailed Project Description in Section II, in accordance with the MRSWMP (July 2015 edition), the project would not be expected to cause erosion, sedimentation, or stormwater pollution in adjacent wetlands or waters, including freshwater lake and marsh habitats at Laguna Grande Lake. Therefore, there would be no direct impacts to wetlands, and indirect impacts to adjacent wetland habitats and vegetation would be **less than significant**. No mitigation would be required.

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| 4. <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i> | ☐ | ☒ | ☐ | ☐ |
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Discussion: The trenching associated with the replacement of the degraded sewer lines throughout the project areas would be implemented within the rights-of-way of public roadways, which are paved and/or heavily disturbed. No habitats would be impacted, and no trees would be proposed for removal or trimming. Vegetation adjacent to the roads and sidewalks support disturbed/bare ground and are typically weeds, lawns, and/or ornamental trees and/or shrubbery. The developed parts of Laguna Grande Park (excluding the lake and marsh area, which are discussed above) includes lawns, ornamental trees and shrubs, playgrounds, bridges, and outdoor furniture (e.g., picnic tables and benches). Cypress and blue gum (*Eucalyptus* spp.) trees are present both in Laguna Grande Park and along the Canyon del Rey and Del Monte Boulevard rights-of-way in and near the project areas. These trees, as well as trees and other vegetation planted in sidewalk strips or cutouts (also called a tree pit or planter), medians, around buildings, or along the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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historic Southern Pacific railroad right-of-way may be utilized by migratory birds for nesting, feeding, and roosting during the nesting season, which is from February 1-September 15.

As described further in Section M, Noise, construction activities could result in short-term noise primarily from the operation of heavy construction equipment to excavate the trenches, lay the pipelines, and backfill the trenches. The construction-related noise from these activities could disrupt nesting birds if they occur near the freshwater marsh or riparian habitats at Laguna Grande Lake, or near the ornamental trees or shrubs that occur in planting strips or medians adjacent to the project areas during nesting season for migratory birds. With implementation of ***Mitigation Measure BIO-1: Implement Preconstruction Surveys for Nesting Birds***, the potential impact on breeding migratory birds would be **less than significant with mitigation**.

Mitigation Measure BIO-1: Implement Preconstruction Surveys for Nesting Birds. The SASD will ensure that the construction specifications include the following protective measures for migratory birds, and SASD staff or their construction contractor will be responsible for ensuring the following measures are implemented. Between February 1 and September 15 (bird nesting season), a qualified biologist will conduct a preconstruction survey of all trees, vegetation, and bare areas within 200 feet of the construction area within 15 days of the onset of construction activities that include operation of heavy construction equipment to excavate the trenches, lay the pipelines, and backfill the trenches. If breeding birds are found to be utilizing any resources within the 200-foot survey area, the biologist will delineate appropriate buffers to exclude construction activities and protect nesting activities from disturbance.

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| 5. <i>Conflict with any local policies or ordinances protecting biological resources (such as the Sensitive Habitat Ordinance, Riparian and Wetland Protection Ordinance, and the Significant Tree Protection Ordinance)?</i> | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The southern project area is located within the Coastal Zone and is included in the City of Seaside's LCP. The southern project area itself does not support sensitive biological resources or biotic communities, as discussed above. However, adjacent habitats at Laguna Grande Lake are protected under the City of Seaside's LCP and General Plan Conservation and Open Space Elements and Habitat Management Plan (City of Seaside, 2017). Impacts to these habitats would be avoided and/or minimized via project avoidance and minimization measures and the implementation of BMPs discussed in the Detailed Project Description in Section II. Additionally, implementation of the project would not involve the trimming or removal of any trees within the project area, which are protected (if on private property) via the City of Seaside or City of Sand City's Tree Ordinance. In summary, the project would not conflict with any

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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local policies or ordinances protecting biological resources. This impact would be **less than significant**. No mitigation would be required.

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| 6. <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i> | ☐ | ☐ | ☐ | ☒ |
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Discussion: There are no existing or pending Habitat Conservation Plans or Natural Community Conservation Plans that include the project area. There would be **no impact**.

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| 7. <i>Produce nighttime lighting that would substantially illuminate wildlife habitats?</i> | ☐ | ☐ | ☒ | ☐ |
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Discussion: In accordance with the City of Seaside's construction hour limits, daytime construction activities would be implemented between 7:00 a.m. to 7:00 p.m., Monday through Friday, and from 9:00 a.m. to 7:00 p.m. on Saturdays, Sundays and holidays. However, if nighttime construction is determined to be necessary, the City of Seaside building official would provide written authorization after the determination that the peace, comfort and tranquility of residents would be preserved. This would allow for construction activities to occur throughout the hours of 7:00 p.m. to 6:00 a.m., Monday through Thursday, and 12:00 a.m. to 6:00 a.m. on Fridays. Nighttime construction would result in the addition of lighting throughout the project areas. In order to minimize lighting impacts on adjacent land uses, all lights would be shielded down, and away from water sources and adjacent natural habitats. Furthermore, lighting would be limited to that level necessary to provide safety for the construction crew, and to allow for the ongoing efficient implementation of the project. Therefore, the addition of light throughout the project areas would not illuminate light into adjacent wildlife habitats, and this impact would be **less than significant**. No mitigation would be required.

E. CULTURAL RESOURCES

Would the project:

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| 1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? | ☐ | ☒ | ☐ | ☐ |
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Discussion: The analysis in this section is based on the Phase I Archaeological Investigations for the SCSD Sewer Pipeline Replacement Project, prepared by professionally qualified staff with Albion Environmental (Albion Environmental, 2019). As part of this effort, Albion conducted archival historical research at the Northwest Information Center (NWIC), extending to a quarter-mile beyond the project area, contacted the Native American Heritage Commission, created a cultural resources inventory report according to the Secretary of the Interior's Standards for Archaeological Documentation, and conducted a pedestrian surface survey of portions of the project areas on February 4, 2019. Albion conducted no subsurface testing as part of this survey.

The results of the records search at NWIC found one known cultural resource within the northern project area, and one known resource within a quarter-mile of the project area. Within the northern project area, the Southern Pacific Railroad crossing at Tioga Avenue between California Avenue and Del Monte Boulevard was identified as a historic resource. The abandoned rail line was built in 1879. Through project implementation, the track area within Tioga Avenue would be temporarily disturbed as open trenching would occur within the paved roadway to place replacement pipelines. However, this area of the rail line has been previously disturbed through the construction of Tioga Avenue. The rail line located outside of the paved roadway to the north and south would not be impacted by project implementation; and protective fencing, as further discussed in Section II, Detailed Project Description, would be placed along the perimeter of the roadway to ensure construction vehicles and materials would not enter this area.

Although it is not anticipated due to the previous disturbance within the northern and southern project areas that occurred through initial sewer line installation and roadway development, construction activities could result in the disturbance of previously undiscovered or unknown historical resources within the project areas, especially because there has been little subsurface testing within the project areas. With implementation of ***Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrences of Cultural or Historic Resources during Construction***, potential impacts to unknown historic resources would be **less than significant with mitigation**.

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural or Historic Resources during Construction. The SASD will ensure that the construction specifications include the following protective measures for the unexpected occurrence of cultural or historic resources, and SASD staff or their construction contractor will be responsible for ensuring the following measures are implemented.

Prior to excavation or other ground disturbing construction activities, the SCSD will retain a qualified archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 CFR 61, and who has experience with precontact, historic period, and tribal resources. The archaeologist shall attend a pre-construction meeting with the contractor and construction crew to review potential resources that may be encountered throughout construction activities.

During the initial groundbreaking of construction, the archaeologist and a Native American monitor shall be present to monitor excavation and other ground-disturbing activities to determine the overall sensitivity of the area for supporting cultural resources. Based on the results of this initial evaluation, it will be determined if the archaeologist and/or Native American monitor will be required for further monitoring along the project alignments.

If cultural resources are encountered, the archaeologist shall have the authority to temporarily halt or redirect ground-disturbing activities until the material is evaluated and appropriate course of action is determined by the archaeologist and the SCSD lead engineer. The SCSD engineer will work with the archaeologist to determine the extent of the materials encountered, and develop an appropriate course of action. Such actions may include identifying alternative pipeline replacement methods or alignments that both provide the ability for the project to move forward and protect resources in place.

Potential resources include subsurface historic features such as artifact-filled privies, wells, and refuse pits, and artifact deposits, along with concentrations of adobe, stone or concrete walls or foundations, and concentrations of ceramic, glass, or metal materials. Potential Native American archaeological materials include obsidian and chert flaked stone tools (such as projectile and dart points), midden (culturally derived darkened soil containing heat-affected rock, artifacts, animal bones, and/or shellfish remains), and/or groundstone implements (such as mortars and pestles).

If cultural materials are encountered throughout project implementation, the archaeologist will prepare and submit a final report to the SCSD for review and approval. Consistent with the Secretary of Interior's Standards, the report shall describe any monitoring that was undertaken throughout project implementation, and provide interpretations about any cultural materials that

were encountered during construction noting, to the extent feasible, each item's class, material, function, and origin.

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| 2. <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?</i> | ☐ | ☒ | ☐ | ☐ |
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Discussion: According to the Phase I Archaeological Investigations for the SCSD Sewer Pipeline Replacement Project, prepared by professionally qualified staff with Albion Environmental (Albion Environmental, 2019), there is no evidence of prehistoric cultural resources located within or adjacent to the project area. Further, it was found that the Native American Heritage Commission (NAHC) had no information in their files about potential cultural resources in or near the project area, and the reconnaissance level surveys conducted by Albion's qualified archeologists had negative results.

Ground disturbing activities such as open trenching could reveal previously undiscovered archaeological resources of significance. Although it is unlikely resources would be discovered because the project area was previously disturbed when the original sewer lines and roadways were installed, there is a possibility of the unanticipated and accidental discovery of archeological resources during ground disturbing project-related activities. With implementation of **Mitigation Measure CR-1**, this impact would be **less than significant with mitigation**.

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural or Historic Resources during Construction. This mitigation measure is described above.

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| 3. <i>Disturb any human remains, including those interred outside of dedicated cemeteries?</i> | ☐ | ☒ | ☐ | ☐ |
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Discussion: According to the Phase I Archaeological Investigations for the SCSD Sewer Pipeline Replacement Project, prepared by professionally qualified staff with Albion Environmental (Albion Environmental, 2019), there is no evidence of human remains located within or adjacent to the project area. It was also found that the Native American Heritage Commission (NAHC) had no information in their files about potential human remains in or near the project area. Furthermore, the reconnaissance level surveys that were undertaken by qualified archeologists at Albion also had negative results.

Ground disturbing activities proposed through project implementation could reveal previously undiscovered resources of significance. Although it is unlikely resources would be discovered

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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because the project area has been previously disturbed for sewer line and roadway installation, there is a possibility of the unanticipated and accidental discovery of human remains during ground disturbing project related activities. With implementation of ***Mitigation Measure CR-1 and Mitigation Measure CR-2: Stop Work in the Event of Unexpected Occurrence of Human Remains during Construction***, potential impacts to unknown resources would be **less than significant with mitigation**.

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural or Historic Resources during Construction. This mitigation measure is described above.

Mitigation Measure CR-2: Stop Work in the Event of Unexpected Occurrence of Human Remains during Construction. The SASD will ensure that the construction specifications include the following protective measures for the unexpected occurrence of human remains, and SASD staff or their construction contractor will be responsible for ensuring the following measures are implemented.

If human remains and associated and/or unassociated funerary objects are discovered during soil-disturbing activities, construction crews will stop work and immediately notify the Monterey County Coroner, and a qualified archeologist, in accordance with applicable State laws. In the event that the Coroner determines that the human remains are Native American, the SCSD will notify the Native American Heritage Commission (NAHC) according to the requirements in PRC Section 5097.98. NAHC will appoint a Most Likely Descendent (MLD). A qualified archeologist, SCSD and the MLD will make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines, Section 15064.5[d]). The agreement will take into consideration the appropriate preservation measures, with the preference to preserve all resources intact and in place. The SCSD will develop an alternative pipeline route, or excavate, remove, record, analyze, take custody of, and finally respectfully dispose of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters.

F. ENERGY

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</i> | ☐ | ☐ | ☒ | ☐ |
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Discussion: Implementation of the project would require a temporary net increase in energy consumption throughout construction activities within both the northern and southern project areas. Construction would require the use of diesel-powered equipment which uses fossil fuels. To minimize fuel usage, equipment operators would limit idling time to five (5) minutes, as required by the California airborne toxics control measure Title 13, Section 2485, of California Code of Regulations.

Following project implementation, the project areas would be returned to pre-project conditions and would not substantially change the energy consumption from existing usage. Through the replacement and consolidation of the aging pipelines with new pipelines and alignments, there would be a reduction in maintenance trips that would be required to each project area, reducing fuel use.

Through the limits placed on idling construction equipment, and the reduced number of maintenance trips that would be required as a result of the replacement of the aging sewer lines, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and this impact would be **less than significant**. No mitigation would be required.

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| 2. <i>Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</i> | ☐ | ☐ | ☒ | ☐ |
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Discussion: The Cities of Seaside and Sand City have not adopted renewable energy or energy efficiency plans concerning construction or wastewater infrastructure activities. However, the Monterey County Municipal Climate Action Plan (MCAP), which was intended to establish specific reduction goals and necessary actions to reduce municipal Greenhouse Gas (GHG) levels, emphasizes the County's commitment to energy efficiency and includes reducing emissions from wastewater facilities (Monterey County, 2013). The project proposes only to replace and reroute the existing aged sewer pipelines within the project areas, increasing the capacity of individual pipes to accommodate the existing flows of multiple pipelines, but would not substantially change the overall operational capacity of the system. The decommissioning of the Tioga Lift Station would also improve the efficiency of flows from the City of Sand City

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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through the wastewater system and would be considered beneficial to the Cities of Seaside and Sand City. Therefore, the project would not obstruct a state or local plan for renewable energy or energy efficiency. The impact would be **less than significant**. No mitigation would be required

G. GEOLOGY AND SOILS

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 1. Directly or indirectly cause potential substantial adverse effects, including the loss, injury, or death involving: | | | | |
| A. Directly or indirectly cause potential substantial adverse effects, including the 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? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ☒ |
| B. Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| C. Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| D. Landslides? | ☐ | ☐ | ☒ | ☐ |

Discussion: Faults are caused by the movement of the earth's crust, which forces bedrock units located on opposite sides of a fault line to slide past each other. These lines are not discretely defined, so movement of the ground surface can occur throughout a fairly wide area that overlies a fault zone. An active fault is defined as a fault that has a historic seismic record (activity in the last 100 years) or displaces Holocene (11,000 years and younger) deposits. Faults that exhibit signs of geologically recent movement (active within the past 11,000 years) are considered the most likely to experience movement in the near future. Therefore, active faults are generally thought to have the greatest fault rupture potential. Most agencies, however, would consider potentially active faults (active within the past two million years) as being capable of generating future earthquakes. Faults classified as inactive are not considered to present a significant fault rupture hazard or seismic source.

Seismicity. The Cities of Seaside and Sand City are located within the Monterey Bay Area, a seismically active region. The San Andreas fault, considered dangerous to areas that lay within 50 to 100 miles of its trace, is located approximately 50 miles northeast of the project areas. It is the predominant fault system in California and has generated some of the largest and most

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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destructive earthquakes in history. There are also two smaller active faults, the Ord Terrace and Seaside Faults, that both extend beneath the City of Seaside and the project area (Seaside General Plan, 2004b). The Monterey County General Plan also refers to the Chupines fault that runs adjacent to the project areas, approximately 5 miles to the south (County of Monterey, 2018a). These faults are not defined as Alquist-Priolo Earthquake Fault Zones (Alquist-Priolo Earthquake Fault Zones, 2018; California Division of Mines and Geology, 2001).

Soils. According to the Soil Survey of Monterey County, California (U.S. Department of Agriculture, 2012), the project areas are underlain with 85% Baywood sand, 10% dune land, and 5% oceano (USDA NRCS, 2017). The Baywood sand soils range from 2-15% slopes and span the project areas. They are gently sloping to rolling soils on stabilized sand dunes. Runoff is slow to medium, the erosion hazard is slight to moderate, and the permeability of the soil is rapid in Baywood soils (U.S. Department of Agriculture, 2012). The Cities of Seaside and Sand City are located in areas where sand has built up over time creating cemented sandstone layers in some areas, but younger, loose soils are also common throughout the Cities (Seaside General Plan, 2004b).

Liquefaction. Liquefaction is a phenomenon where near surface soils lose cohesion and are converted to a fluid state as a result of severe vibration. Structures built in and on soils respond differently to liquefaction. Underground structures that are less dense than the liquefied soil, including sewer lines, tend to rise to the surface. The project areas are underlain with Baywood sand soils, which are considered to have a medium-level potential for liquefaction. Within the Cities of Sand City and Seaside, the risk for liquefaction exists primarily in the beach and sand dune areas and in infill areas close to the shoreline (City of Sand City General Plan, 2015; City of Seaside General Plan, 2004).

Erosion. Areas where the slope ranges from 40-60% are lands that are most susceptible to landslides. The project alignments are relatively flat in nature, and the slopes do not exceed 15%. Gravity flow throughout the project areas carries water from the northern project area towards the southern project area, eventually flowing into the Monterey Bay (California Department of Conservation, 2015a).

A. Although the project area is located within the seismically active Monterey Bay Area, the project area does not include faults that have been mapped through the State Alquist-Priolo Special Studies Zone program (Alquist-Priolo Earthquake Fault Zones, 2018; California Division of Mines and Geology, 2001). Further, the project would not include structures or other components that would increase the exposure of people or structures to adverse effects as a result of the rupture of an Alquist-Priolo fault zone, and there would be **no impact**.

B. All of Monterey County is subject to hazards that may occur through ground shaking and ground surface rupture resulting from earthquakes. The project area is located in an area that supports a number of active faults, as discussed above. The principal concern related to human

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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exposure to ground shaking and ground surface rupture is that both of these processes can result in structural damages.

Implementation of the project would not result in the addition of new structures within the project areas. The sewer lines would be upgraded and replaced underground, and the above ground structure of the Tioga Lift Station would be removed. The upgraded and replaced sewer lines would be designed in accordance with the California Building Code seismic design force standards for the Monterey County area, per Chapter 15.04 of the Seaside Municipal Code and in Title 15, code 1630.8.2.2 of the Sand City Municipal Code (Seaside Municipal Code, 2018; Sand City, 2015a) to minimize risks associated with utility failure during a seismic event.

Implementation of the projects would not result in the regular occupation of the project areas; however, ongoing maintenance would be required. There is a very low risk that persons would be at the project areas checking or maintaining the sewer lines during a seismic event. Therefore, the project would not expose people to potential adverse effects beyond the current level of exposure, and this impact would be **less than significant**. No mitigation would be required.

C. The project areas are underlain with Baywood sand soils, which are considered to have a medium-level potential for liquefaction. Within the Cities of Sand City and Seaside, the risk for liquefaction exists primarily in the beach and sand dune areas and in infill areas close to the shoreline (City of Sand City General Plan 2015; City of Seaside General Plan 2004). The principal concern related to human exposure to liquefaction is that the process may result in structural damage. The project would not result in the addition of structures and would be subject to the California Building Code seismic design force standards for the Monterey County area, per Chapter 15.04 of the Seaside Municipal Code and in Title 15, code 1630.8.2.2 of the Sand City Municipal Code (Seaside Municipal Code, 2018; Sand City, 2015a). Compliance with these standards would ensure that the associated sewer line improvements would be designed and constructed to withstand expected seismic activity and associated hazards, including strong seismic ground shaking and seismic-induced ground failure (e.g. liquefaction, lateral spreading, landslide, subsidence, and collapse), thereby minimizing risk to the public and the property. Therefore, this impact would be **less than significant**. No mitigation would be required.

D. The project area, including the northern and southern project areas, are relatively flat in nature, and project implementation would occur within paved local roadways that do not support exposed soils. Implementation of the project would not result in the addition of new structures within the project areas. The sewer lines would be upgraded and replaced underground, and the above ground structure of the Tioga Lift Station would be removed. Following project implementation, open trenches would be refilled to grade and repaved. Furthermore, the upgraded and replaced sewer lines would be designed in accordance with the California Building Code seismic design force standards for the Monterey County area, per Chapter 15.04 of the Seaside Municipal Code and in Title 15, code 1630.8.2.2 of the Sand City

Municipal Code (Seaside Municipal Code, 2018; Sand City, 2015a) to minimize risks associated with utility failure during a seismic event, including landslides. This impact would be **less than significant**. No mitigation would be required.

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| 2. <i>Result in substantial soil erosion or the loss of topsoil?</i> | ☐ | ☐ | ☒ | ☐ |
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Discussion: Project construction activities would result in the potential for erosion or loss of topsoil from excavation activities required for the replacement of the sewer lines within the northern and southern project areas. However, any erosion or loss of top soil would be minimal because construction activities would be open trenching that is largely contained within existing paved roadways. Additionally, as described in Section II under the Detailed Project Description, the construction contractor would be required to implement BMPs in accordance with the County of Monterey Construction Best Management Practices Handbook (July 2015 edition) to minimize sedimentation from the project areas (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging area, watering down the construction site to minimize excess dust). Following sewer pipeline installation, soils would be replaced into the open trenches, and the roadways would be repaved to return the project areas to pre-project conditions. Therefore, the potential for substantial soil erosion or loss of topsoil would be **less than significant**. No mitigation would be required.

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| 3. <i>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?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Following a review of geologic hazards information, as discussed above, and a field visit to the project areas, there is no indication that the replacement of the sewer lines within the relatively flat project area would contribute to any landslides, lateral spreading, subsidence, liquefaction, or collapse of soils or local geologic units. Furthermore, project work would be largely underground in open trenches, and would not create cut or fill slopes that could be unstable. Therefore, impacts related to the potential for project construction to cause or increase geologic instability would be **less than significant**. No mitigation would be necessary.

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| 4. <i>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?</i> | ☐ | ☐ | ☒ | ☐ |
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Discussion: Expansive soils shrink or swell depending upon water content and can cause damage to structures. Soils with a high clay content are more susceptible to swelling than sand or gravel soils. The soils within the project areas are Baywood sand soils⁴. These soils have rapid permeability, are well drained, have slow to medium runoff potential, and are unlikely to pond or support flooding (Uniform Building Code, 2007). They have low shrink swell potential and are not expansive by nature (U.S. Department of Agriculture, 2012). Therefore, risks to life or property as a result of project implementation in expansive soils would be **less than significant**. No mitigation would be required.

5. *Have soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems where sewers are not available for the disposal of waste water?* ☐ ☐ ☐ ☒

Discussion: There are no septic tanks, leach fields, or alternative waste water disposal systems proposed as part of or affected by the project. The project would continue to convey sewage through the current collection system in accordance with the requirements of the SCSD, and would improve the efficiency and reliability of the system through the replacement of existing aged pipelines with new pipelines. Therefore, there would be **no impact**.

6. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* ☐ ☐ ☒ ☐

Discussion: Paleontological resources are located within geologic deposits or bedrock that underlie the surface soil layer. Neither the City of Seaside nor the City of Sand City has identified paleontological resources within City limits (City of Seaside 2017; City of Sand City 2002). In addition, the Stanford Libraries EarthWorks mapping program has not identified any paleontological resources within the project vicinity (2001). Therefore, it is not anticipated that paleontological resources would be impacted through ground disturbance associated with the implementation of the projects in the northern or southern project areas. The impact would be **less than significant**. No mitigation is required.

⁴ <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>.

H. GREENHOUSE GAS EMISSIONS

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Project construction would result in an incremental increase in greenhouse gas (GHG) emissions by usage of fossil fuels. In accordance with Section 15183.5(b) of the CEQA Guidelines, a plan for the reduction of greenhouse gas (GHG) may be used to analyze whether a project would result in significant GHG emissions provided that the plan includes specific elements. Plans that meet the listed requirements are referred to as Qualified GHG Reduction Plans. Plans are required to include an emissions inventory, establish baselines below which GHG emissions would not be cumulatively considerable, estimate future GHG emissions in the covered geographic area, specify measures to meet emissions reduction targets, establish a mechanism to monitor plan progress, and be adopted following environmental review.

The Cities of Seaside and Sand City have not adopted city GHG reduction plans or climate action plans. Monterey County has adopted a Municipal Climate Action Plan (MCAP), which was intended to establish specific reduction goals and necessary actions to reduce municipal GHG levels, including emissions from wastewater facilities, to pre-1990 levels (Monterey County, 2013). The MCAP does not include any specific GHG emissions reduction strategies that specifically relate to construction emissions. The MCAP strategy primarily intends to reduce GHG emissions by implementing measures such as reducing vehicle miles traveled through the County and framing regional long-range planning efforts, and by increasing energy efficiency in new and existing buildings and facilities. The MCAP is consistent with AB 32 goals but does not meet the standards for a Qualified GHG Reduction Plan because it does not establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable.

At the state level, the CARB 2017 Scoping Plan establishes a framework of action for California to reduce statewide emissions to achieve the statewide emissions reduction goals of AB 32, S-3-05, and SB 32 (CARB, 2017). The 2017 Scoping Plan Update states “There are recent examples of land use development projects in California that have demonstrated that it is feasible to design projects that achieve zero net additional GHG emissions.” The CARB recognizes that achieving no net increase in annual ongoing GHG emissions would demonstrate that a project is not participating in climate change impacts. As such, it is reasonable to assume that a project that would not result in on-going annual operations would not result in significant GHG emissions.

The total GHG emissions estimated for project construction were estimated by the CalEEMod model, consistent with the assumptions of the air quality analysis above. See **Attachment 1** for detailed model input and output. Estimated emissions are provided in **Table GHG-1**.

Table GHG-1. Estimated Total Construction GHG Emissions	
Improvement Location	Metric Tons CO ₂ e
Canyon Del Rey	55
Del Monte Avenue	223
Tioga Avenue	50
Total GHG Emissions	328
Note: Emission quantities are rounded to the nearest whole number. Exact values are provided in Attachment 1 .	

As shown in **Table GHG-1**, the proposed project would result in a total of 328 MT CO₂e over the duration of construction activities within both the northern and southern project areas, which would occur in less than eight (8) months total. The proposed project would be responsible for an incremental increase in GHG emissions by the usage of fossil fuels during construction; however, the project would have no impact on vehicle miles traveled or energy use in the county, as operational maintenance trips would be similar or less than existing conditions. Following construction, the proposed project would not include any components that would generate GHG emissions, and there would be no operational impacts. Therefore, the proposed projects would not result in any on-going net increase in annual GHG emissions, and the impacts associated with the temporary increase in GHG emissions would be **less than significant**. No mitigation would be required.

2. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* ☐ ☐ ☒ ☐

Discussion: See the discussion under G-1 above. This impact is considered **less than significant**. No mitigation would be required.

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Create a significant hazard to the public or the environment as a result of the routine transport, use or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project would not create a significant hazard to the public or the environment.

Hazardous materials associated with the replacement of the sewer lines throughout the project areas and decommissioning of the Tioga Lift Station may include fuel, oils, grease, lubricants, and other petroleum-based products contained in construction vehicles, as well as materials used during the construction process, such as solvents and adhesives. There is potential for inadvertent or accidental spill or leaks to occur during construction activities. In accordance with the contractor's specifications, these construction-related hazardous materials would be transported, stored, and handled in a manner consistent with relevant regulations and guidelines, including those recommended by the County of Monterey Construction Best Management Practices Handbook (e.g. refueling in staging areas, storage of all hazardous materials away from waterways, ensuring construction equipment is properly maintained and checked daily for leaks).

The construction specifications would also include BMPs to control erosion, sediment and stormwater pollution (e.g. sandbags and/or straw bales around the perimeter of the staging area) and watering down the site to minimize excessive dust. Additionally, the construction specifications would include testing any groundwater encountered during excavation to ensure all water leaving the site and entering the storm or sewer drain system is not contaminated with hazardous materials and meets Regional Water Quality Control Board standards.

To further minimize potential impacts that may occur to the environment from the accidental spill of sewage material, the contractor would develop a spill containment plan for the project, and would not allow any wastewater discharge from the sewage collection system to enter adjacent lands or waters. In the event of accidental discharge, the contractor would be responsible for containment and the immediate cleanup and disposal of all contaminated materials, in accordance with the requirements of the Monterey County Health Department's Environmental Health Division as mandated in Chapter 10.67 of Monterey County Code, updated in 2018.

Therefore, implementation of the projects would not result in a hazard to the public or the environment as a result of hazardous materials, and this impact would be **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>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?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Please see discussion under H-1 above. Project impacts would be considered **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 3. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: There are a number of schools located in close proximity to the project area. In the northern project area, the following educational facilities are located within 0.25 mile: Peninsula Center for Infant & Toddler Development (0.25 miles), Juan Cabrillo Head Start Center (0.3 miles), Sonshine Child Development Center (0.35 miles), Cypress Continuation High School (0.37 miles), Auburn's House Montessori School (0.6 miles), Little Ones Pre-School (0.73 miles), Seaside Child Center (0.74 miles), Monterey Bay Christian School (0.75 miles), Monterey Bay Charter School (0.78 miles) and Noche Buena School (0.8 miles).

In the southern project area, the following educational facilities are located within 0.25 mile: Cypress Continuation High School (0.21 miles) and Sonshine Child Development Center on the north and east side of the Harcourt Avenue (0.23 miles).

Additionally, there are several other educational facilities just beyond 0.25 miles from the project area. Other schools and facilities where children or adults may be regularly present in the surrounding project area include: Auburn's House Montessori School (0.5 miles), Monterey Bay Christian School (0.65 miles), Little Ones Pre-School (0.66 miles), Bay View Academy Lower Campus (0.69 miles), and Del Rey Woods Elementary School (0.8 miles).

Although there are many nearby schools and facilities, the project would not generate hazardous emissions. As described under **Impact H-1** above, spill prevention and containment measures would be in place in the event that wastewater is inadvertently discharged during the replacement

of the sewer pipeline. The project would also result in the abandonment of sewer lines in place, and therefore would transport minimal materials from the site along local roadways. Therefore, this impact is considered **less than significant**. No mitigation would be required.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 4. <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i> | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: A government records search conducted in October 2018 revealed that there are no portions of the project area listed on the Cortese List⁵, a compilation of information from various sources listing potential and confirmed hazardous waste and hazardous materials sites in California (State of California, 2015; State of California, 2018).⁶

In the northern project area, there are no known hazardous materials sites identified on the Cortese List within 1,000 feet of the northern project area. There are a number of sites within and adjacent to the project area that have been previously reported, remediated, and closed. There is one active site approximately 1,300-feet away from the southern end of the project area adjacent to the Ichi-Riki Japanese Restaurant, where an ongoing cleanup is occurring for a site potentially contaminated with Total Petroleum Hydrocarbons (TPH). This site is located at the center of Del Monte Boulevard where the street intersects with Broadway Avenue, and would not be disturbed through project implementation.

In the southern project area, there are two hazardous materials sites that were identified on the Cortese List within 1,000 feet of the southern project area.

⁵ The California Environmental Protection Agency's Cortese List includes the following data resources. The State Water Resources Control Board's GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. The State Department of Toxic Substances Control's EnviroStor contains records for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination.

⁶ The Hazardous Waste and Substances Sites (Cortese) List is a planning resource used by the State, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code, Section 65962.5, requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substance Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies, including the State Water Resources Control Board and the California Integrated Waste Management Board, are required to provide additional hazardous material release information for the Cortese List.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- The GeoTracker database identified one known site located at 440 Harcourt Avenue. The site, Collection WDR-Seaside (#215129), is listed as a historical “Waste Discharge Requirement” (WDR) site. WDR Sites are sites that operate under WDRs issued by the State Water Resources Control Board or a Regional Quality Control Board, and WDRs address non-designated waste discharges that are usually applied to land. This site would not be impacted through project implementation and, therefore, would not result in the release of hazardous materials into the environment.
- The EnviroStor List included one site located at 1441 Canyon Del Rey Boulevard. The site, Embassy Suites Hotel (#27750002), is listed as a “State Response or National Priorities List” site. Land use restrictions were previously applied to the site (until 1997) due to groundwater and soil contamination with metals, TPH motor oil, and volatile organics from a pre-existing automobile junkyard. Although there may be land use restrictions that would be identified if the site were to be disturbed, implementation of the project would not impact this property. Therefore, the hazardous materials at this site would not impact implementation of the project.

Through implementation of the project BMPs, as discussed in Section II, Detailed Project Description, groundwater encountered during excavation would be tested to ensure that all water leaving the site and entering the storm or sewer water drainage systems is not contaminated with hazardous materials and meets the RWQCB requirements. If contaminated groundwater is daylighted as a result of project implementation, the collected water would be collected and disposed offsite at an EPA-approved facility, in coordination with the RWQCB.

Through the implementation of project BMPs, the project would not result in significant adverse impacts to the public or environment through the exposure of hazardous materials. This impact would be **less than significant**. No mitigation would be required.

5. *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?* ☐ ☐ ☒ ☐

Discussion: The Monterey Regional Airport is a public airport located within two (2) miles of the project area (**Figure 1**). The Monterey Regional Airport Master Plan was last revised in 2015, and the Cities of Seaside and Sand City are required by state statute to have general plans which are consistent with the Airport Land Use Compatibility Plan (ALUCP) portion of the Master Plan (Monterey Peninsula Airport District, 2015). The project areas are located within

the Traffic Overflight Zone of the Monterey Regional Airport (The Monterey Peninsula Airport District, 2015).

Implementation of the projects would not result in the addition of a safety hazard, including the addition of above ground structures within the flight zone, nor change the land uses or the population that would be supported by the existing land uses within or adjacent to the master plan area. The projects would also not result in conflicts with policies or programs associated with the Monterey Regional Airport (The Monterey Peninsula Airport District, 2015).

Consequently, the project would not conflict with an airport land use plan or operation of nearby airports, result in excessive noise, or pose a related air safety hazard to people living or working within the general vicinity of the project areas. Therefore, the impact would be **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 6. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Implementation of the project would not conflict with the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (Monterey County, 2014), for which the Cities of Seaside and Sand City are both included. Throughout project construction, temporary lane closures and slow-moving construction vehicles could delay or obstruct the movement of emergency vehicles. However, the proposed project includes implementation of traffic control plans for the northern and southern project areas, which would include measures to notify emergency service providers of construction activities to allow for the retention of emergency access throughout the project areas at all times. Emergency personnel would be alerted to the duration of construction activities, and the effects that those activities would have on local traffic. Therefore, implementation of the project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 7. <i>Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</i> | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The northern and southern project areas are located in an area that is predominately commercial development within an urban environment, with the exception of Laguna Grande Park that is located directly south of Canyon Del Rey Boulevard in the southern project area. There are no wildlands located adjacent to the project areas.

The CAL Fire Hazard Severity Zone Map designates the project areas as being in Local Responsibility Area, under the jurisdiction of Monterey County (California Department of Forestry, 2008). The County of Monterey has not identified the project areas or surrounding lands as being located within a Fire Hazard Area (County of Monterey, 2018b). Therefore, there would be **no impact**.

J. HYDROLOGY, WATER SUPPLY, AND WATER QUALITY

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would replace aged sewer pipelines within local public roadways, and would not result in an increase in impermeable surfaces, which could reduce groundwater recharge, as all work would occur within the paved roadways and associated paved shoulders.

There are no waterways within or adjacent to the northern project area. Within the southern project area, Laguna Grande Lake is located just south of Canyon Del Rey Boulevard. Laguna Grande is a freshwater lake that is hydrologically connected to Roberts Lake, which includes an outfall to the Monterey Bay.

The project does not include commercial, industrial or other activities that would generate contaminants or discharge runoff either directly or indirectly into a public or private water supply, or reduce water quality in local water bodies. During construction, stormwater runoff could contain soil and other pollutants such as fuels, oils, grease, lubricants, solvents and other materials associated with construction equipment and activities. As described in Section II under the Detailed Project Description, the construction contractor would be required to implement BMPs in accordance with the County of Monterey Construction Best Management Practices Handbook (July 2015 edition). These measures (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging areas, watering down the construction sites to minimize excess dust) would contain those construction related materials on-site.

Also in accordance with the project BMPs, as discussed in Section II, Detailed Project Description, groundwater encountered during excavation would be tested to ensure that all water leaving the site and entering the storm or sewer water drainage systems is not contaminated with hazardous materials and meets the RWQCB requirements. If contaminated groundwater is daylighted as a result of project implementation, the collected water would be collected and disposed offsite at an EPA-approved facility, in coordination with the RWQCB.

Following sewer line installation, soils would be refilled into the open trenches, and the disturbed ground would be repaved to return the entire project area to pre-project conditions. Disturbed areas that are not repaved would be seeded or planted with native ground cover to maintain minimal surface erosion, as necessary.

Therefore, no water quality standards or waste discharge requirements would be violated, and the project would not result in the degradation of ground water quality. As a result, the impact would be **less than significant**. No mitigation would be required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Implementation of the project would not result in an increase in impermeable surfaces throughout the project areas, as the majority of the project would occur within existing paved public roadways, and these areas would be returned to pre-project conditions following the replacement of the sewer lines and decommissioning of the Tioga Lift Station.

Unpaved lands throughout the project areas would remain unpaved following project implementation. Therefore, there would be no change in impervious surfaces throughout the project areas, and therefore no change in the ability of the area to support groundwater recharge.

The proposed project would not use groundwater or require any additional water supply in the northern and southern project areas exceeding existing conditions. However, there is the potential for ground disturbing activities to result in the daylighting of groundwater throughout project implementation, as trenching depths would range between five (5) and 24 feet. Based on the geotechnical design report prepared for the Canyon Del Rey Sewer Line Replacement project, groundwater was found along the alignment from 13 to 23 feet below the ground surface (Cal Engineering & Geology, 2018). Through the implementation of the Monterey Regional Storm Water Management Program (MRSWMP) (July 2015 edition), all groundwater that is encountered would be tested and routed through the existing stormwater or sewer drainage systems to ensure that the groundwater supply would not be substantially depleted and/or contaminated. Further, coordination with the RWQCB, as necessary, would require that adequate measures were implemented to preserve and protect groundwater throughout implementation of the project. Therefore, this impact would be **less than significant**. No mitigation would be required.

- | | | | | |
|---|--|--|--|--|
| 3. <i>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> | | | | |
|---|--|--|--|--|

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
A. <i>Result in substantial erosion or siltation on- or off-site?</i>	☐	☐	☒	☐
B. <i>Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?</i>	☐	☐	☒	☐
C. <i>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?</i>	☐	☐	☒	☐
D. <i>Impede or redirect flood flows?</i>	☐	☐	☐	☒

Discussion: The proposed project would not include grading or changes in topography or new impervious surfaces that would alter the existing overall drainage pattern throughout the northern and southern project areas.

A. The northern and southern project areas are relatively flat in nature, and project implementation would occur within paved local roadways that do not support exposed soils. Additionally, as described in Section II under the Detailed Project Description, the construction contractor would be required to implement BMPs in accordance with the County of Monterey Construction Best Management Practices Handbook (July 2015 edition) to minimize sedimentation from the project areas. Following sewer pipeline installation, soils would be backfilled into the open trenches, and the roadways would be repaved to return the project area to pre-project conditions. Therefore, the potential for substantial soil erosion or loss of topsoil would be **less than significant**. Therefore, the impact would be **less than significant**. No mitigation would be required.

B. As described above, the project would not result in an increase in impermeable surfaces that could result in an increase in surface runoff. Additionally, according to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map, dated June 21, 2017, the project areas are located within a 500-year flood hazard area and has a 0.2% chance of annual flooding. Following project implementation, all disturbed roadways would be backfilled and graded to a similar gentle sloping characteristic as pre-project conditions. Therefore, this impact would be **less than significant**. No mitigation would be necessary.

C. The project would not result in the addition of impervious surfaces throughout the project areas that would create or contribute to additional runoff and impacts to the capacity of existing or planned storm water drainage systems. The project would also not result in substantial additional sources of polluted runoff, as the construction contractor would be required to

implement BMPs, as described in the Detailed Project Description in Section II, in accordance with the Monterey Regional Storm Water Management Program (MRSWMP) (July 2015 edition). The construction specifications would include BMPs to control erosion, sediment and stormwater pollution (e.g. storm drain inlet protection, sand bags and/or straw bales around the perimeter of the staging area and watering down the site to minimize excess dust) of the nearby waterbodies, including the Laguna Grande Lake, Roberts Lake, and the Monterey Bay. Therefore, this impact would be **less than significant**. No mitigation would be necessary.

D. The proposed project does not include the construction of any above ground structures and thus would not impede or redirect flood flows. Furthermore, as stated above, the northern and southern project areas are located within paved roadways that would be returned to pre-construction conditions immediately following project completion. Therefore, there would be **no impact**.

4. *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?* ☐ ☐ ☒ ☐

Discussion: The northern and southern project areas are both located outside of the 100-year flood zone, but are within the 500-year flood zone (FEMA, 2017). Both the City of Seaside and the City of Sand City are at an elevated risk of tsunamis due to their close proximity to Monterey Bay. Tsunamis can be generated as the result of an earthquake along one of the many earthquake faults in the seismically active region. Even a moderate earthquake could cause a local source tsunami from submarine landsliding in Monterey Bay. The southern project area is also at an increased risk of a seiche due the close proximity of Laguna Grande and Roberts Lakes (Seaside General Plan, 2004b; City of Seaside, 2013).

Although the project area is in close proximity to the Monterey Bay, Pacific Ocean, and Laguna Grande and Roberts Lakes, where a seiche, tsunami, or mudflows may occur, project implementation would not affect any physical features within the project areas, or between the project areas and nearby water bodies.

Additionally, as described in the discussion for #3 above, BMPs would reduce pollutants from leaving the project site, and the project would not result in the generation or release of pollutants, as the areas would be returned to pre-project conditions following implementation. Therefore, there would be no change in the risk of the release of pollutants due to project inundation, and this impact would be **less than significant**. No mitigation would be required.

5. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?* ☐ ☐ ☒ ☐

Discussion: The Cities of Seaside and Sand City do not have water quality control plans that address water quality measures related to construction or infrastructure maintenance. However, Policy NCR-CZ of the City of Seaside’s Local Coastal Land Use Plan (adopted June 2013) emphasizes the protection of the Laguna Grande Lake, adjacent to the southern project area, and states the City’s role in regulating construction on unstable slopes to prevent erosion. Additionally, the City of Seaside’s Seaside Basin Watermaster Annual Report (2017) provides an assessment of the Seaside Basin’s water quality, withdrawals, projects, and related goals and management, but does not include management strategies for protecting groundwater during construction in the City of Seaside.

Regionally, the projects are located within the Water Quality Control Plan for the Central Coastal Basin (Region 2) that was developed by the Central Coast Regional Quality Control Board in 2017 to outline a plan to sustain clean water for the Central Coast. As described above, the project includes BMPs to minimize any potential sedimentation, erosion or the emission of hazardous materials that could result in water quality degradation as a result of ground disturbing activities throughout or adjacent to the project areas. Implementation of the projects would also not result in the addition of impermeable surfaces that may reduce groundwater recharge. Therefore, implementation of the project would comply with the Water Quality Control Plan for the Central Coastal Basin, and this impact would be **less than significant**. No mitigation would be required.

K. LAND USE AND PLANNING

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. <i>Physically divide an established community?</i> | ☐ | ☐ | ☐ | ☒ |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed projects would reroute and replace underground sewer lines and would abandon and decommission the Tioga Lift Station. The project would not include any elements that would physically divide the existing neighborhoods within the Cities of Seaside or Sand City, or the larger Monterey Bay community. Furthermore, the project does not include any barriers or changes in local roadways as a result of implementation. Therefore, there would be **no impact**.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>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?</i> | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The northern project area is located within both the Cities of Sand City and Seaside and is within the coastal zone for the City of Seaside. The Del Monte Boulevard, Auto Center Parkway and The Mall portions of the northern project area are zoned for automotive commercial (CA), heavy commercial (CH), and regional commercial (CRG). The Tioga Avenue portion of the northern project area is located within the City of Sand City and is zoned for manufacturing (M).

The southern project area is located within the City of Seaside and is partially inside the Seaside coastal zone. The Seaside coastal zone includes those lands within 500-feet of the ocean; the coastal zone also extends inland and encircles Roberts Lake and Laguna Grande Regional Park (City of Seaside, 2013). The Canyon Del Rey Boulevard alignment is zoned for public institutional (PI) to the east of the project and as open space recreation (OSR) to the west of the project area.

The project would reroute and replace aging sewer lines located below public roadways throughout the project areas, and decommission the Tioga Lift Station, with no permanent changes to land uses (**Figures 2 and 3**). The Cities of Sand City and Seaside General Plans land use and zoning plans, policies and regulations allow for utility infrastructure management and replacement (City of Seaside 2017, City of Sand City 2013).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Although portions of the northern and southern project areas are within the City of Seaside and City of Sand City Coastal Zones, the sewer line replacements along Canyon Del Rey Boulevard and Tioga Avenue would be restricted to the paved roadways, and would result in no changes in land uses within the project areas. The SCSD would obtain Coastal Administrative Permits through both cities prior to the onset of construction activities to ensure that the proposed projects would be consistent with the City of Seaside General Plan and Local Coastal Program. Additionally, implementation of the projects would not conflict with any planning regulations or policies that have been developed to avoid or mitigate environmental impacts, and would not impede future development plans as outlined in the City of Seaside and City of Sand City General Plans (City of Seaside 2017, City of Sand City 2002). Therefore, this impact is considered **less than significant**. No mitigation would be required.

L. MINERAL RESOURCES

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. <i>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?</i> | ☐ | ☐ | ☐ | ☒ |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project area has not been identified as an area that contains any known mineral resources that would be of value to the region and to the residents of the state (Monterey County General Plan, 2010c; Conservation Biology Institute, 2011). The project would involve open trenching to replace aging sewer pipelines within the northern and southern project areas. However, this would occur within public roadways that are already highly disturbed, and in areas where no mineral resources have been identified. Therefore, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. There would be **no impact**.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. <i>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?</i> | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The land use designations in the northern and southern project areas are for a variety of urban land uses including public institutional (PI), open space recreation (OSR), automotive commercial (CA), heavy commercial (CH), regional commercial (CRG) and manufacturing (M), which are not considered to be extractive use zones for mineral resources (Seaside General Plan, 2004a; Sand City General Plan Map, 2015). Therefore, no potential significant loss of availability of a known mineral resource recovery site delineated on a local general plan, specific plan or other land use plan would occur as a result of project implementation. There would be **no impact**.

M. NOISE

Would the project result in:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 1. <i>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?</i> | ☐ | ☒ | ☐ | ☐ |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The proposed project would reroute and replace aging sewer pipelines throughout the northern and southern project areas in the Cities of Seaside and Sand City. These areas are predominately urbanized and commercial, and there are no project components that would produce a permanent increase in noise. However, the project would result in short-term construction-related noise increases in the immediate vicinity of construction activities associated with the implementation of both projects.

The Cities of Seaside and Sand City have not established quantitative noise thresholds in their respective noise ordinances, so the project would follow the guidelines set forth in Section 10.60.030 of the Monterey County Code, which state that daytime noise that exceeds 85 dBA (A-Weighted Decibels) within 50 feet is prohibited within 2,500 feet of an occupied dwelling unit.

As discussed in Section II, Project Description, construction equipment that may be required for implementation of the project includes an excavator, grader, dozer, scraper, loader/backhoe, roller, trucks and pump. The Federal Highway Administration Roadway Noise Model was used to estimate worst-case construction noise. Due to the limited size of the daily construction area, it is assumed that a maximum of up to two pieces of construction equipment would be operating at the same time. The noise level from simultaneous operation of the two noisiest pieces of construction equipment (dozer and scraper) is estimated to be 83.4 dB at 50 feet. Therefore, noise would generally not be expected to exceed 85 dB at 50 feet from areas of active construction on a daily basis, although construction noise would likely be audible by nearby receptors. The northern and southern project areas include residences, commercial developments, and Laguna Grande Park; accordingly, sensitive receptors may include residents, workers and recreators. Individual receptors throughout the project areas would be exposed to construction noise for increments of a few days as the project is linear in nature.

Operation of the heavy construction equipment necessary for the installation of the replacement sewer lines and the construction associated with the project would be in accordance with the Noise Ordinance parameters discussed above. As described in Section II under Detailed Project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Description, construction implementation may occur throughout both daytime and nighttime hours. For daylight hours, construction hours have been defined as 7:00 a.m. to 7:00 p.m., Monday through Friday, and between 9:00 a.m. and 7:00 p.m. on Saturdays, Sundays, and holidays in accordance with City of Seaside Code 9.12.030(D). For nighttime construction, as determined necessary, authorization would be required in writing from the City of Seaside building official. To obtain authorization, the building official would have to determine that construction activities would not impair the peace, comfort or tranquility of residents. As previously demonstrated, noise levels from project construction would not be expected to reach levels at nearby receptors that would be considered excessive during the daytime. However, ***Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures During Construction*** would be implemented to further reduce audible noise, and would also be implemented for nighttime construction noise. These measures would be expected to reduce these temporary noise levels by at least 10 dBA compared to unmitigated noise levels and would limit disturbance of the peace, comfort and tranquility of surrounding receptors. Therefore, this impact would be **less than significant with mitigation**.

Following construction, there are no project components that would produce a permanent increase in noise in the northern or southern project areas. The main source of existing ambient noise in the project areas is traffic noise along Del Monte Boulevard, Tioga Avenue, and Canyon Del Rey Boulevard. However, no substantial increase in traffic trips would be anticipated as a result of the proposed projects, outside of routine maintenance trips which would be similar to existing conditions. Therefore, operational impacts would be **less than significant**. No mitigation would be required following construction.

Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures During Construction. Prior to initiating active construction, the following noise and vibration control measures will be implemented to minimize construction-related noise impacts on nearby sensitive receptors (e.g., residents, workers, recreators).

- Signs will be posted near the construction areas that include contact information for the SCSD noise coordinator to answer project related construction noise questions.
- Stationary construction noise sources will be located as far from nearby noise-sensitive receptors as possible.
- One piece of construction equipment will be operating at a time, avoiding simultaneous use of multiple pieces of construction equipment in the same location, to the extent feasible and practicable.
- Trucks will be prohibited from idling along streets serving the construction site where noise-sensitive residences are located.
- Noise-reducing enclosures will be used around noise-generating equipment, as feasible.
- Barriers will be constructed, as feasible, between noise sources and noise-sensitive land uses, and the contractor will take advantage of existing barrier features (terrain, structures) to block sound transmission.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- Construction activities that could generate high noise and vibration levels adjacent to residences will be scheduled during times that will have the least impact on receptor locations. This may include restricting construction activities in the areas of potential impact to middle hours of the work day, such as from 10:00 a.m. to 4:00 p.m. Monday to Friday, when residents are least likely to be home.
- The contractor will prohibit the use of ancillary equipment (i.e. backhoe, truck, air compressor, and pump) during nighttime hours.
- Equipment and trucks used for project construction will be equipped, as feasible, with advanced noise control techniques (improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds).

2. *Generation of excessive groundborne vibration or groundborne noise levels?*

☐	☒	☐	☐
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Discussion: Land uses in which groundborne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations are considered vibration-sensitive (Federal Transportation Authority, 2006). There are no vibration sensitive land uses within the project areas.

The main concern associated with the proposed project would be groundborne vibration that results in individual residential annoyance within the northern project area. There are no residences adjacent to the southern project area (Federal Transportation Authority, 2006).

The FTA has published vibration impact criteria to determine whether vibration would result in an annoyance to residents. Construction vibration is subject to the FTA's infrequent event criteria because operation of vibration-generating equipment is anticipated to be intermittent in the vicinity of an individual receptor. Residences fall into FTA Land Use Category 2, which is a receptor where people normally sleep. The FTA identifies 80 VdB as the generation level from infrequent events that would potentially disturb residents.

Representative typical vibration levels for construction equipment required for the proposed projects are provided in **Table NOI-1**. As shown in **Table NOI-1**, vibration levels from all construction equipment would be reduced to a maximum of 80 VdB beyond 45-feet from the construction area. Although the majority of the project areas do not support residential land uses, there are a few residential units that are along Tioga Avenue, within the northern project area, where sewer line replacement would occur. Residential yards provide a 45-foot setback for some homes within the project area; however, the majority of homes along the alignment are located within 45 feet of the construction area. Therefore, residents would have the potential to be exposed to vibration levels in excess of 80 VdB that would potentially result in sleep disturbance.

For the proposed project, construction would be linear and receptors along the project corridors would generally be exposed to construction vibration for only a day or two. Therefore, exposure to groundborne vibration to individuals within the project areas would be limited and short in duration. Furthermore, through the implementation of ***Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures During Construction***, impacts that may result from project vibration would be further minimized through limitations in the equipment used, and the times in which the equipment would be used. Therefore, this impact would be **less than significant with mitigation**.

Mitigation Measure NOI-1: Implement Noise and Vibration Control Measures During Construction. This mitigation measure is discussed above.

Table NOI-1. Vibration Source Levels for Construction Equipment		
Construction Equipment	Approximate VdB at 25 feet	Approximate VdB at 45 feet ⁽¹⁾
Large Bulldozer	87	79
Loaded Trucks	86	78
Small Bulldozer	58	49
Jackhammer	79	71
⁽¹⁾ Based on the formula $VdB = VdB(25 \text{ feet}) - 30 \log(d/25)$ provided by the FTA (2006) Source: FTA 2006		

3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- ☐ ☐ ☒ ☐

Discussion: The northern and southern project areas are located within two (2) miles of the Monterey Regional Airport. The northern project area is located approximately a mile and a half (1.5) from the Airport, and the southern project area is located approximately three quarters of a mile (.75) away from the Airport (**Figure 1**). The proposed project is not within two miles of a private airstrip.

Operation of the project would not introduce any new receptors to the airport planning area. During construction throughout the northern and southern project areas, construction workers

may experience noise from overflights, but would not be located in areas where airplanes are present on the ground. The Airport Master Plan has defined noise abatement procedures for arrivals and departures to and from the Monterey Regional Airports to minimize noise impacts to the surrounding area. Construction would be limited to those areas in which the noise abatement procedures are in place for project implementation; furthermore, construction sites are noise generating in themselves. Therefore, this impact would be **less than significant**. No mitigation would be required.

N. POPULATION AND HOUSING

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>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)?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project would not induce substantial population growth in the project area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in the project area. The project proposes only to replace and reroute the existing aging sewer pipelines within the project areas, increasing the capacity of individual pipes to meet current standards and for consistency with the rest of the system, but not substantially changing the system's operational capacity. The decommissioning of the Tioga Lift Station would also improve the efficiency of flows from the City of Sand City through the wastewater system. The increased capacity and efficiency would be consistent with and accommodate the planned growth that has been analyzed in the general plan EIRs for the Cities of Seaside and Sand City (City of Seaside 2017, City of Sand City 2002). Thus, the project would not substantially induce unplanned population growth. The impact would be **less than significant**. No mitigation would be required.

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| 2. <i>Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</i> | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project would not involve or result in the displacement of housing units or people through construction or operation. There would be **no impact**.

O. PUBLIC SERVICES

Would the project:

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

A. Fire protection?	☐	☐	☐	☒
B. Police protection?	☐	☐	☐	☒
C. Schools?	☐	☐	☐	☒
D. Parks?	☐	☐	☐	☒
E. Other public facilities; including the maintenance of roads?	☐	☐	☐	☒

Discussion: The proposed project would replace and reroute existing deteriorating sewer lines, and decommission the Tioga Lift Station in urban areas of the Cities of Seaside and Sand City in the northern and southern project areas. The projects would minimally increase the operational capacity of the system, while substantially improving the efficiency of the wastewater conveyance system. The projects would not result in any new permanent facilities, structures, roads, or uses that would generate the need for additional fire or police services, or that would generate additional students in the Monterey Peninsula Unified School District. The project would also not generate new or increased demand for parks or other public facilities. There would be **no impact**.

P. RECREATION

Would the project:

- 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?*

☐	☐	☐	☒
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Discussion: As described in Sections N and O above, the project would not result in a population increase or increased use of parks, but rather is improving aging infrastructure and system efficiency for planned population growth. Therefore, the project is not expected to result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, or accelerated physical deterioration of such facilities. There would be **no impact**.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 2. <i>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?</i> | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Implementation of the projects would not include recreational facilities and would not result in a population increase or otherwise require the expansion of existing or the generation of new recreational facilities. Further, there are no recreational facilities located within the northern project area. Within the southern project area, the Canyon Del Rey roadway alignment is located adjacent to the Laguna Grande Regional Park, which supports a playground and local trails that connect to the wider trail network that spans the Monterey Bay Area. These facilities would remain open throughout project construction activities. There would be **no impact**.

Q. TRANSPORTATION

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</i> | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would result in minor increases in construction-related traffic in and near the northern and southern project areas throughout project implementation. Once project construction activities are completed, the number of trips to and from the project areas would be similar to existing conditions, as operation of the project would require similar maintenance trips to and from the areas as are currently required.

Construction activities would require construction vehicles for site preparation, excavation, materials delivery, installing sewer lines, backfilling of the open trenches, and paving. There would also be workers commuting to the project area. Workers and construction vehicles would access the project areas primarily from Highway 1, Canyon Del Rey Boulevard and Del Monte Boulevard. Construction vehicles entering or exiting the project areas could cause temporary delays or stoppage of through traffic on Canyon Del Rey and Del Monte Boulevards, and within the vicinity of the general project areas, which could adversely affect traffic circulation and safety. The increase in vehicles on the roadway would be relatively small, dispersed throughout the day, and short term (i.e., limited to the construction period for one project area at a time). Further, as described in Section II under Detailed Project Description, the SCSD and contractor would prepare and implement a traffic control plan, which would minimize construction-related impacts. Therefore, the impact from construction-related traffic would be **less than significant**.

As part of the traffic control plan discussed under Section II, Detailed Project Description, alternative pedestrian and bicycle routes would be identified to continue to provide access throughout the project areas during project implementation. Limitations in pedestrian and bicycle access would be temporary and intermittent, depending on the extent that the roadways are altered to ensure public safety during construction. Throughout the northern project area, adjacent roadways, including Fremont Avenue, may be utilized to bypass the project area. Within the southern project area, the Transportation Agency of Monterey County's (TAMC) Monterey County Active Transportation Plan (adopted 2018) has identified the Laguna Grande Regional Park Trail east of Francis Avenue that would provide a bypass to Harcourt Avenue around the project area throughout construction. Because impacts to pedestrian and bicycle access would be intermittent and alternative routes would be identified to ensure access throughout project implementation, this impact would be **less than significant**.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Mass transit for the project area's vicinity is provided by Monterey-Salinas Transit (MST), and the project areas are supported by the Ryan Ranch-Sand City route. This route includes both Canyon Del Rey and Del Monte Boulevards; however, no bus stops would be impacted during project construction or implementation, and therefore this impact would be **less than significant** (MST, 2018).

For operations and maintenance, the maintenance staff who currently visit the pipelines would continue to visit the project areas for periodic inspections with no substantial increase in trips when compared with current conditions. Because the number of trips attributable to operations and maintenance would be similar to existing conditions, there would be no substantial change in trips and the project would not degrade the operation on local roadways. As such, the impact from operations and maintenance traffic would be **less than significant**.

Anticipated traffic would not conflict with applicable plans or policies measuring effectiveness of the circulation system or programs supporting alternative transportation. This impact would be **less than significant**. No mitigation would be required.

2/3 *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1) or (b)(2)?* ☐ ☐ ☒ ☐

Discussion: The projects would reroute and replace the existing degraded sewer lines throughout the project areas that are located underground and would decommission the Tioga Lift Station in place. Although construction activities may cause a slight deviation or redistribution in vehicle miles traveled by the public, as well as construction workers commuting to the site, the roadways be backfilled, graded, and will retain the same level of service as pre-project conditions. Land uses would remain the same, and only temporary changes in the existing circulation system along Canyon Del Rey and Del Monte Boulevards, are proposed or anticipated. Therefore, the vehicle miles traveled would be similar to and not substantially change from those under existing conditions. The impact would be **less than significant**. No mitigation would be required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
4. <i>Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>	☐	☐	☒	☐

Discussion: The project would not include any permanent design features that would increase any type of traffic hazards throughout the project areas. Project construction would involve open trenching within the public roadways. Implementation of the traffic control plan, as discussed in Section II of the Detailed Project Description, would include safety features that would minimize any risks that could occur through open trenching and the presence of construction equipment. Following the placement of the sewer lines, the roadways would be repaved and returned to pre-project conditions. Therefore, this impact would be **less than significant**. No mitigation would be required.

5. <i>Result in inadequate emergency access?</i>	☐	☐	☒	☐
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Discussion: Implementation of the projects would not alter the public roadways throughout the project areas in any way that would impair implementation of an adopted emergency response plan or emergency evacuation plan. Throughout project construction, temporary lane closures and slow-moving construction vehicles could delay or obstruct the movement of emergency vehicles. However, the project includes the implementation of a traffic control plan, as discussed in Section II of the Detailed Project Description, which would include notifying emergency service providers of construction activities and retaining emergency access at all times throughout project implementation. Therefore, this impact would be **less than significant**. No mitigation would be required.

R. TRIBAL CULTURAL RESOURCES

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

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| A. <i>Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources Code section 5020.1(k), or</i> | ☐ | ☒ | ☐ | ☐ |
| B. <i>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.</i> | ☐ | ☒ | ☐ | ☐ |

Discussion: In accordance with Assembly Bill 52 (AB 52), CEQA was amended to mandate consultation with California Native American tribes during the CEQA process to determine whether a proposed project would have impacts on Tribal Cultural Resources, because California tribes are experts in their Tribal Cultural Resources and heritage. Therefore, in compliance with AB 52, SCSD initiated consultation with tribes, and consultation is concluded when SCSD and the tribes agree on appropriate mitigation measures to mitigate and/or avoid any significant impacts.

On January 18, 2019, as part of the tribal consultation process with Native American groups and individuals, Albion, in representation of the SCSD, mailed project initiation letters,

including a project map and description, to the following Native American contacts listed for the Cities of Seaside and Sand City's area of jurisdiction by the NAHC.

- Valentin Lopez, Amah Mutsun Tribal Band
- Irene Zwierlein, Ohlone/Coastanoen
- Patrick Orozco, Coastanoen Rumsen Carmel Tribe
- Tony Cerda, Costanoan Rumsen Carmel Tribe
- Tom Nason, Esselen Tribe of Monterey County
- Ann Marie Sayers, Indian Canyon Mutsun Band of Costanoan
- Louise Miranda-Ramirez, Ohlone/Coastanoen-Esselen Nation
- Christianne Arias, Ohlone/Coastanoen-Esselen Nation

As of March 3, 2019, tribal representatives expressed concern that an underground resource may be identified, and two (2) members recommended that the project have Native American monitoring during project construction, and one (1) tribal member recommended sensitivity training for the construction crew.

There are no resources that have been listed in the California Register of Historic Resources, or in a local register of historic resources, as defined by Public Resources Code, Section 5020.1(k) located in the northern or southern project areas. However, the historic Southern Pacific Railroad line that crosses Tioga Avenue in the northern project area may be eligible for listing; however, this resource would not be impacted through implementation of the project, as discussed above in Section E, Cultural Resources.

AB 52 established that a substantial adverse change to a Tribal Cultural Resource would have a significant impact on the environment. Based on archival and field-based research of the northern and southern project areas, it is not anticipated that tribal resources would be impacted through project implementation. However, there always remains the potential for ground-disturbing activities to expose and/or impact unknown tribal cultural resources, which could result in significant impacts to tribal cultural resources. With implementation of ***Mitigation Measure CR-1***, this impact would be **less than significant with mitigation**.

Mitigation Measure CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrence of Cultural or Historic Resources during Construction. This mitigation measure is described above in Section E, Cultural Resources.

S. UTILITIES AND SERVICE SYSTEMS

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. <i>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?</i> | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed projects would replace aging sewer pipelines within existing local roadways and decommission the Tioga Lift Station. The projects would not require nor result in the construction of new stormwater drainage facilities or the expansion of existing facilities. As analyzed in Section J, Hydrology, Water Supply, and Water Quality, the project would not result in any additional structures or impervious surfaces that would change drainage patterns or otherwise generate additional stormwater runoff. Additionally, the project does not include the relocation or construction of electric power, natural gas, or telecommunications facilities. Therefore, the project would not result in the need for new or expanded utility facilities, and the impact would be **less than significant**. No mitigation would be required.

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| 2. <i>Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</i> | ☐ | ☐ | ☒ | ☐ |
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Discussion: The proposed projects would use small amounts of water throughout construction related activities (e.g., dust control), which the construction contractor would obtain through approved sources and entitlements. No additional water use would be required to implement the projects, and no new or expanded entitlements would be needed. Therefore, the impact would be **less than significant**. No mitigation would be required.

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| 3. <i>Result in 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?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As described above, the projects would reroute and replace existing wastewater collection lines and would not generate additional wastewater or otherwise affect wastewater treatment plant capacity. Additionally, continuous sewage conveyance would continue during construction activities, so there would be no change in flows to the treatment plant. Therefore, the impact would be **less than significant**. No mitigation is required.

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| 4. <i>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?</i> | ☐ | ☐ | ☒ | ☐ |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Implementation of the projects would not generate substantial solid waste during construction, as existing pipelines and the Tioga Lift Station would be abandoned in place, with the exception of the above ground tower that would be hauled offsite. Other dirt and small rock materials excavated during pipeline replacement would be stockpiled and then backfilled into the open trench.

The project areas fall within the jurisdiction of the Monterey Regional Waste Management District (MRWMD) who is responsible for the 315-acre Monterey Peninsula Landfill, 20 acres of resource recovery facilities, and a 12-acre Community Franchise Collection Facility. The Monterey Peninsula Landfill is located two miles north of Marina and has the capacity to accommodate 100 years of waste at current disposal rates (MRWMD, 2017). Construction and demolition debris are sorted at the MRWMD facility where non-recyclable, non-compostable, and non-hazardous materials are sorted out and taken to the landfill for disposal. All materials generated as a result of project construction would be transported to the Monterey Peninsula Landfill and properly disposed.

Therefore, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. This impact would be **less than significant**. No mitigation would be required.

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| 5. <i>Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</i> | ☐ | ☐ | ☒ | ☐ |
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Discussion: Project construction activities are not expected to result in a substantial amount of solid waste, as existing sewer lines and the Tioga Lift Station would remain in place following abandonment, with the exception of the above ground tower which would be hauled offsite. All refuse, including recyclable materials, that would be generated by the projects would

be hauled offsite to the Monterey Peninsula Landfill in compliance with relevant statutes and regulations, which require recycling and reuse of materials, when feasible. The projects would not result in the permanent generation of solid waste over time. Therefore, this impact is considered **less than significant**. No mitigation would be required.

T. WILDFIRE

Would the project:

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| 1. <i>Substantially impair an adopted emergency response plan or emergency evacuation plan?</i> | ☐ | ☐ | ☒ | ☐ |
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Discussion: Implementation of the projects would not conflict with the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (Monterey County, 2014), for which the Cities of Seaside and Sand City are both included. Throughout project construction, temporary lane closures and slow-moving construction vehicles could delay or obstruct the movement of emergency vehicles. However, emergency personnel would be alerted to the duration of construction activities, and the effects that those activities would have on local traffic through implementation of the traffic control plan. Furthermore, following construction activities the project areas would retain the same pre-project characteristics and would not change the traffic patterns in the northern or southern project areas. Therefore, implementation of the project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant**. No mitigation would be required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 2. <i>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?</i> | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The CAL Fire Hazard Severity Zone Map designates the project areas as being in Local Responsibility Area, under the jurisdiction of Monterey County (California Department of Forestry, 2008). The County of Monterey has not identified the project areas or surrounding lands as being located within a Fire Hazard Area (County of Monterey, 2018b).

The project areas are located in an area that is predominately commercial development within an urban environment. The project areas are relatively flat in nature, and there are no slopes exceeding 30% that are proposed for sewer line replacement. Once the upgraded and replaced sewer lines are installed underground, the surface of the affected roadways would be returned to pre-project conditions.

Implementation of the projects would not result in the addition of habitable structures, or an increase in the population that resides or works within the Cities of Seaside or Sand City. Furthermore, hazardous materials, or materials that may become hazardous when exposed to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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fire, would not be introduced into the project area as the materials and the site characteristics would be similar to existing conditions.

Therefore, the project would not exacerbate wildfire risks or expose occupants within the project area to pollutant concentrations from wildfire; this impact would be **less than significant**. No mitigation would be required.

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| 3. <i>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?</i> | ☐ | ☐ | ☐ | ☒ |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The projects are located within a developed, urban area, and would replace deteriorating sewer lines and decommission the Tioga Lift Station, which would reduce the risk of sewage leaks throughout the Cities of Seaside and Sand City. Following project implementation, the project areas would be returned to pre-project conditions. Therefore, implementation of the project would not require additional installation or maintenance of infrastructure that may exacerbate fire risks. There would be **no impact**.

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| 4. <i>Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</i> | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: As described above under Sections G. Geology and Soils and J. Hydrology, Water Supply and Water Quality, the project areas do not support lands that are at risk for flooding and/or landslides. The project areas would remain relatively flat nature following the implementation of the projects, and not alter drainage patterns from existing conditions. Therefore, implementation of the projects would not result in the exposure of people or structures to significant risks, including downslope flooding or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. There would be **no impact**.

U. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 1. <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal community, 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?</i> | ☐ | ☒ | ☐ | ☐ |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The discussions presented in Section III (A through T) above address the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The following mitigation has been included that reduces potential effects on these resources to a level below significance.

- BIO-1: Implement Preconstruction Surveys for Nesting Birds
- CR-1: Conduct Construction Awareness Training and Monitoring, and Stop Work in the Event of Unexpected Occurrences of Cultural or Historic Resources during Construction
- CR-2: Stop Work in the Event of Unexpected Occurrences of Human Remains during Construction

As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, the project impacts would be **less than significant with mitigation**.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2. <i>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)?</i>	☐	☐	☒	☐

Discussion: In addition to project specific impacts, this evaluation considered the potential incremental effects of the projects that could contribute to a significant cumulative impact. The significant cumulative impacts to which the project would contribute are air quality, greenhouse gas/climate change, and traffic.

Both air quality and greenhouse gas analyses above (in Sections C, Air Quality, and H, Greenhouse Gas Emissions) are cumulative in nature in that the analysis of individual impacts is undertaken in the context of the air quality basin and global climate change arena, respectively. The short-term construction emissions would be minimized through best management practices and measures described in Section II under Detailed Project Description, and the projects would not exceed MBARD emissions thresholds for criteria pollutants. Therefore, the projects would not result in a considerable contribution to significant cumulative impacts for air quality and greenhouse gas.

As discussed in Section Q, Transportation, none of the roads serving the project areas are expected to be significantly affected by project implementation. Short term impacts that would occur during construction would be minimized through the traffic control plan, as described in Section II under Detailed Project Description.

Therefore, the project would not result in a considerable contribution to significant cumulative impacts, and the impact would be **less than significant**. No mitigation is required.

3. <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	☐	☒	☐	☐
--	--------------------------	-------------------------------------	--------------------------	--------------------------

Discussion: The potential for adverse direct or indirect effects to human beings was considered in the evaluation of environmental impacts in Section III. Based on this evaluation, construction-related noise and vibration could adversely affect human beings due to the proximity of construction activities to residences, particularly during nighttime construction

activities. The following mitigation has been included that would reduce potential effects on these receptors to a level below significance.

- NOI-1: Implement Noise and Vibration Control Measures During Construction

Through implementation of these measures, the project would not cause substantial adverse effects on human beings, and the impact would be **less than significant with mitigation**. Further, the project would replace deteriorating sewer lines and decommission the Tioga Lift Station, substantially reducing the risk of sewage leaks throughout the Cities of Seaside and Sand City, which is beneficial to human beings.

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V. List of Preparers

Seaside County Sanitation District

Rick Riedl – District Engineer

Scott Ottmar – Senior Civil Engineer

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Kate Giberson – Project Director

Wendy Young – Project Manager

Shannon Bane – Biological Resources

Sharon Toland – Air Quality, Greenhouse Gas, Noise

Michelle White – Various Sections

Albion

Doug Ross – Project Manager/Lead Archaeologist

Attachment 1

Air Quality Modeling Results

Seaside County Sanitation District - North Central Coast Air Basin, Annual

Seaside County Sanitation District

North Central Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	14.81	1000sqft	0.34	14,805.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Number of working days provided by SCSD

Off-road Equipment - Fleet based on similar project

Off-road Equipment - Fleet based on similar project

Off-road Equipment - Fleet based on similar project

Grading - Graded acres assumed to be disturbance area for each

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	33.00

Seaside County Sanitation District - North Central Coast Air Basin, Annual

tblConstructionPhase	NumDays	2.00	135.00
tblConstructionPhase	NumDays	2.00	31.00
tblConstructionPhase	PhaseEndDate	7/24/2019	8/20/2019
tblConstructionPhase	PhaseStartDate	7/23/2019	7/5/2019
tblGrading	AcresOfGrading	30.94	0.06
tblGrading	AcresOfGrading	126.56	0.22
tblGrading	AcresOfGrading	29.06	0.06
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.48	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.48	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.48	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders

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tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

2.0 Emissions Summary

Seaside County Sanitation District - North Central Coast Air Basin, Annual

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1600	1.6550	1.1361	2.3700e-003	0.0617	0.0728	0.1345	0.0300	0.0678	0.0979	0.0000	211.1930	211.1930	0.0573	0.0000	212.6249
2020	0.0828	0.8409	0.6061	1.3100e-003	0.0343	0.0364	0.0707	0.0167	0.0339	0.0506	0.0000	114.8109	114.8109	0.0316	0.0000	115.6017
Maximum	0.1600	1.6550	1.1361	2.3700e-003	0.0617	0.0728	0.1345	0.0300	0.0678	0.0979	0.0000	211.1930	211.1930	0.0573	0.0000	212.6249

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1600	1.6550	1.1361	2.3700e-003	0.0617	0.0728	0.1345	0.0300	0.0678	0.0979	0.0000	211.1928	211.1928	0.0573	0.0000	212.6247
2020	0.0828	0.8409	0.6061	1.3100e-003	0.0343	0.0364	0.0707	0.0167	0.0339	0.0506	0.0000	114.8108	114.8108	0.0316	0.0000	115.6015
Maximum	0.1600	1.6550	1.1361	2.3700e-003	0.0617	0.0728	0.1345	0.0300	0.0678	0.0979	0.0000	211.1928	211.1928	0.0573	0.0000	212.6247

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-8-2019	10-7-2019	0.9314	0.9314
2	10-8-2019	1-7-2020	0.9267	0.9267
3	1-8-2020	4-7-2020	0.8462	0.8462
4	4-8-2020	7-7-2020	0.0093	0.0093
		Highest	0.9314	0.9314

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.2800e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.2800e-003	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004

Seaside County Sanitation District - North Central Coast Air Basin, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.2800e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.2800e-003	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Canyon Del Rey	Grading	7/5/2019	8/20/2019	5	33	
2	Del Monte Ave	Grading	8/21/2019	2/25/2020	5	135	
3	Tioga Ave	Grading	2/26/2020	4/8/2020	5	31	

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Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0****Acres of Paving: 0.34****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Del Monte Ave	Concrete/Industrial Saws	0	8.00	81	0.73
Tioga Ave	Concrete/Industrial Saws	0	8.00	81	0.73
Del Monte Ave	Rubber Tired Dozers	1	1.00	247	0.40
Canyon Del Rey	Concrete/Industrial Saws	0	8.00	81	0.73
Tioga Ave	Rubber Tired Dozers	1	1.00	247	0.40
Del Monte Ave	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Tioga Ave	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Canyon Del Rey	Excavators	1	5.00	158	0.38
Canyon Del Rey	Graders	1	5.00	187	0.41
Canyon Del Rey	Scrapers	1	5.00	367	0.48
Canyon Del Rey	Rubber Tired Dozers	1	1.00	247	0.40
Canyon Del Rey	Rollers	1	5.00	80	0.38
Canyon Del Rey	Dumpers/Tenders	1	5.00	16	0.38
Canyon Del Rey	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Canyon Del Rey	Off-Highway Trucks	1	5.00	402	0.38
Canyon Del Rey	Pumps	1	5.00	84	0.74
Del Monte Ave	Excavators	1	5.00	158	0.38
Del Monte Ave	Graders	1	5.00	187	0.41

Seaside County Sanitation District - North Central Coast Air Basin, Annual

Del Monte Ave	Scrapers	1	5.00	367	0.48
Del Monte Ave	Rollers	1	5.00	80	0.38
Del Monte Ave	Dumpers/Tenders	1	5.00	16	0.38
Del Monte Ave	Off-Highway Trucks	1	5.00	402	0.38
Del Monte Ave	Pumps	1	5.00	84	0.74
Tioga Ave	Excavators	1	5.00	158	0.38
Tioga Ave	Graders	1	5.00	187	0.41
Tioga Ave	Scrapers	1	5.00	367	0.48
Tioga Ave	Rollers	1	5.00	80	0.38
Tioga Ave	Dumpers/Tenders	1	5.00	16	0.38
Tioga Ave	Off-Highway Trucks	1	5.00	402	0.38
Tioga Ave	Pumps	1	5.00	84	0.74

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Del Monte Ave	9	23.00	0.00	0.00	12.30	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Tioga Ave	9	23.00	0.00	0.00	12.30	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Canyon Del Rey	9	23.00	0.00	0.00	12.30	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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3.2 Canyon Del Rey - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0125	0.0000	0.0125	6.8300e-003	0.0000	6.8300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0392	0.4248	0.2760	5.7000e-004		0.0188	0.0188		0.0175	0.0175	0.0000	51.1674	51.1674	0.0146	0.0000	51.5328
Total	0.0392	0.4248	0.2760	5.7000e-004	0.0125	0.0188	0.0312	6.8300e-003	0.0175	0.0243	0.0000	51.1674	51.1674	0.0146	0.0000	51.5328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-003	1.9100e-003	0.0169	4.0000e-005	3.4400e-003	3.0000e-005	3.4700e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.2808	3.2808	1.5000e-004	0.0000	3.2846
Total	2.0000e-003	1.9100e-003	0.0169	4.0000e-005	3.4400e-003	3.0000e-005	3.4700e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.2808	3.2808	1.5000e-004	0.0000	3.2846

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3.2 Canyon Del Rey - 2019**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0125	0.0000	0.0125	6.8300e-003	0.0000	6.8300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0392	0.4248	0.2760	5.7000e-004		0.0188	0.0188		0.0175	0.0175	0.0000	51.1673	51.1673	0.0146	0.0000	51.5327
Total	0.0392	0.4248	0.2760	5.7000e-004	0.0125	0.0188	0.0312	6.8300e-003	0.0175	0.0243	0.0000	51.1673	51.1673	0.0146	0.0000	51.5327

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-003	1.9100e-003	0.0169	4.0000e-005	3.4400e-003	3.0000e-005	3.4700e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.2808	3.2808	1.5000e-004	0.0000	3.2846
Total	2.0000e-003	1.9100e-003	0.0169	4.0000e-005	3.4400e-003	3.0000e-005	3.4700e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.2808	3.2808	1.5000e-004	0.0000	3.2846

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3.3 Del Monte Ave - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0359	0.0000	0.0359	0.0197	0.0000	0.0197	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1130	1.2228	0.7946	1.6500e-003		0.0540	0.0540		0.0503	0.0503	0.0000	147.3000	147.3000	0.0421	0.0000	148.3519
Total	0.1130	1.2228	0.7946	1.6500e-003	0.0359	0.0540	0.0898	0.0197	0.0503	0.0699	0.0000	147.3000	147.3000	0.0421	0.0000	148.3519

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7500e-003	5.4900e-003	0.0486	1.0000e-004	9.9000e-003	9.0000e-005	9.9800e-003	2.6300e-003	8.0000e-005	2.7100e-003	0.0000	9.4448	9.4448	4.4000e-004	0.0000	9.4557
Total	5.7500e-003	5.4900e-003	0.0486	1.0000e-004	9.9000e-003	9.0000e-005	9.9800e-003	2.6300e-003	8.0000e-005	2.7100e-003	0.0000	9.4448	9.4448	4.4000e-004	0.0000	9.4557

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3.3 Del Monte Ave - 2019**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0359	0.0000	0.0359	0.0197	0.0000	0.0197	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1130	1.2228	0.7946	1.6500e-003		0.0540	0.0540		0.0503	0.0503	0.0000	147.2998	147.2998	0.0421	0.0000	148.3517
Total	0.1130	1.2228	0.7946	1.6500e-003	0.0359	0.0540	0.0898	0.0197	0.0503	0.0699	0.0000	147.2998	147.2998	0.0421	0.0000	148.3517

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7500e-003	5.4900e-003	0.0486	1.0000e-004	9.9000e-003	9.0000e-005	9.9800e-003	2.6300e-003	8.0000e-005	2.7100e-003	0.0000	9.4448	9.4448	4.4000e-004	0.0000	9.4557
Total	5.7500e-003	5.4900e-003	0.0486	1.0000e-004	9.9000e-003	9.0000e-005	9.9800e-003	2.6300e-003	8.0000e-005	2.7100e-003	0.0000	9.4448	9.4448	4.4000e-004	0.0000	9.4557

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3.3 Del Monte Ave - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0152	0.0000	0.0152	8.2900e-003	0.0000	8.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0444	0.4717	0.3233	7.0000e-004		0.0205	0.0205		0.0191	0.0191	0.0000	60.8255	60.8255	0.0177	0.0000	61.2670
Total	0.0444	0.4717	0.3233	7.0000e-004	0.0152	0.0205	0.0356	8.2900e-003	0.0191	0.0274	0.0000	60.8255	60.8255	0.0177	0.0000	61.2670

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-003	2.0400e-003	0.0182	4.0000e-005	4.1700e-003	4.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.8567	3.8567	1.6000e-004	0.0000	3.8607
Total	2.2000e-003	2.0400e-003	0.0182	4.0000e-005	4.1700e-003	4.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.8567	3.8567	1.6000e-004	0.0000	3.8607

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3.3 Del Monte Ave - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0152	0.0000	0.0152	8.2900e-003	0.0000	8.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0444	0.4717	0.3233	7.0000e-004		0.0205	0.0205		0.0191	0.0191	0.0000	60.8254	60.8254	0.0177	0.0000	61.2669
Total	0.0444	0.4717	0.3233	7.0000e-004	0.0152	0.0205	0.0356	8.2900e-003	0.0191	0.0274	0.0000	60.8254	60.8254	0.0177	0.0000	61.2669

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-003	2.0400e-003	0.0182	4.0000e-005	4.1700e-003	4.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.8567	3.8567	1.6000e-004	0.0000	3.8607
Total	2.2000e-003	2.0400e-003	0.0182	4.0000e-005	4.1700e-003	4.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.8567	3.8567	1.6000e-004	0.0000	3.8607

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3.4 Tioga Ave - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0117	0.0000	0.0117	6.4200e-003	0.0000	6.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0344	0.3656	0.2505	5.4000e-004		0.0159	0.0159		0.0148	0.0148	0.0000	47.1397	47.1397	0.0137	0.0000	47.4819
Total	0.0344	0.3656	0.2505	5.4000e-004	0.0117	0.0159	0.0276	6.4200e-003	0.0148	0.0212	0.0000	47.1397	47.1397	0.0137	0.0000	47.4819

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-003	1.5800e-003	0.0141	3.0000e-005	3.2300e-003	3.0000e-005	3.2600e-003	8.6000e-004	3.0000e-005	8.8000e-004	0.0000	2.9890	2.9890	1.2000e-004	0.0000	2.9921
Total	1.7000e-003	1.5800e-003	0.0141	3.0000e-005	3.2300e-003	3.0000e-005	3.2600e-003	8.6000e-004	3.0000e-005	8.8000e-004	0.0000	2.9890	2.9890	1.2000e-004	0.0000	2.9921

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3.4 Tioga Ave - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0117	0.0000	0.0117	6.4200e-003	0.0000	6.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0344	0.3656	0.2505	5.4000e-004		0.0159	0.0159		0.0148	0.0148	0.0000	47.1397	47.1397	0.0137	0.0000	47.4819
Total	0.0344	0.3656	0.2505	5.4000e-004	0.0117	0.0159	0.0276	6.4200e-003	0.0148	0.0212	0.0000	47.1397	47.1397	0.0137	0.0000	47.4819

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-003	1.5800e-003	0.0141	3.0000e-005	3.2300e-003	3.0000e-005	3.2600e-003	8.6000e-004	3.0000e-005	8.8000e-004	0.0000	2.9890	2.9890	1.2000e-004	0.0000	2.9921
Total	1.7000e-003	1.5800e-003	0.0141	3.0000e-005	3.2300e-003	3.0000e-005	3.2600e-003	8.6000e-004	3.0000e-005	8.8000e-004	0.0000	2.9890	2.9890	1.2000e-004	0.0000	2.9921

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.538577	0.029539	0.200691	0.130346	0.023427	0.005544	0.018258	0.038656	0.003068	0.002679	0.007152	0.001102	0.000959

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

Seaside County Sanitation District - North Central Coast Air Basin, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2800e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004
Unmitigated	1.2800e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004
Total	1.2800e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004

Seaside County Sanitation District - North Central Coast Air Basin, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004
Total	1.2800e-003	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.6000e-004	2.6000e-004	0.0000	0.0000	2.8000e-004

7.0 Water Detail**7.1 Mitigation Measures Water**

Seaside County Sanitation District - North Central Coast Air Basin, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Seaside County Sanitation District - North Central Coast Air Basin, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

Seaside County Sanitation District - North Central Coast Air Basin, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Seaside County Sanitation District - North Central Coast Air Basin, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Seaside County Sanitation District - North Central Coast Air Basin, Winter

Seaside County Sanitation District

North Central Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	14.81	1000sqft	0.34	14,805.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Number of working days provided by SCSD

Off-road Equipment - Fleet based on similar project

Off-road Equipment - Fleet based on similar project

Off-road Equipment - Fleet based on similar project

Grading - Graded acres assumed to be disturbance area for each

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	33.00

Seaside County Sanitation District - North Central Coast Air Basin, Winter

tblConstructionPhase	NumDays	2.00	135.00
tblConstructionPhase	NumDays	2.00	31.00
tblConstructionPhase	PhaseEndDate	7/24/2019	8/20/2019
tblConstructionPhase	PhaseStartDate	7/23/2019	7/5/2019
tblGrading	AcresOfGrading	30.94	0.06
tblGrading	AcresOfGrading	126.56	0.22
tblGrading	AcresOfGrading	29.06	0.06
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.48	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.48	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.48	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders

Seaside County Sanitation District - North Central Coast Air Basin, Winter

tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Scrapers
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

2.0 Emissions Summary

Seaside County Sanitation District - North Central Coast Air Basin, Winter

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.5121	25.8706	17.7925	0.0370	0.9698	1.1381	2.1080	0.4711	1.0599	1.5309	0.0000	3,636.481 8	3,636.481 8	0.9866	0.0000	3,661.146 5
2020	2.3429	23.6978	17.1069	0.0369	0.9700	1.0254	1.9954	0.4711	0.9546	1.4257	0.0000	3,563.999 7	3,563.999 7	0.9822	0.0000	3,588.554 1
Maximum	2.5121	25.8706	17.7925	0.0370	0.9700	1.1381	2.1080	0.4711	1.0599	1.5309	0.0000	3,636.481 8	3,636.481 8	0.9866	0.0000	3,661.146 5

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.5121	25.8706	17.7925	0.0370	0.9698	1.1381	2.1080	0.4711	1.0599	1.5309	0.0000	3,636.481 8	3,636.481 8	0.9866	0.0000	3,661.146 5
2020	2.3429	23.6978	17.1069	0.0369	0.9700	1.0254	1.9954	0.4711	0.9546	1.4257	0.0000	3,563.999 7	3,563.999 7	0.9822	0.0000	3,588.554 1
Maximum	2.5121	25.8706	17.7925	0.0370	0.9700	1.1381	2.1080	0.4711	1.0599	1.5309	0.0000	3,636.481 8	3,636.481 8	0.9866	0.0000	3,661.146 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Seaside County Sanitation District - North Central Coast Air Basin, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.0800e-003	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005		3.4600e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	7.0800e-003	1.0000e-005	1.5200e-003	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005	0.0000	3.4600e-003

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.0800e-003	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005		3.4600e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	7.0800e-003	1.0000e-005	1.5200e-003	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005	0.0000	3.4600e-003

Seaside County Sanitation District - North Central Coast Air Basin, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Canyon Del Rey	Grading	7/5/2019	8/20/2019	5	33	
2	Del Monte Ave	Grading	8/21/2019	2/25/2020	5	135	
3	Tioga Ave	Grading	2/26/2020	4/8/2020	5	31	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0****Acres of Paving: 0.34****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Del Monte Ave	Concrete/Industrial Saws	0	8.00	81	0.73
Tioga Ave	Concrete/Industrial Saws	0	8.00	81	0.73
Del Monte Ave	Rubber Tired Dozers	1	1.00	247	0.40
Canyon Del Rey	Concrete/Industrial Saws	0	8.00	81	0.73
Tioga Ave	Rubber Tired Dozers	1	1.00	247	0.40
Del Monte Ave	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Tioga Ave	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Seaside County Sanitation District - North Central Coast Air Basin, Winter

Canyon Del Rey	Excavators	1	5.00	158	0.38
Canyon Del Rey	Graders	1	5.00	187	0.41
Canyon Del Rey	Scrapers	1	5.00	367	0.48
Canyon Del Rey	Rubber Tired Dozers	1	1.00	247	0.40
Canyon Del Rey	Rollers	1	5.00	80	0.38
Canyon Del Rey	Dumpers/Tenders	1	5.00	16	0.38
Canyon Del Rey	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Canyon Del Rey	Off-Highway Trucks	1	5.00	402	0.38
Canyon Del Rey	Pumps	1	5.00	84	0.74
Del Monte Ave	Excavators	1	5.00	158	0.38
Del Monte Ave	Graders	1	5.00	187	0.41
Del Monte Ave	Scrapers	1	5.00	367	0.48
Del Monte Ave	Rollers	1	5.00	80	0.38
Del Monte Ave	Dumpers/Tenders	1	5.00	16	0.38
Del Monte Ave	Off-Highway Trucks	1	5.00	402	0.38
Del Monte Ave	Pumps	1	5.00	84	0.74
Tioga Ave	Excavators	1	5.00	158	0.38
Tioga Ave	Graders	1	5.00	187	0.41
Tioga Ave	Scrapers	1	5.00	367	0.48
Tioga Ave	Rollers	1	5.00	80	0.38
Tioga Ave	Dumpers/Tenders	1	5.00	16	0.38
Tioga Ave	Off-Highway Trucks	1	5.00	402	0.38
Tioga Ave	Pumps	1	5.00	84	0.74

Trips and VMT

Seaside County Sanitation District - North Central Coast Air Basin, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Del Monte Ave	9	23.00	0.00	0.00	12.30	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Tioga Ave	9	23.00	0.00	0.00	12.30	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Canyon Del Rey	9	23.00	0.00	0.00	12.30	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Canyon Del Rey - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7547	0.0000	0.7547	0.4140	0.0000	0.4140			0.0000			0.0000
Off-Road	2.3782	25.7435	16.7284	0.0348		1.1363	1.1363		1.0582	1.0582		3,418.3258	3,418.3258	0.9764		3,442.7357
Total	2.3782	25.7435	16.7284	0.0348	0.7547	1.1363	1.8910	0.4140	1.0582	1.4722		3,418.3258	3,418.3258	0.9764		3,442.7357

Seaside County Sanitation District - North Central Coast Air Basin, Winter

3.2 Canyon Del Rey - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1339	0.1271	1.0641	2.2000e-003	0.2152	1.8400e-003	0.2170	0.0571	1.7000e-003	0.0588		218.1560	218.1560	0.0102		218.4108
Total	0.1339	0.1271	1.0641	2.2000e-003	0.2152	1.8400e-003	0.2170	0.0571	1.7000e-003	0.0588		218.1560	218.1560	0.0102		218.4108

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7547	0.0000	0.7547	0.4140	0.0000	0.4140			0.0000			0.0000
Off-Road	2.3782	25.7435	16.7284	0.0348		1.1363	1.1363		1.0582	1.0582	0.0000	3,418.3258	3,418.3258	0.9764		3,442.7357
Total	2.3782	25.7435	16.7284	0.0348	0.7547	1.1363	1.8910	0.4140	1.0582	1.4722	0.0000	3,418.3258	3,418.3258	0.9764		3,442.7357

Seaside County Sanitation District - North Central Coast Air Basin, Winter

3.2 Canyon Del Rey - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1339	0.1271	1.0641	2.2000e-003	0.2152	1.8400e-003	0.2170	0.0571	1.7000e-003	0.0588		218.1560	218.1560	0.0102		218.4108
Total	0.1339	0.1271	1.0641	2.2000e-003	0.2152	1.8400e-003	0.2170	0.0571	1.7000e-003	0.0588		218.1560	218.1560	0.0102		218.4108

3.3 Del Monte Ave - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7545	0.0000	0.7545	0.4140	0.0000	0.4140			0.0000			0.0000
Off-Road	2.3782	25.7435	16.7284	0.0348		1.1363	1.1363		1.0582	1.0582		3,418.3258	3,418.3258	0.9764		3,442.7357
Total	2.3782	25.7435	16.7284	0.0348	0.7545	1.1363	1.8908	0.4140	1.0582	1.4721		3,418.3258	3,418.3258	0.9764		3,442.7357

Seaside County Sanitation District - North Central Coast Air Basin, Winter

3.3 Del Monte Ave - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1339	0.1271	1.0641	2.2000e-003	0.2152	1.8400e-003	0.2170	0.0571	1.7000e-003	0.0588		218.1560	218.1560	0.0102		218.4108
Total	0.1339	0.1271	1.0641	2.2000e-003	0.2152	1.8400e-003	0.2170	0.0571	1.7000e-003	0.0588		218.1560	218.1560	0.0102		218.4108

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7545	0.0000	0.7545	0.4140	0.0000	0.4140			0.0000			0.0000
Off-Road	2.3782	25.7435	16.7284	0.0348		1.1363	1.1363		1.0582	1.0582	0.0000	3,418.3258	3,418.3258	0.9764		3,442.7357
Total	2.3782	25.7435	16.7284	0.0348	0.7545	1.1363	1.8908	0.4140	1.0582	1.4721	0.0000	3,418.3258	3,418.3258	0.9764		3,442.7357

Seaside County Sanitation District - North Central Coast Air Basin, Winter

3.3 Del Monte Ave - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1339	0.1271	1.0641	2.2000e-003	0.2152	1.8400e-003	0.2170	0.0571	1.7000e-003	0.0588		218.1560	218.1560	0.0102		218.4108
Total	0.1339	0.1271	1.0641	2.2000e-003	0.2152	1.8400e-003	0.2170	0.0571	1.7000e-003	0.0588		218.1560	218.1560	0.0102		218.4108

3.3 Del Monte Ave - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7545	0.0000	0.7545	0.4140	0.0000	0.4140			0.0000			0.0000
Off-Road	2.2214	23.5855	16.1642	0.0348		1.0237	1.0237		0.9530	0.9530		3,352.4299	3,352.4299	0.9734		3,376.7642
Total	2.2214	23.5855	16.1642	0.0348	0.7545	1.0237	1.7781	0.4140	0.9530	1.3670		3,352.4299	3,352.4299	0.9734		3,376.7642

Seaside County Sanitation District - North Central Coast Air Basin, Winter

3.3 Del Monte Ave - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1215	0.1123	0.9427	2.1300e-003	0.2152	1.7700e-003	0.2169	0.0571	1.6300e-003	0.0587		211.5698	211.5698	8.8000e-003		211.7899
Total	0.1215	0.1123	0.9427	2.1300e-003	0.2152	1.7700e-003	0.2169	0.0571	1.6300e-003	0.0587		211.5698	211.5698	8.8000e-003		211.7899

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7545	0.0000	0.7545	0.4140	0.0000	0.4140			0.0000			0.0000
Off-Road	2.2214	23.5855	16.1642	0.0348		1.0237	1.0237		0.9530	0.9530	0.0000	3,352.4299	3,352.4299	0.9734		3,376.7642
Total	2.2214	23.5855	16.1642	0.0348	0.7545	1.0237	1.7781	0.4140	0.9530	1.3670	0.0000	3,352.4299	3,352.4299	0.9734		3,376.7642

Seaside County Sanitation District - North Central Coast Air Basin, Winter

3.3 Del Monte Ave - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1215	0.1123	0.9427	2.1300e-003	0.2152	1.7700e-003	0.2169	0.0571	1.6300e-003	0.0587		211.5698	211.5698	8.8000e-003		211.7899
Total	0.1215	0.1123	0.9427	2.1300e-003	0.2152	1.7700e-003	0.2169	0.0571	1.6300e-003	0.0587		211.5698	211.5698	8.8000e-003		211.7899

3.4 Tioga Ave - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7548	0.0000	0.7548	0.4140	0.0000	0.4140			0.0000			0.0000
Off-Road	2.2214	23.5855	16.1642	0.0348		1.0237	1.0237		0.9530	0.9530		3,352.4299	3,352.4299	0.9734		3,376.7642
Total	2.2214	23.5855	16.1642	0.0348	0.7548	1.0237	1.7785	0.4140	0.9530	1.3670		3,352.4299	3,352.4299	0.9734		3,376.7642

Seaside County Sanitation District - North Central Coast Air Basin, Winter

3.4 Tioga Ave - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1215	0.1123	0.9427	2.1300e-003	0.2152	1.7700e-003	0.2169	0.0571	1.6300e-003	0.0587		211.5698	211.5698	8.8000e-003		211.7899
Total	0.1215	0.1123	0.9427	2.1300e-003	0.2152	1.7700e-003	0.2169	0.0571	1.6300e-003	0.0587		211.5698	211.5698	8.8000e-003		211.7899

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7548	0.0000	0.7548	0.4140	0.0000	0.4140			0.0000			0.0000
Off-Road	2.2214	23.5855	16.1642	0.0348		1.0237	1.0237		0.9530	0.9530	0.0000	3,352.4299	3,352.4299	0.9734		3,376.7642
Total	2.2214	23.5855	16.1642	0.0348	0.7548	1.0237	1.7785	0.4140	0.9530	1.3670	0.0000	3,352.4299	3,352.4299	0.9734		3,376.7642

Seaside County Sanitation District - North Central Coast Air Basin, Winter

3.4 Tioga Ave - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1215	0.1123	0.9427	2.1300e-003	0.2152	1.7700e-003	0.2169	0.0571	1.6300e-003	0.0587		211.5698	211.5698	8.8000e-003		211.7899
Total	0.1215	0.1123	0.9427	2.1300e-003	0.2152	1.7700e-003	0.2169	0.0571	1.6300e-003	0.0587		211.5698	211.5698	8.8000e-003		211.7899

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Seaside County Sanitation District - North Central Coast Air Basin, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.538577	0.029539	0.200691	0.130346	0.023427	0.005544	0.018258	0.038656	0.003068	0.002679	0.007152	0.001102	0.000959

5.0 Energy Detail

Historical Energy Use: N

Seaside County Sanitation District - North Central Coast Air Basin, Winter

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Seaside County Sanitation District - North Central Coast Air Basin, Winter

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.0800e-003	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005		3.4600e-003
Unmitigated	7.0800e-003	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005		3.4600e-003

Seaside County Sanitation District - North Central Coast Air Basin, Winter

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4000e-004	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005		3.4600e-003
Total	7.0700e-003	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005		3.4600e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4000e-004	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005		3.4600e-003
Total	7.0700e-003	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.2400e-003	3.2400e-003	1.0000e-005		3.4600e-003

7.0 Water Detail

Seaside County Sanitation District - North Central Coast Air Basin, Winter

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Attachment 2
Biological Resources Regulatory Setting and
Special Status Species Lists

Regulatory Setting

This appendix provides additional information about regulations that pertain to the biological resources identified in this document.

Federal Laws and Regulations

Federal Endangered Species Act

The federal Endangered Species Act (FESA) of 1973 protects fish, wildlife, and plant species listed by the USFWS and/or the National Oceanic and Atmospheric Administration (NOAA) Fisheries as threatened or endangered. The term “endangered” refers to species, subspecies, or distinct population segments that are in danger of extinction through all or a significant portion of their range; “threatened” refers to species, subspecies, or distinct population segments that are likely to become endangered in the near future.

The USFWS and NOAA Fisheries administer FESA. In general, NOAA Fisheries is responsible for protection of FESA-listed marine species and anadromous fish while other listed species are under the jurisdiction of the USFWS.

Section 9 of FESA prohibits the “take” of any fish or wildlife species listed under FESA as endangered or threatened, although “take” of threatened species may be authorized under certain federal regulations. “Take,” as defined by the ESA, means “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Harm is defined as “any act that kills or injures the species, including significant habitat modification.”

In addition to prohibiting “take” of wildlife species, Section 9 prohibits removing, digging up, cutting, and maliciously damaging or destroying federally listed plants that may occur at sites under federal jurisdiction.

“Incidental take”, which is “take” resulting from otherwise lawful activities, may be authorized by the USFWS. Section 7 of the ESA provides a means for authorizing take of threatened and endangered species by federal agencies, while Section 10 of FESA provides the same for non-federal activities.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC 703) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and

their eggs (16 USC 703, 50 CFR 21, 50 CFR 10). Most actions that result in taking or in permanent or temporary possession of a protected species constitute violations of the MBTA.

Examples of permitted actions that do not violate the MBTA include: the possession of a hunting license to pursue specific game birds; legitimate research activities; display in zoological gardens; bird-banding; and other similar activities (Faanes et al. 1992). USFWS is responsible for overseeing compliance with the MBTA.

State Laws and Regulations

California Endangered Species Act

The California Endangered Species Act (CESA)(Fish and Game Section 2050 et seq.), which is administered by CDFG, protects wildlife and plants listed as threatened and endangered by the California Fish and Game Commission. CESA prohibits all persons from taking species that are state-listed as threatened or endangered except under certain circumstances. CESA defines “take” as any action or attempt to “hunt, pursue, catch, capture, or kill” a listed species. Section 2081 of CESA provides a means by which agencies or individuals may obtain authorization for incidental take of state-listed species, except for certain species designated as “fully protected” under the California Fish and Game Code (see below). Under Section 2081, a take must be incidental to, and not the purpose of, an otherwise lawful activity. In general, the requirements include identification of impacts on listed species; development of mitigation measures that minimize and fully mitigate impacts; development of a monitoring plan; and assurance of funding to implement mitigation and monitoring.

California Fish and Game Code

The California Fish and Game Code (Code) provides a variety of species protection from unauthorized take. The Code defines “take” as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Certain species are considered fully protected, meaning that the Code explicitly prohibits all take of individuals of these species, except for take required for scientific research, which may be authorized by CDFG. Section 5050 of the Code lists fully protected amphibians and reptiles, Section 5515 lists fully protected fishes, Section 3511 lists fully protected birds, and Section 4700 lists fully protected mammals.

The Code provides less stringent protection for other species, prohibiting most take, but permitting CDFG to issue regulations authorizing take under certain circumstances. Eggs and nests of all birds are protected under Section 3503, nesting birds (including raptors and passerines) are protected under Sections 3513 and 3503.5, birds of prey are protected under Section 3503.5, migratory non-game birds are protected under Section 3800, and other specified birds are protected under Section 3505.

California Native Plant Protection Act

The California Native Plant Protection Act (CNPPA) of 1977 prohibits importation of rare and endangered plants into California; unauthorized take of rare and endangered plants; and sale of rare and endangered plants (the “threatened” category replaced “rare” when the CESA was enacted in 1984). CESA defers to the CNPPA, which ensures that state-listed plant species are protected when state agencies are involved in projects subject to CEQA. Removal of plants for performance of a public service by a public agency or a publicly- or privately-owned public utility is exempt from CNPPA.

Regional and Local Plans and Policies

California Coastal Act

Under the Coastal Zone Management Act of 1972 and California Coastal Act of 1976, the California Coastal Commission is entrusted to review proposed development in the Coastal Zone with the goal of protecting and enhancing the coastal environment while allowing utilization and public access for coastal zone-dependent uses. When a federal agency serves as the lead for the project, the mechanism for Coastal Commission review is through a “consistency determination” in which the project would be required to comply with the statutes of the Coastal Act with the Local Coastal Program providing guidance.

The Coastal Act identifies Environmental Sensitive Habitat Areas (ESHA), which are areas “in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.” ESHAs and the areas around them are given special protection, and “...development in areas adjacent to [ESHA] ... shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat ... areas.”

Laguna Grande, and its freshwater lake and marsh and riparian habitats are identified in the City of Seaside’s Local Coastal Program (LCP) as part of a larger protected Marine Resource Area that includes Laguna Grande, Roberts Lake, and the waterways and outfalls that connect them.

City of Seaside General Plan

California law requires each city to adopt a comprehensive, long-term general plan to guide the physical development of the community. Seaside’s General Plan serves as the ‘blueprint’ for future growth and development, containing policies and programs that provide the community’s decision makers with a basis for decisions related to land use and development. In accordance with State law, the General Plan is the primary document that the City uses to guide and regulate the use of land within its boundaries. Seaside is in the process of updating the General Plan, which will guide the city through 2040.

The General Plan consists of a Land Use Policy Map and eight mandatory Elements, or chapters. Two elements pertain to this project, the Conservation and Open Space Elements, in which the freshwater lake and marsh and riparian habitats of Laguna Grande (as well as Roberts Lake and the waterways between them) are protected from encroachment and degradation.

City of Seaside Tree Ordinance

The Tree Ordinance prohibits the removal of any tree on private property in the City of Seaside without a permit. The ordinance also contains a list of trees, which may not be planted without a permit (including Monterey Pine, Monterey Cypress, Coast Redwood, Blue Gum Eucalyptus, Willows, Cottonwood, and Poplar). Any tree removed must be replaced with a species and at a location approved by the Board of Architectural Review (BAR) or other appropriate authority.

**California Natural Diversity Database Results
for Seaside Sanitation District Canyon Del Rey and Del Monte Pipeline Replacements**

Scientific Name	Common Name	Status	Habitat	Potential to Occur In or Near Project Area
Animals				
Anniella pulchra	northern California legless lizard	-/-/SSC, S	Sandy or loose loamy soils with high moisture content; under sparse vegetation	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.
Athene cunicularia	burrowing owl	-/-/SSC, S	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Requires burrows for nesting; dependent on California ground squirrel burrows	No habitat for this species is present in the project area.
Bombus occidentalis	western bumble bee	-/-/SSC, S	Once common & widespread, species has declined precipitously from central CA to southern B.C., perhaps from disease.	No habitat for this species is present in the project area.
Charadrius alexandrinus nivosus	western snowy plover	T/-/SSC	Sandy beaches, salt pond levees & shores of large alkali lakes; sandy, gravelly or friable soils for nesting.	No habitat for this species is present in the project area.
Coelus globosus	globose dune beetle	-/-/-	Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.	No habitat for this species is present in the project area.
Coturnicops noveboracensis	yellow rail	-/-/SSC, S	Freshwater marshlands.	No habitat for this species is present in the project area, but this species may occur in Laguna Grande, within 275 feet of the project area.
Danaus plexippus pop. 1	monarch - California overwintering pop.	-/-/S	Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	No habitat for this species is present in the project area.
Euphilotes enoptes smithi	Smith's blue butterfly	E/-/-	Coastal dunes & coastal sage scrub plant communities in Monterey & Santa Cruz counties. Hostplant: Eriogonum latifolium and Eriogonum parvifolium	No habitat for this species is present in the project area.
Lasiurus cinereus	hoary bat	-/-/-	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.	No habitat for this species is present in the project area, but this species may forage over Laguna Grande, within 275 feet of the project area.
Reithrodontomys megalotis distichlis	Salinas harvest mouse	-/-/-	Occurs in fresh and brackish water wetlands and probably in the adjacent uplands around the mouth of the Salinas River.	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.

**California Natural Diversity Database Results
for Seaside Sanitation District Canyon Del Rey and Del Monte Pipeline Replacements**

Riparia riparia	bank swallow	-/T/S	Colonial nester; nests primarily in riparian and other lowland habitats with vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, and ocean.	No habitat for this species is present in the project area, but this species may forage over Laguna Grande, within 275 feet of the project area.
Taxidea taxus	American badger	-/-/SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Preys on burrowing rodents. Digs burrows.	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.
Plants				
Allium hickmanii	Hickman's onion	-/-/1B.2, S	Closed-cone coniferous forest, chaparral, coastal scrub, coastal prairie. Sandy loam, damp ground and vernal swales; mostly in grassland though can be associated with chaparral or woodland. 5-200 m.	No habitat for this species is present in the project area.
Arctostaphylos hookeri ssp. hookeri	Hooker's manzanita	-/-/1B.2, S	Chaparral, coastal scrub, closed-cone coniferous forest, cismontane woodland. Sandy soils, sandy shales, sandstone outcrops. 30-550 m.	No habitat for this species is present in the project area.
Arctostaphylos montereyensis	Toro manzanita	-/-/1B.2, S	Chaparral, cismontane woodland, coastal scrub. Sandy soil, usually with chaparral associates. 45-765 m.	No habitat for this species is present in the project area.
Arctostaphylos pajaroensis	Pajaro manzanita	-/-/1B.1, S	Chaparral with sandy soils. 30-170 m.	No habitat for this species is present in the project area.
Arctostaphylos pumila	sandmat manzanita	-/-/1B.2, S	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub in sandy soil. 3-210 m.	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.
Castilleja ambigua var. insalutata	pink Johnny-nip	-/-/1B.1	Coastal bluff scrub, coastal prairie. Wet or moist coastal strand or scrub habitats. 3-135 m.	No habitat for this species is present in the project area.
Chorizanthe minutiflora	Fort Ord spineflower	-/-/1B.2	Sandy, openings in coastal scrub, or northern maritime chaparral. 60-145 m.	No habitat for this species is present in the project area.
Chorizanthe pungens var. pungens	Monterey spineflower	T/-/1B.2	Sandy soils in coastal dunes, chaparral, cismontane woodland, coastal scrub. 3-270 m.	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.
Clarkia jolonensis	Jolon clarkia	-/-/1B.2, S	Cismontane woodland, chaparral, coastal scrub, riparian woodland. 10-1280 m.	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.

**California Natural Diversity Database Results
for Seaside Sanitation District Canyon Del Rey and Del Monte Pipeline Replacements**

<i>Collinsia multicolor</i>	San Francisco collinsia	-/-/1B.2	Closed-cone coniferous forest, coastal scrub. On decomposed shale (mudstone) mixed with humus; sometimes on serpentine. 10-275 m.	No habitat for this species is present in the project area.
<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i>	seaside bird's-beak	-/E/1B.1, S	Closed-cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, and coastal scrub. Prefers sandy often disturbed sites; elevation 0-215m.	No habitat for this species is present in the project area.
<i>Ericameria fasciculata</i>	Eastwood's goldenbush	-/-/1B.1, S	Sandy openings in closed-cone coniferous forest, chaparral (maritime), coastal scrub, coastal dunes. 30-215 m.	This species has been reported as occurring in the railway right-of-way that the project area will cut through. Because the project occurs only within the roadway, and fencing will be used to prevent project activities from encroaching into the railway right-of-way, the project will not affect this species.
<i>Erysimum ammophilum</i>	sand-loving wallflower	-/-/1B.2, S	Sandy openings in northern maritime Chaparral, coastal dunes, coastal scrub. 3-320 m.	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.
<i>Gilia tenuiflora</i> ssp. <i>arenaria</i>	Monterey gilia	E/T/1B.2	Coastal dunes, coastal scrub, chaparral (maritime), cismontane woodland. Sandy openings in bare, wind-sheltered areas. Often near dune summit or in the hind dunes; two records from Pleistocene inland dunes. 5-245 m.	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.
<i>Horkelia cuneata</i> var. <i>sericea</i>	Kellogg's horkelia	-/-/1B.1, S	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. 5-430 m.	No habitat for this species is present in the project area.
<i>Microseris paludosa</i>	marsh microseris	-/-/1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub. 3-610 m.	No habitat for this species is present in the project area.
<i>Monardella sinuata</i> ssp. <i>nigrescens</i>	northern curly-leaved monardella	-/-/1B.2	Sandy soils in coastal dunes, coastal scrub, chaparral, lower montane coniferous forest. 10-245 m.	Although a general occurrence for this species has been reported in a large area that includes this species, because of the urban setting of the project area, no habitat for this species is present.
<i>Monolopia gracilens</i>	woodland woollythreads	-/-/1B.2	Chaparral, cismontane woodland. Grassy sites, in openings; sandy to rocky soils. Often seen on serpentine after burns, but may have only weak affinity to serpentine. 120-975 m.	No habitat for this species is present in the project area.
<i>Pinus radiata</i>	Monterey pine	-/-/1B.1	Dry bluffs and slopes in closed-cone coniferous forest, cismontane woodland. Three primary stands are native to California. 60-125 m.	No habitat for this species is present in the project area.

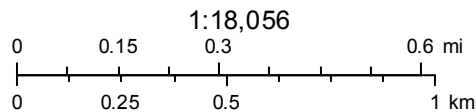
**California Natural Diversity Database Results
for Seaside Sanitation District Canyon Del Rey and Del Monte Pipeline Replacements**

Piperia yadonii	Yadon's rein orchid	E/-/1B.1	drained and often dry. Closed-cone coniferous forest, chaparral, coastal bluff scrub. 10-505 m.	No habitat for this species is present in the project area.
Potentilla hickmanii	Hickman's cinquefoil	E/E/1B.1	Coastal bluff scrub, closed-cone coniferous forest, freshwater marshes, seeps, and small streams in open or forested areas along the coast. 5-125 m.	No habitat for this species is present in the project area.
Rosa pinetorum	pine rose	-/-/1B.2	Closed-cone coniferous forest, cismontane woodland. 5-1090 m.	No habitat for this species is present in the project area.
Stebbinsoseris decipiens	Santa Cruz microseris	-/-/1B.2	Closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub. Found in open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. 90-750 m.	No habitat for this species is present in the project area.
Trifolium buckwestiorum	Santa Cruz clover	-/-/1B.1, S	Coastal prairie, broadleafed upland forest, cismontane woodland. Moist grassland. Gravelly margins. 30-805 m.	No habitat for this species is present in the project area.
Trifolium polyodon	Pacific Grove clover	-/-/1B.1, S	Along small springs and seeps in grassy openings within closed-cone coniferous forest, meadows and seeps, coastal prairie. 5-260 m.	No habitat for this species is present in the project area.
E: Endangered				
T: Threatened				
SSC: CDFW Species of Special Concern				
S: USFWS and/or USFS Sensitive Species				
1B.1: Rare throughout its range, seriously threatened in California				
1B.2: Rare throughout its range, moderately threatened in California				
Accessed on December 1, 2018 at https://www.wildlife.ca.gov/data/cnddb/maps-and-data				

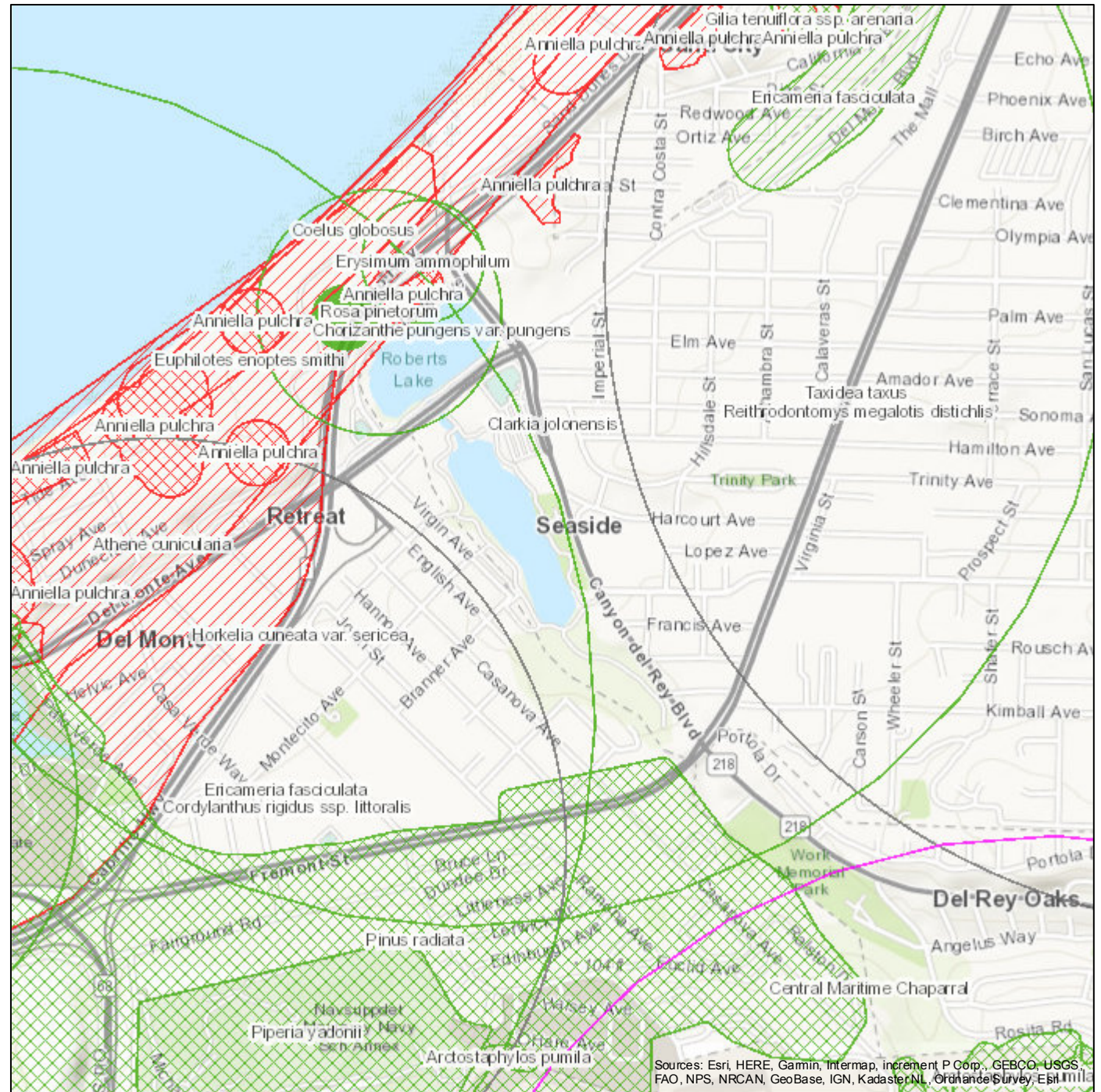
CNDDDB Map of Canyon Del Rey Alignment

California Natural Diversity
Database (CNDDDB) Commercial
[ds85]

- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (80m)
- Terrestrial Comm. (specific)
- Terrestrial Comm. (non-specific)
- Terrestrial Comm. (circular)
- Aquatic Comm. (80m)
- Aquatic Comm. (specific)
- Aquatic Comm. (non-specific)
- Aquatic Comm. (circular)
- Multiple (80m)
- Multiple (specific)
- Multiple (non-specific)
- Multiple (circular)
- Sensitive EO's (Commercial only)



December 4, 2018

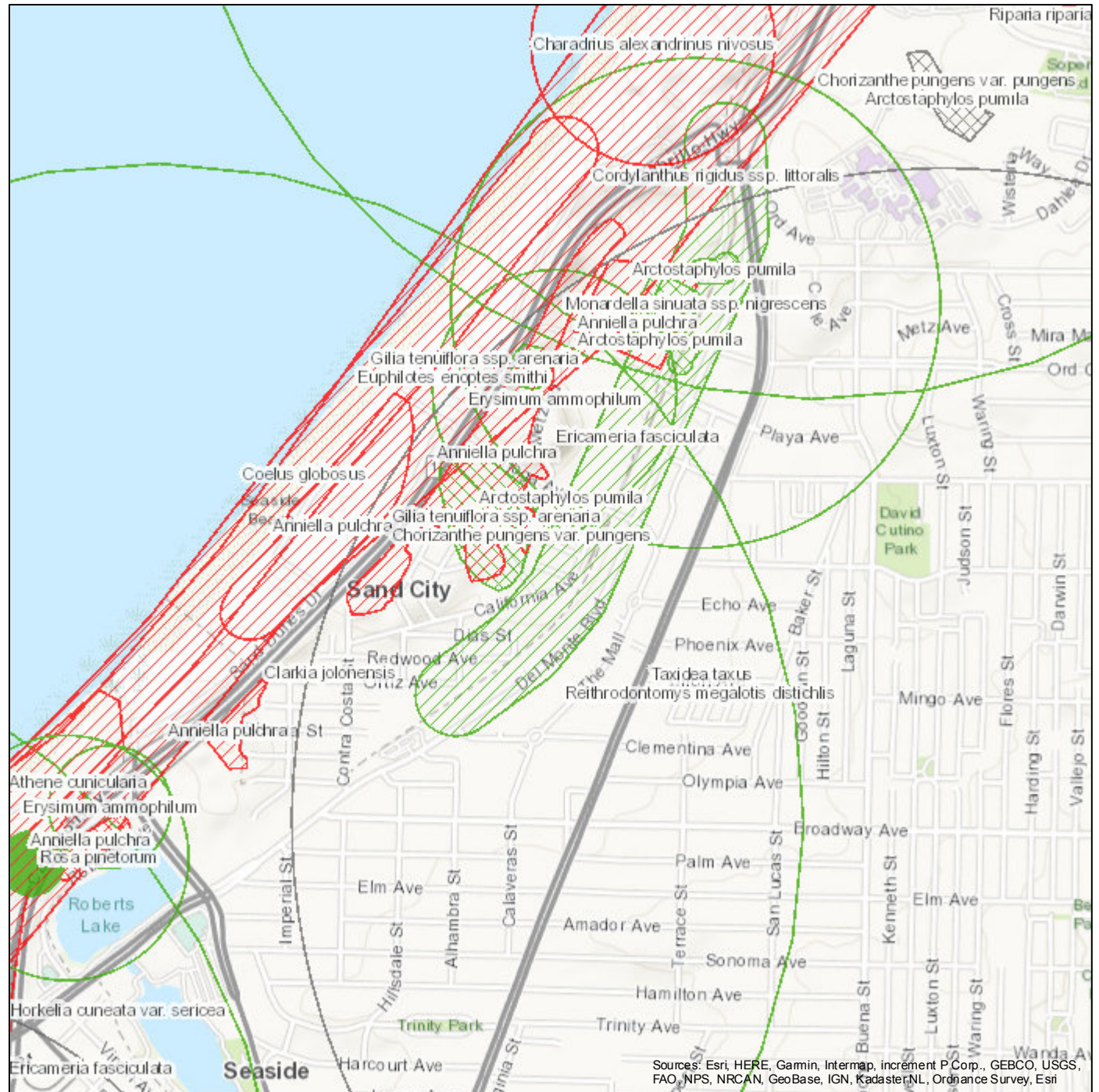


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

CNDDDB Map of Del Monte Alignment

**California Natural Diversity
Database (CNDDB) Commercial
[ds85]**

- | | |
|---|----------------------------------|
|  | Plant (80m) |
|  | Plant (specific) |
|  | Plant (non-specific) |
|  | Plant (circular) |
|  | Animal (80m) |
|  | Animal (specific) |
|  | Animal (non-specific) |
|  | Animal (circular) |
|  | Terrestrial Comm. (80m) |
|  | Terrestrial Comm. (specific) |
|  | Terrestrial Comm. (non-specific) |
|  | Terrestrial Comm. (circular) |
|  | Aquatic Comm. (80m) |
|  | Aquatic Comm. (specific) |
|  | Aquatic Comm. (non-specific) |
|  | Aquatic Comm. (circular) |
|  | Multiple (80m) |
|  | Multiple (specific) |
|  | Multiple (non-specific) |
|  | Multiple (circular) |
|  | Sensitive EO's (Commercial only) |



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

California Native Plant Society
Rare Plant List for Seaside Sanitation District Canyon Del Rey and Del Monte Pipeline Replacement
Accessed December 1, 2018

Scientific Name	Common Name	Family	Life Form	CRPR	CESA	FESA	Blooming Period	Habitat	Elevation Range (ft)	Notes
<i>Astragalus tener</i> var. <i>titi</i>	coastal dunes milk-vetch	Fabaceae	annual herb	18.1	CE	FE	Mar-May	Coastal bluff scrub (sandy), Coastal dunes, Coastal prairie (mesic), often vernal mesic areas	0-165	Known from fewer than 10 occurrences. Threatened by urbanization, recreational activities, and non-native plants. See Bulletin of the Torrey Botanical Club 32:195-196 (1905) for original description, and Memoirs of the New York Botanical Garden 13:1048 (1964) for taxonomic treatment.
<i>Cirsium scariosum</i> var. <i>loncholepis</i>	La Graciosa thistle	Asteraceae	perennial herb	18.1	CT	FE	May-Aug	Cismontane woodland, Coastal dunes, Coastal scrub, Marshes and swamps (brackish), Valley and foothill grassland, mesic, sandy	10-720	Known from fewer than twenty occurrences. Threatened by development, vehicles, groundwater pumping, and non-native plants. Possibly threatened by grazing.
<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i>	seaside bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	18.1	CE	None	Apr-Oct	Closed-cone coniferous forest, Chaparral (maritime), Cismontane woodland, Coastal dunes, Coastal scrub, sandy, often disturbed sites	0-1690	Threatened by development, energy projects, road widening, vehicles, and military operations. Possibly threatened by non-native plants. See Bulletin of the Torrey Botanical Club 45:399-423 (1918) for original description, and Systematic Botany Monographs 10:35-48 (1986) for taxonomic treatment.
<i>Eriogonum butterworthianum</i>	Butterworth's buckwheat	Polygonaceae	perennial herb	18.3	CR	None	Jun-Jul	Chaparral (sandstone), Valley and foothill grassland, sandy	1915-2430	Known from only four occurrences near Arroyo Seco in the Santa Lucia Mtns. See Leaflets of Western Botany 9(9-10):153-154 (1961) for original description, and Phytologia 66(4):328 (1989) for taxonomic treatment. Potentially threatened by foot traffic.
<i>Erysimum menziesii</i>	Menzies wallflower	Brassicaceae	perennial herb	18.1	CE	FE	Mar-Sep	Coastal dunes	0-115	Plants treated as ssp. <i>eurekaense</i> (known only from the Humboldt Bay area; threatened by development, vehicles, and non-native plants), <i>menziesii</i> (nearly extirpated on the Monterey Peninsula; seriously threatened by development, vehicles, deer browsing, and non-native plants), and <i>yadonii</i> (known only from near Marina on Monterey Bay; threatened by development and sand mining) are not validly published; see these names in TJM (1993). See Zoe 5(6-8):103 (1901) for original description.
<i>Gilia tenuiflora</i> ssp. <i>arenaria</i>	Monterey gilia	Polemoniaceae	annual herb	18.2	CT	FE	Apr-Jun	Chaparral (maritime), Cismontane woodland, Coastal dunes, Coastal scrub	0-150	Seriously threatened by development, sand mining, vehicles, recreational activities, foot traffic, and non-native plants. Intergrades with ssp. <i>tenuiflora</i> near the Salinas River mouth. See Aliso 3(3):246 (1956) for revised nomenclature.
<i>Holocarpha macradenia</i>	Santa Cruz tarplant	Asteraceae	annual herb	18.1	CE	FT	Jun-Oct	Coastal prairie, Coastal scrub, Valley and foothill grassland	30-720	All extant CCA Co. occurrences (465B, 466A) are introduced; nearly half have failed. Last remaining natural population in the S.F. Bay Area extirpated by development in 1993. Seriously threatened by urbanization, agriculture, non-native plants, and lack of appropriate ecological disturbance. See Fremontia 5(4):15-16 (1978) for species account.
<i>Layia carnosa</i>	beach layia	Asteraceae	annual herb	18.1	CE	FE	Mar-Jul	Coastal dunes, Coastal scrub (sandy)	0-195	Threatened by coastal development, foot traffic, vehicles, and non-native plants.
<i>Lupinus tidestromii</i>	Tidestrom's lupine	Fabaceae	perennial rhizomatous herb	18.1	CE	FE	Apr-Jun	Coastal dunes	0-330	Known from fewer than 20 occurrences. Seriously threatened by coastal development, trampling, hybridization with <i>L. chamissonis</i> , and non-native plants; properly timed grazing may be beneficial. Possibly threatened by seed predation. Includes <i>L. tidestromii</i> var. <i>layneae</i> . Only MNT Co. plants are state-listed Endangered as var. <i>tidestromii</i> . See Erythea 3:17 (1895) for original description.
<i>Pedicularis dudleyi</i>	Dudley's lousewort	Orobanchaceae	perennial herb	18.2	CR	None	Apr-Jun	Chaparral (maritime), Cismontane woodland, North Coast coniferous forest, Valley and foothill grassland	195-2955	Threatened by foot traffic, trail maintenance, and erosion. Potentially threatened by development. Plants from Arroyo de la Cruz (SLO Co.) are somewhat different and warrant further study. See Botanical Gazette 41:316-317 (1906) for original description.
<i>Pogogyne clareana</i>	Santa Lucia mint	Lamiaceae	annual herb	18.2	CE	None	Apr-Jul	Chaparral, Cismontane woodland, Riparian woodland, intermittent streams	980-2065	Known only from Ft. Hunter Liggett. Possibly threatened by road maintenance and military activities. See Four Seasons 4(3):22 (1973) for original description.
<i>Potentilla hickmanii</i>	Hickman's cinquefoil	Rosaceae	perennial herb	18.1	CE	FE	Apr-Aug	Coastal bluff scrub, Closed-cone coniferous forest, Meadows and seeps (vernally mesic), Marshes and swamps (freshwater)	30-490	Seriously threatened by urbanization, recreational activities, non-native grasses, grazing, and the proposed Devil's Slide Bypass highway project. Collections from SON Co. are actually <i>P. uliginosa</i> . See Bulletin of the Torrey Botanical Club 29:77-78 (1902) for original description, and Fremontia 21(1):25-29 (1993) and 24(1):3-11 (1996) for species accounts.
<i>Sanicula maritima</i>	adobe sanicle	Apiaceae	perennial herb	18.1	CR	None	Feb-May	Chaparral, Coastal prairie, Meadows and seeps, Valley and foothill grassland, clay, serpentinite	95-785	Threatened by foot traffic, non-native plants, recreational activities, trampling, and urbanization. See Botany of California 2:451 (1880) for original description, and University of California Publications in Botany 25:61-62 (1951) for taxonomic treatment.
<i>Trifolium polyodon</i>	Pacific Grove clover	Fabaceae	annual herb	18.1	CR	None	Apr-Jun(Jul)	Closed-cone coniferous forest, Coastal prairie, Meadows and seeps, Valley and foothill grassland, mesic, sometimes granitic	15-1395	Seriously threatened by urbanization, recreation, foot traffic, and trampling. Potentially threatened by non-native plants. A synonym of <i>T. variegatum</i> (phase 4) in The Jepson Manual, but appears to be distinct. See Pittonia 3:215 (1897) for original description.
<i>Trifolium trichocalyx</i>	Monterey clover	Fabaceae	annual herb	18.1	CE	FE	Apr-Jun	Closed-cone coniferous forest (sandy, openings, burned areas)	95-1000	Discovered in Big River Forest (TCF), MEN Co. by K. Heise and G. Hulse-Stephens in 2011. Previously known from only two occurrences from the central portion of the Monterey Peninsula; where fewer than 1000 plants seen in 1987, none in 1992, and only 22 in 1995. Seriously threatened by urbanization and altered fire regimes. Appears to be a fire follower. Possibly of hybrid origin. See Muhlenbergia 1:55 (1904) for original description and Madroño 59(3):167 (2012) for discovery of MEN Co. occurrence.

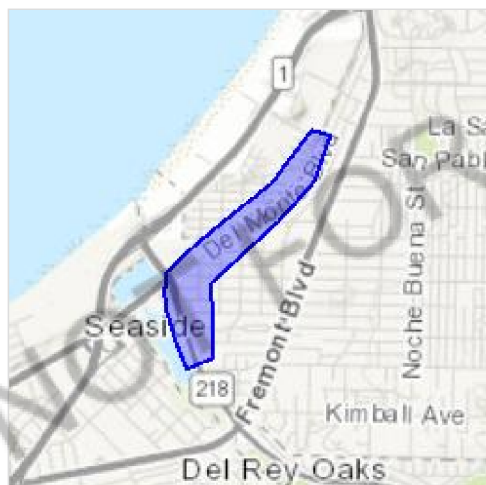
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Monterey County, California



Local office

Ventura Fish And Wildlife Office

☎ (805) 644-1766

📠 (805) 644-3958

2493 Portola Road, Suite B
Ventura, CA 93003-7726

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME

STATUS

California Condor <i>Gymnogyps californianus</i>	Endangered
--	------------

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/8193>

California Least Tern <i>Sterna antillarum browni</i>	Endangered
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No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/8104>

Least Bell's Vireo <i>Vireo bellii pusillus</i>	Endangered
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There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/5945>

Marbled Murrelet <i>Brachyramphus marmoratus</i>	Threatened
--	------------

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/4467>

Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i>	Endangered
--	------------

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/6749>

Western Snowy Plover <i>Charadrius nivosus nivosus</i>	Threatened
--	------------

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/8035>

Amphibians

NAME	STATUS
------	--------

California Red-legged Frog <i>Rana draytonii</i>	Threatened
--	------------

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/2891>

California Tiger Salamander <i>Ambystoma californiense</i>	Threatened
--	------------

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/2076>

Fishes

NAME	STATUS
------	--------

Tidewater Goby *Eucyclogobius newberryi*

Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/57>

Insects

NAME

STATUS

Smith's Blue Butterfly *Euphilotes enoptes smithi*

Endangered

There is **proposed** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/4418>

Crustaceans

NAME

STATUS

Vernal Pool Fairy Shrimp *Branchinecta lynchi*

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/498>

Flowering Plants

NAME

STATUS

Clover Lupine *Lupinus tidestromii*

Endangered

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/4459>

Contra Costa Goldfields *Lasthenia conjugens*

Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/7058>

Marsh Sandwort *Arenaria paludicola*

Endangered

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/2229>

Monterey Gilia *Gilia tenuiflora* ssp. *arenaria*

Endangered

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/856>

Monterey Spineflower *Chorizanthe pungens* var. *pungens*

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/396>

Yadon's Piperia *Piperia yadonii*

Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/4205>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Allen's Hummingbird *Selasphorus sasin*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9637>

Breeds Feb 1 to Jul 15

Black Oystercatcher *Haematopus bachmani*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9591>

Breeds Apr 15 to Oct 31

Clark's Grebe *Aechmophorus clarkii*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds Jan 1 to Dec 31

Common Yellowthroat *Geothlypis trichas sinuosa*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/2084>

Breeds May 20 to Jul 31

Golden Eagle *Aquila chrysaetos*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1680>

Breeds Jan 1 to Aug 31

Lawrence's Goldfinch *Carduelis lawrencei*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9464>

Breeds Mar 20 to Sep 20

Long-billed Curlew *Numenius americanus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/5511>

Marbled Godwit *Limosa fedoa*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9481>

Nuttall's Woodpecker *Picoides nuttallii*

Breeds Apr 1 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9410>

Oak Titmouse *Baeolophus inornatus*

Breeds Mar 15 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9656>

Rufous Hummingbird *selasphorus rufus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8002>

Short-billed Dowitcher *Limnodromus griseus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9480>

Song Sparrow *Melospiza melodia*

Breeds Feb 20 to Sep 5

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Spotted Towhee *Pipilo maculatus clementae*

Breeds Apr 15 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/4243>

Tricolored Blackbird *Agelaius tricolor*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3910>

Whimbrel *Numenius phaeopus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9483>

Willet *Tringa semipalmata*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit *Chamaea fasciata*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Yellow-billed Magpie *Pica nuttalli*

Breeds Apr 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9726>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

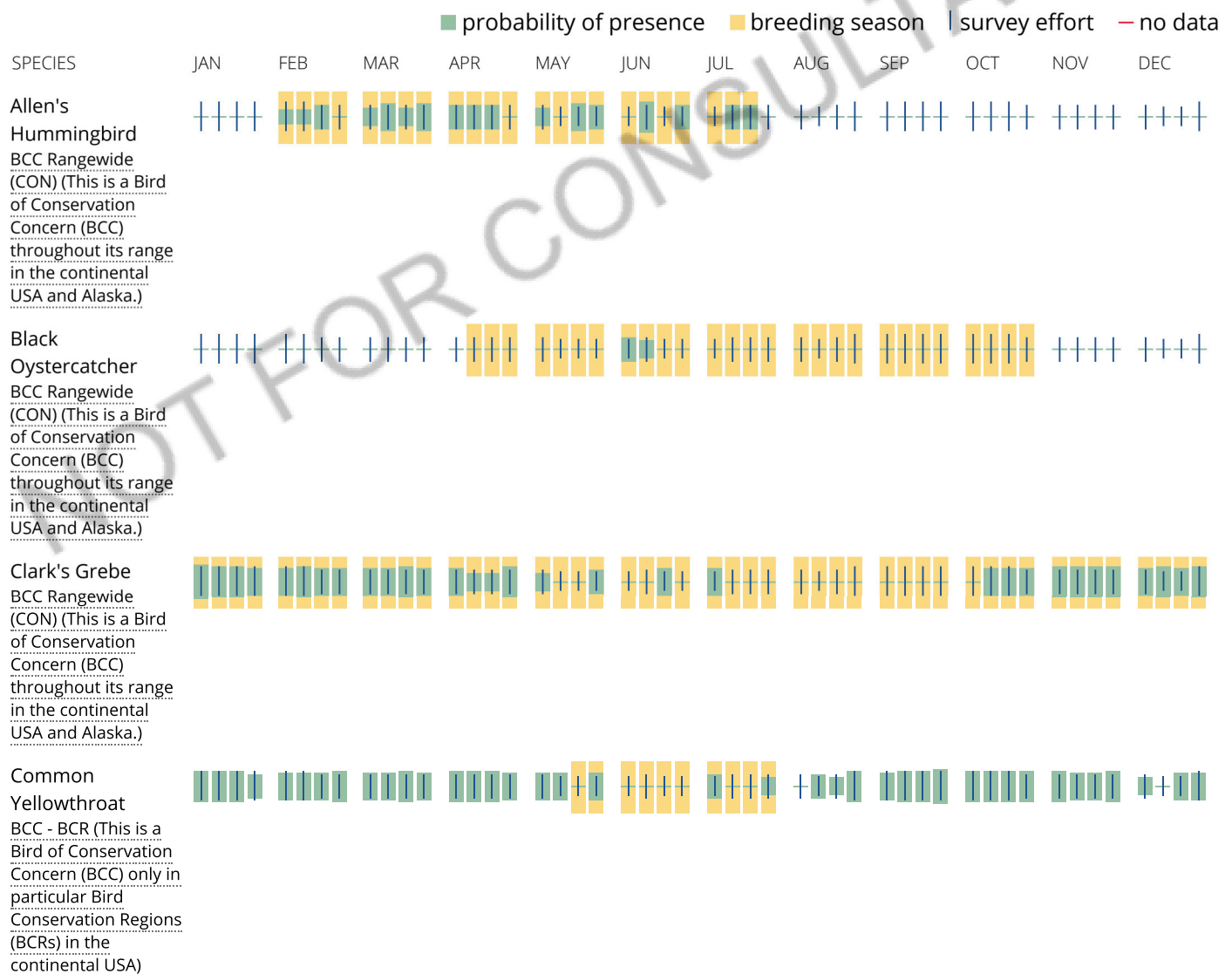
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

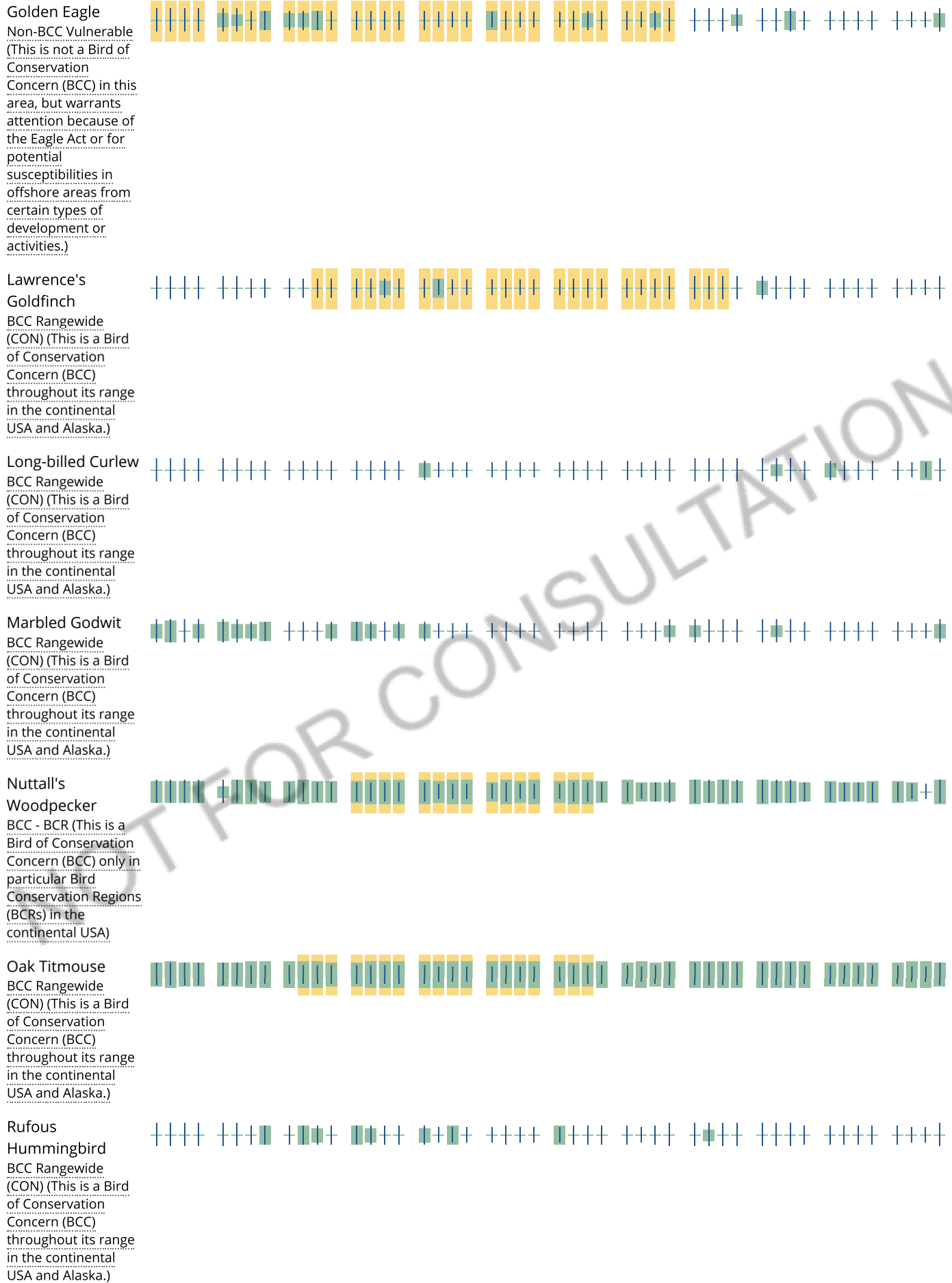
No Data (—)

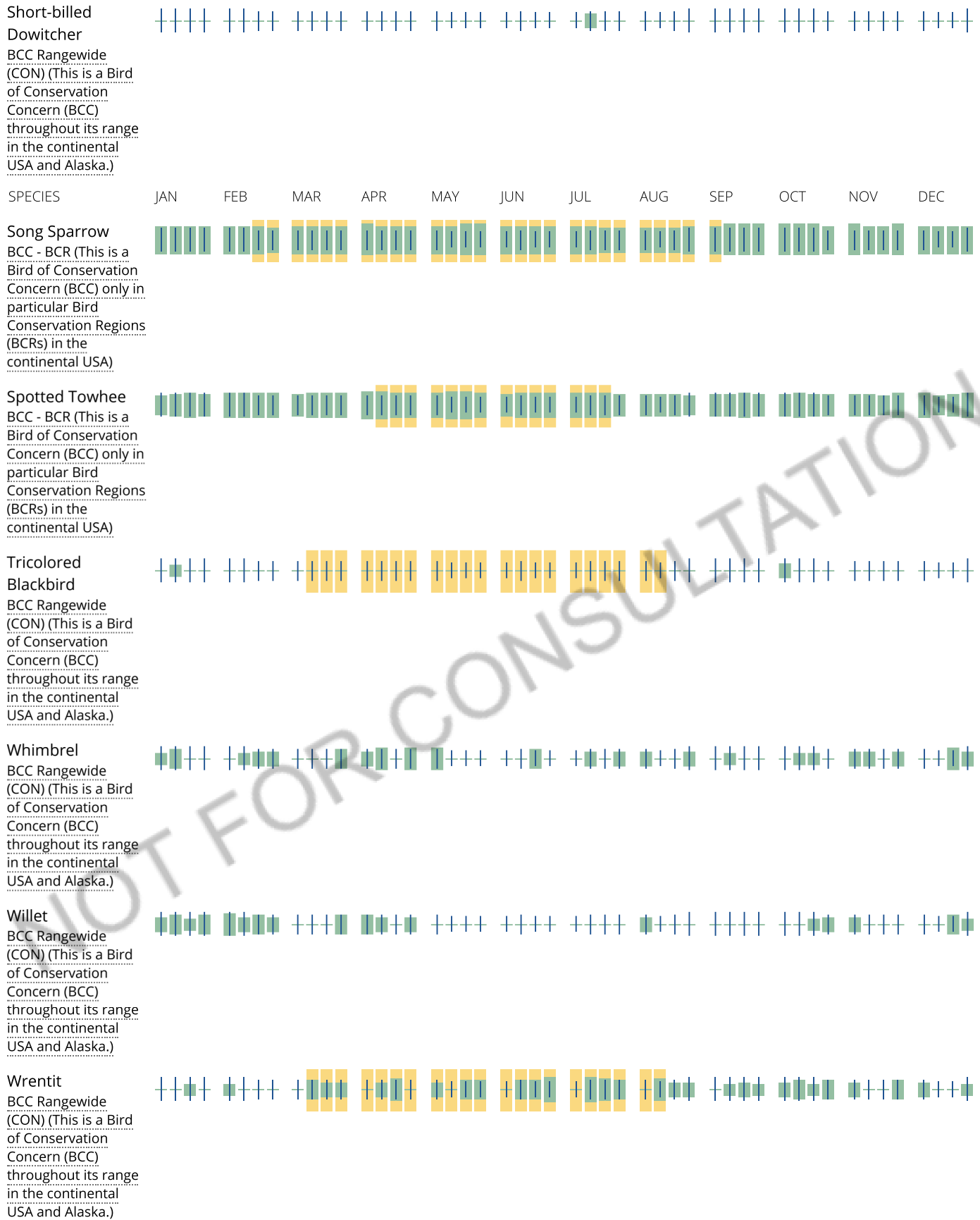
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

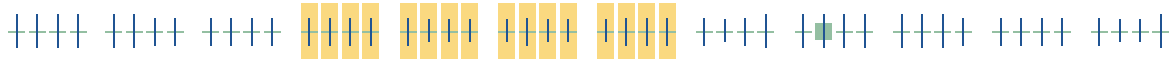
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







Yellow-billed
Magpie
BCC Rangewide
(CON) (This is a Bird
of Conservation
Concern (BCC)
throughout its range
in the continental
USA and Alaska.)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters.

Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

November 4, 2019

Rick Riedl, District Engineer
Seaside County Sanitation District
440 Harcourt Avenue
Seaside, CA 93955

Subject: Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project – Comments and Responses on the IS/MND

The purpose of this memorandum is to document the changes in construction methodology and comments received on the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project (project).

The IS/MND was circulated for a 30-day public review period from March 8, 2019, to April 8, 2019. It was submitted to the State Clearinghouse (SCH) and thus distributed to State agencies, including the California Department of Transportation (Caltrans), California Department of Fish and Wildlife, California Department of Water Resources, State Water Resources Control Board, Regional Water Quality Control Board and the Native American Heritage Commission.

Following the public review period, it was determined that the project would be implemented utilizing directional boring techniques. Caltrans reviewed the project changes, and it was determined that this methodology would not result in additional environmental impacts to the resources analyzed in the IS/MND, as verified through email correspondence with Kelda Wilson of Caltrans District 5.

Through consultation with the Ohlone/Costanoan-Esselen Nation (Nation) on October 8, 2019, it was determined that a construction education program would be required prior to any ground disturbance, and throughout project implementation all ground disturbance would be monitored by a Native American monitor designated by the Nation. Ground disturbance would be minimized through the proposed construction methodology; however, a Native American monitor will be present for all ground disturbing activities throughout project construction. The Seaside County Sanitation District will coordinate with the Nation two weeks prior to project implementation to coordinate the Native American monitor.

Attached are the SCH closing letter and the one comment letter received during the 30-day public review period. A second comment was received via telephone on April 10, 2018. A summary of the comments received and responses to those comments is provided below in **Table 1**. The comment correspondences were received from:

- Gayle Totton, Native American Heritage Commission (telephone call), and
- Chris Bjornstad, Transportation Planner, Caltrans District 5 (comment letter).

In response to the project construction methodology changing to directional boring and the comments received on the IS/MND, no substantial revisions to the IS/MND are necessary to provide additional clarification and/or detail, and therefore did not result in a “substantial revision” as defined by CEQA (Section 15073.5[b]). Therefore, the IS/MND will not require recirculation.

Table 1. Summary of Comments and Responses for the Del Monte Boulevard Sewer Replacement and Canyon Del Rey Boulevard Sewer Replacement Project IS/MND

Date	Name	Comment	Response
April 10, 2019	Gayle Totton Native American Heritage Commission	1. Cultural Resources. Mitigation Measure CR-2: Stop Work in the Event of Unexpected Occurrence of Human Remains during Construction needs to be revised to state that the Native American Heritage Commission can only respond to a call from the coroner.	Cultural Resources Mitigation Measure CR-2 will be updated, via the project Mitigation Monitoring and Reporting Program (MMRP), to reflect that if unexpected human remains are found, the Monterey County Coroner will contact the Native American Heritage Commission, in accordance with the requirements in Public Resources Code Section 5097.98. No additional mitigation will be required.
April 19, 2019	Chris Bjornstad Transportation Planner Caltrans District 5	2. Encroachment Permit and Request for Additional Information. Work completed within Canyon Del Rey Boulevard (State Route 218) will require an encroachment permit, as work will be completed in the State's right-of-way. Sewer lines in the State's right-of-way will need to be removed and not abandoned. The new sewer main needs to conform with Caltrans policies noted in Chapter 17 of the Caltrans Project Development Procedures Manual and Encroachment Permits Manual Chapter 600. The District will need to request an exception to the Encroachment Permit Policy to abandon the sewer lines in place. Plans and specifications shall be completed, stamped, and signed by the Engineer of Record. Plans shall notate all points of conflict with other existing utilities and signal facilities. Caltrans currently has future design concepts for roundabouts on Highway 218 at Hilby Avenue and Harcourt Avenue. Please keep in mind that locating manholes within the roundabout circulatory roadway or central island would cause roundabout closings and detours during future maintenance work.	An encroachment permit has been obtained for the project (Permit Number 0519 NUL 0087). In an email exchange with Kelda Wilson of Caltrans District 5 on Thursday, April 25 th , 2019, it was verified that all information that was necessary to obtain the project encroachment permit and comply with the environmental requirements for Caltrans had been completed. An exception to allow the abandoned sewer lines to remain in place was obtained as part of the encroachment permit process. All plans and specifications have been completed, stamped and signed by the Engineer of Record, and all points of conflict with other existing utilities and signal facilities have been noted. Future design concepts for roundabouts on Highway 218 at Hilby Avenue and Harcourt Avenue have been noted. In an email on October 10 th , 2019, it was confirmed by Kelda Wilson of Caltrans District 5 that the changes in the construction methodology would not require additional environmental analysis, and that no additional information would be required for the project. No additional mitigation will be required.



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

April 25, 2019

Rick Riedl
Seaside County Sanitation District
440 Harcourt Ave
Seaside, CA 93955

Subject: Del Monte Blvd Sewer Replacement and Canyon Del Rey Sewer Replacement Project
SCH#: 2019039109

Dear Rick Riedl:

The State Clearinghouse submitted the above named MND to selected state agencies for review. The review period closed on 4/19/2019, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: <https://ceqanet.opr.ca.gov/2019039109/2> for full details about your project.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



*Making Conservation
a California Way of Life.*

April 19, 2019

MON-218-L0.55
SCH#2019039109

Rick Riedl
District Engineer
Seaside County Sanitation District
440 Harcourt Avenue
Seaside, CA 93955

Dear Mr. Riedl,

**COMMENTS FOR THE MITIGATED NEGATIVE DECLARATION (MND) – DEL MONTE
BOULEVARD SEWER REPLACEMENT AND CANYON DEL REY SEWER REPLACEMENT
PROJECT-SEASIDE, CA**

1. Please be aware that if any work is completed in the State's right-of-way it will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <http://www.dot.ca.gov/trafficops/ep/index.html>.
2. Sewer lines in the State's right-of-way will need to be removed and not abandoned. The new sewer main needs to conform with Caltrans policies noted in Chapter 17 of the Caltrans Project Development Procedures Manual and Encroachment Permits Manual Chapter 600. The City will need to request an exception to Encroachment Permit Policy by not encasing the proposed sewer line. Attached is a draft template to complete prior to Encroachment Permit Application.
3. Plans and specifications shall be completed, stamped, and signed by the Engineer of Record. Plans shall notate all points of conflict with other existing utilities and signal facilities. Contact Caltrans, Electrical Engineer, Julie Gonzalez at (805) 549-3048 to determine if your facilities conflict with our signal infrastructure.
4. Caltrans currently has future design concepts for roundabouts on Highway 218 at Hilby Avenue and Harcourt Avenue. Please keep in mind that locating manholes within the roundabout circulatory roadway or central island would cause roundabout closings and detours during future maintenance work.

Rick Riedl
April 19, 2019
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Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3157 or email christopher.bjornstad@dot.ca.gov.

Sincerely,



Chris Bjornstad
Transportation Planner
District 5 Development Review

Cc: Mike Zeller, TAMC

Attachments: (1) Authorization of Agent form
(2) Plan Set Requirements