

INITIAL STUDY

SOLEDAD REGIONAL RECHARGE PROJECT

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Acronyms and Abbreviations

AB 32	California's Global Warming Solutions Act
AMBAG	Association of Monterey Bay Area Governments
ARB	California Air Resources Board
AQMP	Air Quality Management Plan
BMPs	Best management practices
CAAQS	California ambient air quality standards
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH ₄	methane
City	City of Soledad
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dBA	decibels
DPM	Diesel particulate matter
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
HFC	hydrofluorocarbons
Lcnel	Community noise level equivalent
MBARD	Monterey Bay Air Resources District
MRZs	Mineral Resource Zones
N ₂ O	nitrous oxide
NAAQS	national ambient air quality standards
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
NCCAB	North Central Coast Air Basin
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
Pb	lead
PFC	perfluorinated carbons
PM	particulate matter
PM10	PM 10 microns in diameter or less
PM2.5	PM 2.5 microns in diameter or less
project	Soledad Regional Recharge Project
ROG	reactive organic gases
SF ₆	sulfur hexafluoride
SMARA	Surface Mining and Reclamation Act of 1975
SO ₂	sulfur dioxide

SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
UPRR	Union Pacific Railroad
U.S. 101	Highway 101

Environmental Checklist

1. **Project Title:** Soledad Regional Recharge Project
2. **Lead Agency Name and Address:** City of Soledad
248 Main Street
P.O. Box 156
Soledad, CA 93960
3. **Contact Person and Phone Number:** Donald T. Wilcox, P.E., Public Works Director
(831) 223-5173
4. **Project Location:** Gabilan Drive, San Vicente Road, and the Union Pacific Rail Road (UPRR) Basin, Soledad, Monterey County, California (see **Figures 1 and 2**)
5. **Project Sponsor's Name and Address:** City of Soledad Public Works Department
248 Main Street
P.O. Box 156
Soledad, CA 93960
6. **General Plan Designation:** General Commercial, Industrial (see **Figure 3**)
7. **Zoning:** Commercial-Community (C-C); Commercial-General (C-2) (see **Figure 4**)
8. **Description of Project:**

The City of Soledad (City) Public Works Department is proposing the Soledad Regional Recharge Project (project) which includes installing new storm drain pipes, expanding the existing Union Pacific Rail Road (UPRR) Basin, and decommissioning the existing Miravale Basin. The project is needed to accommodate stormwater flows from existing and future development, reduce flooding within the city, and increase water supply for local agricultural uses through recharge back to the unconfined shallow aquifer. The project would be located in the City of Soledad (**Figure 1**).

New Storm Drain Pipes. The project involves installing approximately 840 feet of a new 36-inch storm drain pipe in Gabilan Drive from approximately Toledo Street to Main Street and approximately 1,800 feet of a new 42-inch pipe from approximately Main Street to West Street. These pipelines are called the Gabilan Drive Storm Drain Facility. Additionally, approximately 1,500 feet of a new up to 72-inch storm drain pipe would be installed starting at the intersection of Market Street and San Vicente Road and extending southbound west of the existing mobile home park through the privately-owned land currently used for agricultural purposes, which would require an access/maintenance easement from the owner. The new pipe would wrap around this developed area to Front Street and connect to an existing 48-inch pipe that crosses the UPRR tracks from Front Street. Portions of the existing pipeline in Front Street would be replaced. The existing pipeline in San Vicente Drive would be maintained. These pipelines are called the San Vicente Storm Drain Facility. Refer to **Figure 2**.

UPRR Basin Expansion and Miravale Basin Decommission. The existing UPRR Basin, located between Front Street and Highway 101 (US 101/El Camino Real), would be deepened by 4 feet to accommodate the increase in flow; and the Miravale Basin, located on the south side of Gabilan Drive at Toledo Street, would be decommissioned. Refer to **Figure 2**. Currently, stormwater runoff from the Miravale Watershed flows to the Miravale Basin (see **Figure 2**). By decommissioning the Miravale Basin and with the new pipes in the Gabilan Drive East Facility, the project would redirect runoff from the Miravale Watershed neighborhood to the expanded UPRR Basin in the southwest portion of the city. The Miravale Basin was originally designed as a temporary basin. During storm events, the Miravale Basin overflows, flooding the residences located southwest of the basin, along Granada Street. This stormwater runoff eventually flows

to the Salinas River. The City of Soledad General Plan (Soledad 2005) designates the basin as a public facility and an approved park. By decommissioning the Miravale Basin, the City would be able to repurpose the site as a park, as planned.

Project Construction. Construction activities are anticipated to take approximately 8 months and occur from January 2017 to August 2017, and would occur between 7:00 a.m. and 6:00 p.m. on weekdays. There would be up to approximately 10 construction workers on site per day. Construction activities would involve excavation, trenching, installation of new pipe and box culvert, backfill of trenches, grading and re-paving the roadway surface.

In Gabilan Drive and west of San Vicente Road, soil would be removed to install new and replacement pipes. New aggregate soil would be imported and backfilled into the trenches. Gabilan Drive would be re-paved where the asphalt is removed and west of San Vicente would be compacted, but not paved. As described above, the UPRR Basin would be deepened by 4 feet to accommodate the increase in stormwater runoff. A total of approximately 32,000 cubic yards (cy) or 1,600 truckloads of excavated soils would be exported offsite and 12,000 cy or 600 truckloads of aggregate soil would be imported. The maximum depth of excavation would be approximately 15 feet. The total area of disturbance would be approximately 146,000 sf (3.4 acres). The project would include erosion control measures chase a protecting all drainage inlets with gravel bags, or similar, and hydroseeding all sloped areas, specifically the UPRR Basin.

Temporary lane closures would be required during work within the public right-of-way. As part of the project specifications, the Project contractor would be required to prepare and implement a traffic control plan, which would include notification of emergency service providers of construction activities and retaining emergency access at all times. The contractor will also identify staging areas and areas for construction workers to park that are in paved or disturbed areas, away from environmentally sensitive areas and drainages.

Project Operation.

The project would require very little maintenance once installed. Inspection and maintenance activities applicable to the facilities in this project include inspection twice a year and after major storms and any maintenance deemed necessary by the inspections. Inspections and possible maintenance include: 1) Inspect culverts for sediment buildup. Flush pipes (jetting and vacuuming) if sediment is greater than three inches deep. 2) Inspect rip-rap aprons. Reposition any dislodged stones, and remove sediment trash and wooded vegetation. 3) Inspect detention basin. Remove fine sediments from basin bottom, repair erosion on side slopes, and reseed and mulch areas where plant cover is less than 90%.

9. Surrounding Land Uses and Setting:

The project site is within the city of Soledad. The majority of the project would be within the public road right-of-way in Gabilan Drive from approximately Toledo Street to West Street. Along this segment, land uses north of Gabilan Drive include single-family residential from Toledo Street to Prado Drive, and Blas Santana Park and Soledad High School from Prado Drive to West Street. Land uses south of Gabilan Drive include single-family residential, with the exception of Charlene High School to the east of Main Street and medium-density residential uses between Benito Street and West Street. South of Market Street, the new up to 72-inch pipe in the San Vicente Storm Drain Facility would extend through the existing agricultural land to the west of San Vicente Road to Front Street. The UPRR Basin is currently located between Highway 101 (U.S. 101/El Camino Real) and Front Street. The UPRR tracks run on the north side of the Basin, south of Front Street. Refer to **Figure 2**.

10. Other Public Agencies Whose Approval is Required:

No other public agency approvals are required.

I. Aesthetics	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

Regional and Local Visual Character

The project is located within the City of Soledad, located in the predominately rural Salinas Valley, with U.S. 101 traversing the area in a north-south direction. The Cities of Salinas and Gonzales and the unincorporated community of Chualar are to the north, and the Cities of Greenfield and King City are to the south. The Salinas Valley is bound by the Santa Lucia Mountains and Los Padres National Forest on the west and by the Gabilan Mountains to the east. The mountains provide visual relief from the floor of the Salinas Valley. The City of Soledad sits at approximately 190 feet above mean sea level, with a nearly flat topography that slopes gently downward toward the east. The Salinas, San Antonio, and Nacimiento rivers and their tributaries, the San Antonio and Nacimiento reservoirs, and numerous canyons, valleys, and creeks make up other visual features in the area.

The project involves storm drain pipe replacements and improvements and would not include any above-ground structures.

Discussion

a, c. Scenic Vista; Visual Character of Site and Surroundings. Scenic vistas generally include areas that are designated by a local jurisdiction to have scenic or community value but may also include areas that have a high level of viewer sensitivity, such as a lookout point. No designated scenic vistas are identified by the Soledad General Plan. However, the General Plan identifies the commercial businesses along the east side of Front Street, which are visible when approaching the city on U.S. 101, as an important visual gateway that provides visitors with a first impression of the form and character of the community. The project only involves underground utilities and would not include any structures that would block views of or be incompatible with the existing commercial uses. Construction and maintenance vehicles and equipment could temporarily interfere with motorists' views of Front Street from U.S. 101, but interruptions would be temporary and fleeting due to

motorists' high speeds and attention to the roadway. As such, impacts on scenic vistas and the visual character of the site and surroundings as a result of the implementation of the project would be less than significant. No mitigation measures would be required.

- b. Scenic Highways.** There are no designated state scenic highways within the city of Soledad (Caltrans 2011). The project involves installing and replacing underground utilities and expanding the UPRR Basin. The project would not result in damage to any scenic resources within a state scenic highway. No impact would occur.
- d. New Sources of Light and Glare.** Existing sources of light and glare in the project area include street lamps and lighting from existing adjacent development. The project would not include any above-ground structures or lighting. Therefore, the project would not create substantial new sources of light or glare within the project vicinity that could affect day or nighttime views. No impact would occur.

II. Agricultural and Forestry Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
<p>In determining whether impacts on 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 on 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 the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Involve other changes in the existing environment that, 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The majority of the project would occur within the public road right-of-way on land classified as Urban and Built-Up Land under the Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Although a portion of the new pipes in the San Vicente Storm Drain Facility system would be installed under land currently classified as Prime Farmland in the Monterey County Important Farmland Map (California Department of Conservation 2012), the City's General Plan designates this area as General Commercial, and it is zoned as Commercial-Community. The project site is not located on land subject to a Williamson Act Contract (City of Soledad 2005).

Discussion

- a. **Conversion of Farmland.** The majority of the project involves installing underground storm drain pipe within the public road right-of-way on land classified as Urban and Built-Up Land under the Department of Conservation's FMMP. A portion of the project involves installing underground storm drain pipe west of San Vicente Road and an existing mobile home park in an area that is classified as Prime Farmland. The City would obtain an access/maintenance easement through the property that would be used during construction and for ongoing maintenance. Approximately 4.3 acres¹ would be temporarily disturbed during project construction, and then conditions would be restored. As described under *Existing Conditions*, the General Plan designates this area as General Commercial, and it is zoned as Commercial-Community. The Environmental Impact Report (EIR) for the City of Soledad 2005 General Plan evaluated the impact associated with converting the Prime Farmland on which the new storm drain pipe would be located to non-farmland. The project would not convert any Prime Farmland to non-farmland that has not already been evaluated and accounted for under the City's General Plan. Therefore, impacts would be less than significant. No mitigation would be required.
- b. **Conflict with Existing Zoning for Williamson Act.** The project would not result in conflicts with existing zoning or Williamson Act contracts because the project site is neither zoned for agricultural use nor subject to an existing Williamson Act contract. Therefore, there would be no impact.
- c. **Conflict with Existing Zoning for, or Cause Rezoning of Forest Land, Timberland, or Timberland.** Because the project site is located in the public road right-of-way or in an area zoned for Commercial-Community, there would be no conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, there would be no impact.
- d. **Loss or Conversion of Forest Land.** There would be no loss of forest land or conversion of forest land to non-forest use because the project site does not have any trees and is not considered forest land. Therefore, there would be no impact.
- e. **Involve Other Changes that Could Convert Farmland.** The project is not expected to involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to a non-agricultural use. The project would install storm drain pipes in an urban area, and the project would not foster economic or population growth or otherwise lead to

¹ This includes 3.4 acres that would be directly disturbed for project activities including trenching and grading and 0.9 acres that would be disturbed by truck traffic within the access easement.

the conversion of farmland that has not already been planned for and evaluated in the General Plan EIR. Therefore, there would be no impact.

III. Air Quality	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Conditions

The city of Soledad is located within the North Central Coast Air Basin (NCCAB). This basin includes Monterey, Santa Cruz, and San Benito Counties. The basin is generally bound by the Diablo Range to the northeast, the southern portion of the Santa Cruz Mountains, and the Santa Clara Valley which extends into the northeastern tip of the NCCAB. The southern end of the Santa Clara Valley transitions into the San Benito Valley, which has the Gabilan Range as its western boundary. To the west of the Gabilan Range is the Salinas Valley that extends from Monterey Bay at the northwest end to just past King City at the southeast end.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) have established national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS), respectively, for six criteria pollutants: ozone, CO, lead (Pb), nitrogen dioxide (NO₂), sulfur dioxide(SO₂), and particulate matter“(PM), which consists of PM that is 10 microns in diameter or less (PM10) and PM that is 2.5 microns in diameter or less (PM2.5).

Ozone and NO₂ are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. NO₂ reacts photochemically with reactive organic gases (ROGs) to form ozone, and this reaction occurs at some distance downwind of the source of pollutants. Pollutants such as CO, SO₂, and Pb are considered to be local pollutants that tend to accumulate in the air locally. Particulate matter is considered to be a local as well as a regional pollutant. The primary pollutants of concern in the study area are ozone (including nitrogen oxides), CO, and PM.

Counties are classified as either “attainment” or “nonattainment” by comparing the monitored air pollutant concentrations to the NAAQS and CAAQS. If a pollutant concentration is lower than the state or federal standard, the area is classified as being in attainment of the standard for that pollutant. If a pollutant violates the standard, the area is considered a nonattainment area. **Table 1** lists each criteria pollutant and their related attainment status for Monterey County.

Table 1. Federal and State Attainment Status for the Monterey County Portion of the North Central Coast Air Basin

Criteria Pollutant	Federal Designation	State Designation
O ₃	Unclassified/Attainment	Nonattainment
CO	Unclassified/Attainment	Attainment
PM10	Unclassified	Nonattainment
PM2.5	Unclassified/Attainment	Attainment
NO ₂	Unclassified/Attainment	Attainment
SO ₂	Unclassified	Attainment
Lead	Unclassified/Attainment	Attainment

Source: California Air Resources Board 2013.

Notes:

CO = carbon monoxide

O₃ = ozone

PM10 = particulate matter less than or equal to 10 microns

PM2.5 = particulate matter less than or equal to 2.5 microns

NO₂ = nitrogen dioxide

SO₂ = sulfur dioxide

The Monterey Bay Air Resources District (MBARD) is responsible for ensuring that NAAQS and CAAQS are not violated within the NCAAB, and for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development. As part of this responsibility, the MBARD developed California Environmental Quality Act (CEQA) guidelines that include analysis requirements construction- and operational-related pollutant emissions and thresholds of significance for ROG, NO_x, CO, and PM10.

Sensitive Land Uses

The MBARD generally defines a sensitive receptor as residences including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade 12 (K-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. A sensitive receptor also includes long-term care hospitals, hospices, prisons, and dormitories or similar live-in housing (Monterey Bay Unified Air Pollution Control District 2008a).

There are residences, parks, and schools located along the project alignment.

Discussion

- a. **Conflict with or Obstruct Air Quality Plan.** Consistency of nonresidential projects such as the project with the Air Quality Management Plan (AQMP) is determined by assessing whether the

emission source complies with all applicable MBARD rules and regulations, including emission offset and emission control requirements and/or whether or not project emissions are accommodated in the AQMP. The proposed project would not generate operational air emissions and would generate only minor construction emissions (see checklist question b). Thus, the project would not impact MBARD clean air planning efforts. There is no impact.

- b. Violate Air Quality Standards or Contribute to an Air Quality Violation.** Construction activities would generate short-term emissions. Operation of the project would result in a very minor increase in emissions from routine maintenance. The estimated emissions resulting from construction and operation of the proposed project are presented below. The impact discussion utilizes the MBARD's thresholds to determine the level of impacts associated with the project, unless otherwise specified.

Construction Emissions

Construction-generated emissions are short term and temporary in duration, lasting only as long as construction activities occur, but possess the potential to represent a significant air quality impact. The construction of the project would result in the temporary generation of emissions resulting from site preparation and excavation, as well as from motor vehicle exhaust associated with construction equipment and the movement of equipment across unpaved surfaces, worker trips, import and export of soils, and the delivery of the new storm drain pipes. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

The MBARD's construction-related pollutant of concern is particulate matter smaller than 10 microns in diameter (PM₁₀), and the MBARD threshold for PM₁₀ is 82 pounds per day. The MBARD provides screening thresholds to determine if construction activities could result in an exceedance of this threshold. According to the MBARD, construction activities that involve minimal earth moving over an area of 8.1 acres or more, could result in potentially significant temporary air quality impacts, if not mitigated. Construction activities that require more extensive site preparation (e.g., grading and excavation) could result in significant unmitigated impacts if the area of disturbance were to exceed 2.2 acres per day.

The construction of the project would require ground disturbance of 3.4 acres, which is less than 8.1 acres, and would require far less than 2.2 acres per day of ground disturbance.

Construction activity would result in some emissions, but on a limited scale that would not adversely affect criteria pollutant concentrations. Furthermore, construction-related air quality impacts would be controlled by implementing City of Soledad standard conditions of approval for dust abatement and air quality that require watering of loose soil, implementing erosion control measures, and requiring dust control. Standard erosion control measures would include the following:

- Maintaining natural vegetation at the project site to the extent feasible.
- Protection of bare ground with the use of mulching, erosion control blankets, and netting.
- Containment of sediment by installing silt fences and straw and fascine wattles.

With the limited area of ground disturbance (less than 8.1 acres) and implementation of the City's standard conditions of approval, construction activities would not result in exceedance of MBARD

thresholds for PM10. Therefore, the impact from construction emissions would be less than significant. No mitigation would be required.

Operation Emissions

The project would replace an existing storm drain pipe and install approximately 4,140 feet of new storm drain pipe to reroute storm water runoff from the Miravale Basin to the UPRR Basin. Operation of these facilities would result in vehicle emissions associated with routine maintenance of the pipes and basin. However, maintenance activities of the storm drain system already occur and the project would not increase the frequency or the intensity of existing maintenance activities. Therefore, any change in operational emissions would be minimal, and it is unlikely that the change in emissions would exceed MBARD thresholds. Therefore, the impact from operation would be less than significant. No mitigation would be required.

- c. Result in a Cumulatively Considerable Net Increase of Criteria Pollutants.** In accordance with MBARD CEQA Air Quality Guidelines, project emissions which are not consistent with the AQMP would be considered to have a cumulative regional air quality impact. As identified in the discussion for question “a” above, the project would be consistent with the 2008 regional air pollutant forecasts in the AQMP. In addition, as noted in the discussion for question “b” above, neither construction nor operational emissions associated with the project would exceed MBARD significance thresholds. Therefore, this impact would be less than significant. No mitigation would be required.
- d. Expose Sensitive Receptors to Substantial Pollutant Concentrations.** Construction of the project would result in temporary emissions of diesel-PM associated with the operation of off-road construction equipment. Diesel-PM is identified by the ARB as a toxic air contaminant (TAC). Health-related risks associated with emissions of diesel-PM are primarily associated with long-term exposure and the associated risk of contracting cancer. For residential land uses, calculations of the cancer risk associated with exposure to TACs are typically based on a 70-year period of exposure. However, the use of diesel-powered construction equipment associated with the project would be temporary and episodic. Assuming an overall construction period of approximately 8 months, short-term construction activities would account for less than 1 percent of the 70-year exposure period typically used for the calculation of diesel-PM cancer risk. Furthermore, in July 2007, the ARB adopted regulations aimed at reducing diesel-PM generated by off-road equipment. This regulation requires the installation of diesel-PM control devices, such as particulate filters, for new equipment and encourages the replacement of older engines with newer emission-controlled models. By 2020, diesel-PM reductions are anticipated to be reduced by approximately 74 percent. For these reasons, diesel-PM generated by project construction, in and of itself, would not be expected to create conditions where the probability of contracting cancer is greater than 10 in one million for nearby sensitive receptors. Therefore, the potential impact of short-term exposure to TACs would be considered a less than significant. No mitigation would be required.
- e. Create Objectionable Odors Affecting a Substantial Number of People.** Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and air districts. Any project with the potential to frequently expose the public to objectionable odors would have a significant impact. According to ARB’s (2005) Air Quality and Land Use Handbook, land uses associated with odor complaints typically include sewage treatment plants, landfills, recycling facilities, refining, and manufacturing.

The project may cause temporary odors resulting from diesel exhaust during construction. Although these emissions may be noticeable from time to time, they would be intermittent and localized and are not likely to adversely affect adjacent receptors. Therefore, this impact would be less than significant. No mitigation would be required.

IV. Biological Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The majority of the project site is located within the public road right-of-way and is completely paved. The unpaved portions of the project include the new up to 72-inch storm drain pipe that would extend through land currently used for agricultural uses (west of the existing mobile home park), and the existing UPRR Basin that would be deepened (located between the UPRR tracks and U.S. 101). Because of the frequency of rail traffic and the noise generated by the trains, the rail lines limit the suitability for nesting birds within the Project vicinity.

As described in the General Plan EIR (City of Soledad 2005), the project site falls within agricultural and urbanized habitat. Ruderal grassland species occupy vacant lots and the perimeter of heavily disturbed areas. Non-native weedy species include wild oat (*Avena fatua*), foxtail barley (*Hordeum murium*), prickly lettuce (*Lactuca serriola*), and field mustard (*Brassica campestris*). A variety of introduced landscapes exist in yards and recreational areas. Most species used in landscaping are non-native ornamentals, consisting of a wide variety of tree, shrub, groundcover, and turf species. The robust spineflower (*Chorizanthe robusta* var. *robusta*), a special-status plant, occurs within the vicinity of the San Vicente Storm Drain Facility. This plant is federally listed as endangered. However, the project site does not contain habitat capable of supporting this plant. No special-status plant species are expected to occur due to the disturbed and regularly maintained condition of the project site.

In general, heavily managed fields and urbanized areas in the region and surrounding the city have low to poor wildlife habitat value due to the loss of natural structure, fragmentation or remaining open space areas and parks, and intensive, ongoing disturbance. The diversity of wildlife depends on the extent and type of cover, management practices and frequency of disturbance, as well as the proximity to natural habitat. Field margins, remnant native trees, and even ornamental trees and shrubs used for landscaping provide nest sites and cover for wildlife adapted to agricultural fields and developed areas. Typical native bird species that use these habitats include mourning dove, American crow, and house finch. These areas also provide habitat for several species of common native mammals such as California ground squirrel, raccoon, and striped skunk. Introduced species found in agricultural and urban habitats include rock dove, European starling, and house sparrow, and pest species such as Norway rat, house mouse, and opossum.

There are no jurisdictional waters of the United States on or adjacent to the project area. The Salinas River is approximately 0.9 mile south of the UPRR Basin.

Discussion

a. Adverse Effect on Any Species Identified as a Candidate, Sensitive, or Special-Status Species.

The majority of the project site is located within the public road right-of-way and is completely paved. The paved portion of the project site does not provide any suitable habitat for candidate, sensitive, or special-status species. The unpaved portion of the project site includes the land that is currently used for agricultural purposes, where the new up to 72-inch storm drain pipe would be located. The project requires an access easement through the agricultural property for construction and maintenance activities. Because this land is routinely disturbed from agricultural activities, it is unlikely that it provides habitat for candidate, sensitive, or special-status species. This land could be considered foraging habitat for special-status species. However, the General Plan designated this land for future commercial development. Conversion of this land from agricultural uses to commercial uses was evaluated in the General Plan EIR. The project would not affect any land that has not already been analyzed for future development.

The unpaved portion of the project site also includes the existing UPRR Basin, which would be deepened to provide additional capacity. As this is an existing, active storm drain basin, it does not provide suitable habitat for candidate, sensitive, or special-status species.

Furthermore, the General Plan includes policies and programs that are intended to reduce potential impacts related to converting agricultural land to urban use. These include Policies C/OS-7 through C/OS-12, C/OS-17 through C/OS-21, and Programs 8.7 and 8.8. Given the current condition of the

project site and the established policies and programs in the General Plan, potential impacts to candidate, sensitive, or special-status species is considered be less than significant. No mitigation would be required.

- b. Adverse Effect on Any Riparian Habitat or Other Sensitive Natural Community.** No riparian habitat or other sensitive natural communities occur within the project site. Therefore, there would be no impact.
- c. Adverse Effect on Federally Protected Wetlands.** No wetlands or other waters of the U.S. occur on or adjacent to the project site. Therefore, there would be no impact.
- d. Interfere Substantially with Native Resident or Migratory Fish or Wildlife Species.** The project site does not have any water bodies, documented migratory wildlife corridors, or native wildlife nursery sites. Therefore, the project would not individually or cumulatively have an adverse effect on native resident or migratory fish or wildlife resources, as defined in Section 711.2 of the Fish and Game Code. There would be no impact.
- e. Conflict with Local Policies or Ordinances Protecting Biological Resources.** The project would not include any tree removal and does not contain any natural lands. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources. Therefore, there would be no impact.
- f. Conflict with an HCP.** There are no existing or pending Habitat Conservation Plans or Natural Community Conservation Plans that include the project area. Therefore, there would be no impact.

V. Cultural Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Conditions

As described above in the Biological Resources section, the majority of the project site is located within the public road right-of-way and is completely paved. The unpaved portions of the project include the new up to 72-inch storm drain pipe that would extend through land currently used for agricultural uses (west of the existing mobile home park), and the existing UPRR Basin that would be deepened. There are no structures on the project site and no known cultural resources on or below the project site, based on information contained in the Final Environmental Impact Report for the City of Soledad 2005 General Plan & Wastewater Treatment and Disposal Master Plan (General Plan EIR) and the Cultural Resource Evaluation for the Soledad Wastewater Treatment Plant Project in the County of Monterey (Archaeological Resource Management 2007). These documents are incorporated herein by reference.

Discussion

- a. **Adverse Change in Significance of Historical Resource.** According to CEQA, a historical resource is a resource that is:
- listed in or eligible for listing in the California Register of Historical Resources (CRHR);
 - listed in a local register of historical resources; or
 - determined to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

According to the General Plan EIR, there are a number of older and architecturally significant historic buildings in the City of Soledad. However, as the majority of the project would occur within the public right-of-way and on land used for agricultural purposes, no buildings or structures would be affected by the project. As such, there would be no impact to potential historical resources.

b, c, d. Adverse Change in Significance of an Archaeological Resource; Destroy a Unique Paleontological Resource; Disturb Human Remains. Archeological resources for the project site, were evaluated as part of the General Plan EIR. Native American archaeological sites in the Salinas Valley tend to be situated at the base of hills and on the valley floor near sources of water. The only source of constant flowing water is the Salinas River, located approximately 0.9 mile south of the UPRR basin.

Although a records search of known archaeological sites within the City's Planning Area did not reveal any previously discovered sites, aside from U.S. 101 and the Los Coches Adobe, the General Plan EIR found that development of land uses accommodated by the General Plan could reveal previously undiscovered resources of significance. Although it is unlikely resources would be discovered because the project site has been previously disturbed, there is a possibility of the unanticipated and accidental discovery of archaeological and/or paleontological resources and/or human remains during ground-disturbing project-related activities. This was considered a potentially significant impact in the General Plan EIR and was mitigated by requiring compliance with City of Soledad General Plan Policies L-49, L-52, C/OS-23, and C/OS-24, Programs 8.5 and 8.9, and through the creation of Program 8.10. The project is consistent with and would be required to be in compliance with all of the applicable policies and programs, as outlined below.

Policy C/OS-23: If development of a site uncovers cultural resources, the recommendations of Appendix K of the Guidelines for Implementation of the California Environmental Quality Act (Public Resources Code Section 15000 et seq.) shall be followed for identification, documentation, and preservation of the resource.

Policy C/OS-24: The City shall document and record data or information relevant to prehistoric and historic cultural resources which may be impacted by proposed development. The accumulation of such data shall act as a tool to assist decision-makers in determinations of the potential development effects to prehistoric and historical resources located within the City.

Program 8.10: The City will amend its development review regulations to incorporate the following:

1. During the environmental review process, all proposed projects, as warranted, shall receive further study to determine if archaeological resources and/or the historic built environment could be significantly impacts by project implementation. In most cases this will entail a records search at the NIC and an archaeological field survey of the proposed site.
2. Dependent upon the results of the records search and field survey, the need or lack thereof for additional archaeological investigation will be determined. Additional work, if required, could include subsurface testing programs, evaluation of significance, data recovery excavations, and/or construction monitoring. A Native American representative shall monitor any earth disturbing work within documented Native American sites.
3. In developed areas, special consideration shall be given to structures potentially eligible for listing on the California Register and/or National Register of Historic Places. Any projects that will include modifications to structures over 50 years old shall be evaluated by a historian to determine if the project will result in any significant impacts to the historic built environment.
4. Potential damage to archaeological resources and/or to the historic built environment is to be given special consideration along with other planning, environmental, social, and

economic considerations when making land-use decisions. Where development would adversely impacts significant archaeological resources and/or a significant built environment, reasonable mitigation measures shall be required to reduce the impact to a less than significant level. Avoidance of impacts is the preferred mitigation, which can often be accomplished by project design.

Consistent with CEQA Guidelines Section 15063, analysis of the project has considered the previous environmental documentation prepared and adopted for the project area, specifically the General Plan EIR and the Cultural Resource Evaluation for the Soledad Wastewater Treatment Plant Project in the County of Monterey; and impacts associated with cultural resources have been adequately disclosed and recognized by the City. Therefore, as a site previously analyzed and considered for cultural resources, this impact is considered less than significant based upon findings made by the City.

VI. Geology and Soils	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis in this section is based on the General Plan EIR and on the Geotechnical Investigation prepared for the project by Pacific Crest Engineering, Inc. (September 2016).

Existing Conditions

Geologic Setting

The city of Soledad is located in a seismically active region. The alluvial Salinas Valley is bordered both to the east and west by active or potentially active fault zones. Faults are caused by 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, will 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. The San Andreas fault, considered dangerous to areas which lie within 50 to 100 miles of its trace, is approximately 12.5 miles northeast of Soledad. The Reliz fault is located approximately 4 miles southwest of the project site. No active faults are located within the city of Soledad.

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, such as utility mains, tend to rise to the surface; and structures more dense tend to subside. Loose, granular soils are most susceptible to these effects, while more stable silty clay and clay materials are generally somewhat less affected. In general, liquefaction potential varies according to soil type, with Recent, unconsolidated alluvial soils having the highest potential. Much of the city is underlain with such soils, and liquefaction occurred in the Salinas Valley during at least two of the three major earthquakes which have occurred along the San Andreas fault in the past 200 years.

The portion of the project site that would be located within the public road right-of-way is underlain with Arroyo Seco gravelly sandy loam, 2 to 5 percent slopes. The erosion potential for this soil is minimal, and runoff is slow. The portion of the project site outside the public road right-of-way and the UPRR Basin are underlain with Cropley silty clay, 0 to 2 percent slopes. The erosion potential for this soil is minimal, runoff is slow, and shrink-swell potential is high.

The project site is relatively flat and approximately 1 mile from the foothills of the Gabilan Range, which contains slopes of 20% or more.

According to the Geotechnical Investigation (Pacific Crest Engineering 2016), groundwater was not encountered during any of their borings which extended to a maximum depth of 30 feet below ground surface.

Discussion

- a. **Expose People or Structures to Geologic- or Soil-related Adverse Effects Involving Rupture of Known Earthquake Fault, Strong Seismic Groundshaking, Seismic-related Ground Failure, or Landslides.** The project does not involve the construction of any structures. Therefore, the project would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic groundshaking, seismic-related ground failure, or landslides.
 1. **Rupture of Known Earthquake Fault.** The project site is not within any earthquake fault zone designated by the state under the Alquist-Priolo Act, nor is it traversed by any faults recognized by the Uniform Building Code as active but not zoned by the State of California. Additionally, the project involves replacing or installing a storm drain pipe and no new structures would be built. Accordingly, the risk of surface fault rupture at the site is

considered low, and the potential for impacts related to surface fault rupture is less than significant. No mitigation is required.

- 2, 3. Strong Seismic Groundshaking; Seismic-related Ground Failure.** The project site is likely to experience strong groundshaking during the lifespan of the project, and the potential for liquefaction at the portion of the site outside of the right-of-way is considered high. The principal concern related to human exposure to groundshaking or liquefaction is that both of these processes can result in structural damage. The project would not result in new structures on the project site; therefore, the safety of persons occupying the structures is not an issue. There is a very low risk that persons would be on the site checking or maintaining the pipeline during a seismic event. Although there would be some residual risk, as in any seismically active area, impacts would be less than significant. No mitigation would be required.
- 4. Landslides.** The storm drain would be installed in an area that is either essentially flat or very gently sloping. Based on the topography along the proposed pipeline and the detention basin, the potential for hazards associated with landslides is low to negligible. Creation of cut slopes and fill embankments are not anticipated during project construction. Consequently, the potential for safety risks related to instability of cut and/or fill slopes during or following construction would be less than significant. No mitigation would be required.
- b. Result in Soil Erosion or Loss of Topsoil.** The majority of the project site was previously graded. The portion of the project site outside of the public road right-of-way would be excavated and then topfilled with soil. Construction activities such as clearing, grading, and site preparation, which could contribute to the loss of topsoil, would be minimal because much of this work was done when Gabilan Drive was originally constructed. These activities may, however, have the potential to contribute to accelerated erosion, which could increase sediment entering the several storm drains onsite and potentially impair surface and/or groundwater quality in the region. In order to comply with requirements of applicable permits under the NPDES program, the general contractor(s) selected for project implementation would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include best management practices (BMPs) and measures to protect water quality. The SWPPP would include measures that would ensure that impacts related to loss of topsoil and potential for accelerated erosion are less than significant. No mitigation would be required.
- c. Be Located on Unstable Geologic Units or Soil.** The project site is not subject to landslides or slope instability because the project site is generally flat. Earthwork during project construction would not create cut or fill slopes that could be unstable. Therefore, impacts related to the potential for project construction to cause or increase instability would be less than significant. No mitigation would be required.
- d. Be Located on Expansive Soil.** 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 public right-of-way are Arroyo Seco gravelly sandy loam, which has a linear extensibility of 1.5 percent. The soils outside the public right-of-way are Cropley silty clay, which has a linear extensibility of 7.5 percent. Soils with a linear extensibility of less than 3 percent have a low potential for shrink-swell; and soils with a linear extensibility of 6 to 9 percent have a high potential for shrink-swell (U.S. Department of Agriculture 2015). Potential effects from expansive soils would be minimized through compliance with the CBC and City of Soledad building

codes during design and construction, as well as the recommendations included in the Geotechnical Investigation (Pacific Crest Engineering 2016). Therefore, impacts would be less than significant. No mitigation would be required.

- e. **Be Located on Soils Incapable of Supporting Alternative Wastewater Disposal Systems.** The project would not include the use of alternative wastewater disposal systems or septic tanks. Therefore, there would be no impact.

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

Existing Conditions

The section briefly describes the environmental and regulatory setting for greenhouse gas (GHG) emissions and climate change.

Greenhouse Gasses and Climate Change

The phenomenon known as the greenhouse effect keeps the atmosphere near the Earth’s surface warm enough for the successful habitation of humans and other life forms. Present in the Earth’s lower atmosphere, greenhouse gasses play a critical role in maintaining the Earth’s temperature by trapping some of the long-wave infrared radiation emitted from the Earth’s surface that would otherwise escape to space. According to California’s Global Warming Solutions Act (AB 32) and the State CEQA Guidelines (Section 15364.5), GHGs encompass the following gases: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), perfluorinated carbons (PFCs), sulfur hexafluoride (SF₆), and hydrofluorocarbons (HFCs).

Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and amplifying the warming of the Earth (Center for Climate and Energy Solutions 2011). Increases in fossil fuel combustion and deforestation have exponentially increased concentrations of GHGs in the atmosphere since the Industrial Revolution. Rising atmospheric concentrations of GHGs in excess of natural levels enhance the greenhouse effect, which contributes to global warming of the Earth’s lower atmosphere induces large-scale changes in ocean circulation patterns, precipitation patterns, global ice cover, biological distributions, and other changes to the Earth system that are collectively referred to as climate change.

Regulations

There are currently no federal laws specifically related to climate change, although regulation under the Clean Air Act is under development.

California has adopted several policies and regulations for the purpose of reducing GHG emissions. The most stringent of these is AB 32, which requires that statewide GHG emissions be reduced to 1990 levels by 2020. ARB adopted the AB 32 Scoping Plan as a framework for achieving AB 32. The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions. Some reductions will need to come in the form of changes pertaining to

vehicle emissions and mileage standards. Some will come from changes pertaining to sources of electricity and increased energy efficiency at existing facilities. The remainder will need to come from plans, policies, or regulations that will require new facilities to have lower carbon intensities than they have under business as usual conditions.

Discussion

- a. **Generate Greenhouse Gas Emissions.** The proposed project would generate GHG emissions during project construction.

Construction is anticipated to include excavation, grading, pipe installation, paving, and trenching on a 3.4 acres. During construction, the proposed project would result in short-term emissions of CO₂, CH₄, and N₂O from the use of construction equipment on-site, worker commutes to the site, and material deliveries to the project site. Construction activities at the project are expected to occur January 2017 to August 2017, lasting approximately eight months. According to anticipated construction equipment information, construction would result in an estimated 429 metric tons carbon dioxide equivalent (CO₂e) in total over the eight month construction period (refer to **Appendix A**).

The project would replace an existing storm drain pipe and install approximately 4,140 feet of new storm drain pipe to reroute storm water runoff from the Miravale Basin to the UPRR Basin. Operation of these facilities would result in vehicle emissions associated with routine maintenance of the pipes and basin. However, maintenance activities of the storm drain system already occur and the project would not increase the frequency or the intensity of existing maintenance activities. Therefore, any change in operational emissions would be negligible. Therefore, the impact from operation would be less than significant. No mitigation would be required.

Thresholds of significance illustrate the extent of an impact and are a basis from which to determine the appropriate definition of “negligible” GHG emissions. Significance thresholds for GHG emissions resulting from land use development projects have not been established in Monterey County. In the absence of any GHG emissions significance thresholds, the projected emissions are compared to the San Luis Obispo Air Pollution Control District (SLOAPCD) recommended threshold of 1,150 metric tons of CO₂e annually. While significance thresholds used in San Luis Obispo County are not binding on the City of Soledad, they are instructive for comparison purposes. As described above, estimated GHG emissions resulting from implementation of the proposed would equal 429 metric tons of CO₂e per year, which is less than the GHG threshold of 1,150 metric tons of CO₂e per year. Impacts are less than significant.

- b. **Potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.** California has adopted several policies and regulations for the purpose of reducing GHG emissions. The state adopted Assembly Bill (AB) 32, which codifies the state’s GHG emissions reduction targets for the future. The California Air Resources Board (ARB) adopted the AB 32 Scoping Plan as a framework for achieving AB 32. The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions. Some reductions will need to come in the form of changes pertaining to vehicle emissions and mileage standards. Some will come from changes pertaining to sources of electricity and increased energy efficiency at existing facilities. The remainder will need to come from plans, policies, or regulations that will require new facilities to have carbon intensities than they have under business as usual conditions. As described under impact “a”, the project would not

generate long-term operational GHG emissions. Accordingly, implementation of the project would not conflict with AB 32. Therefore, this impact would be less than significant.

VIII. Hazards and Hazardous Materials	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

A government records search conducted in June 2016 revealed that no portion of the project site is listed on the Cortese List, a compilation of information from various sources listing potential and confirmed hazardous waste and hazardous materials sites in California.²

² 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

No public airports, public use airports, or private airstrips are in the immediate vicinity of the project site. The nearest airport facility, Clark Ranch Airpark, is approximately 4 miles to the northwest. The Salinas Regional Airport is approximately 22 miles northwest of the project site.

The project site is not located in a designated Very High Fire Hazard Severity Zone or a wildland area that may contain substantial forest fire risks and hazards, as determined by the California Department of Forestry (California Department of Forestry 2008).

Discussion

a, b. Create a Hazard through Transport, Use, or Disposal of Hazardous Materials or through Upset and Accident Conditions. Project construction is not expected to create a hazard to the public through the routine use of hazardous materials, nor through accidental release of hazardous materials. However, there is still potential for an accidental spill or leak to occur during construction activities. Hazardous materials present at the project site could 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. 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 and enforced by the U.S. Department of Transportation, the Resource Conservation and Recovery Act of 1976, and the Monterey County Health Department. Because compliance with existing regulations is mandatory, the project is not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction activities.

Operation activities would be similar to existing conditions, and the project would not create any new hazards through the transport, use, or disposal of hazardous materials or through upset and accident conditions. Therefore, impacts would be less than significant. No mitigation would be required.

c. Emit Hazardous Emissions or Materials within 0.25 mile of Schools. Soledad High School and Charlone High School are both located on Gabilan Drive, adjacent to the project site. The Jack Fransconi Elementary School, Frank Ledesma Elementary School, and the Main Street Middle School are also each located approximately 0.25 mile from project site. Students, faculty, and other persons present at the schools during project construction could be exposed to hazardous emissions or other hazardous materials releases during project construction. This is not expected to be a significant impact because, as discussed above, all hazardous materials would be transported, stored, handled, and, if necessary, remediated in a manner consistent with relevant regulations and guidelines, and thus would not be expected to create a hazard to the public. Therefore, impacts are anticipated to be less than significant. No additional mitigation would be required.

d. Project Located on Listed Site. There are no identified hazardous materials or wastes present on the project site, based on the aforementioned government records search conducted. Therefore, there would be no impact.

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.

- e, f. Within Vicinity of Public or Private Airstrip.** The project site is not located within two miles of a public airport or private airstrip. The closest airport, Clark Ranch Airpark, is located approximately 4 miles from the project site. Consequently, the project would not conflict with an airport land use plan or operation of nearby airports, or pose a related safety hazard to people living or working in the project area. There would be no impact.
- g. Interfere with Emergency Response or Evacuation Plan.** The project would not alter the Soledad roadways in any way that would impair implementation of an adopted emergency response plan or emergency evacuation plan. During project construction, temporary lane closures and slow-moving construction vehicles could delay or obstruct the movement of emergency vehicles. Because Gabilan Drive, San Vicente Road, and Front Street each have more than one lane, emergency vehicles could get around slow-moving construction vehicles. Further, the project includes implementation of a traffic control plan, which includes notification of emergency service providers of construction activities and retaining emergency access at all times (refer to section 8, Description of Project, above). Therefore, impacts would be less than significant. No mitigation would be required.
- h. Expose People or Structures to Risk of Wildland Fires.** The project site is located in an urban area. The CAL Fire Fire Hazard Severity Zone Map designates the project site as being in a “Non-Very High Fire Hazard Severity Zone” Forestry (California Department of Forestry 2008). Further, the project would not involve the construction of structures that would expose people to this risk. Therefore, there would be no impact.

IX. Hydrology and Water Quality	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

Surface Water and Groundwater

The principal watercourses in the city are the Bryant Canyon Channel, a Caltrans maintained channel along U.S. 101, and the Salinas River. These waterways generally flow to the north and ultimately flow to the Monterey Bay near the town of Castroville, 35 miles to the north.

The City derives its water supply from the Forebay Aquifer Sub-basin of the Salinas Valley Groundwater Basin, which underlies an area of approximately 94,000 acres, extending from Gonzales on the north to just north of Greenfield on the south. Within the Forebay Sub-basin, groundwater typically begins at 200 to 2,200 feet below ground surface.

Stormwater Runoff and Drainage

Stormwater runoff is conveyed through the City's storm drain networks and ultimately discharged to various detention and retention basins throughout the city, to Bryant Canyon Channel, to the Salinas River, or to the retention basin at the Soledad Wastewater Treatment Plant south of U.S. 101. The existing drainage system consists of eight separate systems, some of which are interconnected. Most of the streets in Soledad have traditional curb and gutter lined streets which limits attenuations before runoff reaches a catch basin.

Water Quality

Surface water quality has been monitored in the Salinas River at several locations. The River has been monitored for water temperature, dissolved oxygen, pH, turbidity, biochemical oxygen demand, and other constituents. According to the General Plan EIR, the water quality data meet water quality criteria specified in the City's National Pollutant Discharge Elimination System (NPDES) permit.

Flooding

The primary surface drainage feature affecting the city is the Salinas River which drains the entire Salinas Valley. The project site is not within a 100-year flood hazard area (Soledad 2005). However, flooding in Soledad is not limited to the River. Portions of the city were affected by flooding due to overflow from the Bryant Canyon Channel from the March 1995 storm. The Gabilan and San Vicente elementary schools flooded during this storm due to water overflowing drainage ditches and into lots.

There is also localized flooding from inadequate storm drainage facilities. Currently, stormwater runoff from the Miravale Watershed flows to the Miravale Basin, which was intended to be a temporary basin and overflows during storm events, flooding the residences to the southwest along Granada Street. Additionally, the existing San Vicente Storm Drain Facility was designed to backflow into Veterans Memorial Park, which has led to park closures from flooding during a 10-year storm event.

Discussion

a, f. Violate Water Quality Standards or Waste Discharge Requirements; Degrade Water Quality.

Project construction is not expected to contribute to reduced water quality in local water bodies.

Although construction-related runoff could contain soil and other pollutants such as fuel, oils, grease, lubricants, solvents, and other materials associated with construction equipment and activities, any potential impacts that could occur as a result of the release of the above-mentioned materials through project construction would be minimized and contained through implementation of BMPs and measures identified in the project's SWPPP. Additionally, the project would include erosion control measures such as protecting all drainage inlets with gravel bags, or similar, and hydroseeding all sloped areas, specifically the UPRR Basin. Therefore, the impact would be less than significant. No mitigation would be required.

- b. Groundwater.** Groundwater conditions would not be adversely altered by construction of the project. The proposed project would not use groundwater or require any water supply at the site. The project would result in the beneficial effect of increasing groundwater recharge by rerouting stormwater runoff from the northeastern quadrant of the city to the UPRR Basin in the southwest portion of the city, and by expanding the capacity of the UPRR Basin to capture runoff from existing and planned development. Thus, the impact would be less than significant and in fact beneficial. No mitigation would be required.
- c, d, e. Alterations in Drainage Contributing to Increased Erosion, Siltation, Flooding, or Excess Runoff.** The project would reroute runoff from the northeast quadrant of the city to the existing UPRR basin in the southwest corner of the city. This would prevent flooding related to the Miravale Basin as that basin would be decommissioned. The additional capacity at the UPRR Basin would also decrease the frequency of flooding at the Veterans Memorial Park at the corner of San Vicente Road and Gabilan Drive. No streams or rivers would be altered. No new impervious surfaces would be created, and the amount of surface runoff would not increase. Therefore, impacts would be less than significant and in fact beneficial for localized flooding. No mitigation would be required.
- g, h. Housing or Structures in 100-year Flood Hazard Area or Floodplain.** The project site is not within a 100-year flood hazard area or floodplain. Thus, no new structures would be added to the project area that would impede or redirect flood flows. There would be no impact.
- i, j. Seiche, Tsunami, or Mudflow.** The threat of flooding or inundation by dam failure, seiche, tsunami, landslides, or mudflow is absent at the project site. There would be no impact.

X. Land Use and Planning	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The majority of the project site is located within the public road right-of-way in Gabilan Drive from approximately Toledo Street to West Street. Along this segment, land uses north of Gabilan Drive include single-family residential from Toledo Street to Prado Drive, and Blas Santana Park and Soledad High School from Prado Drive to West Street. Land uses south of Gabilan Drive include single-family residential, with the exception of Charlone High School to the east of Main Street and medium-density residential uses between Benito Street and West Street.

South of Market Street, the alignment for the proposed new up to 72-inch storm drain pipe in the San Vicente Storm Drain Facility extends through unpaved private property currently used for agricultural purposes. The City’s General Plan designates the area between San Vicente Road and Moranda Road as General Commercial. Although the area is planned for future commercial development, no development plans or designs have been submitted to the City.

The Miravale Basin, which was originally designed as a temporary stormwater basin and is proposed for decommissioning, is located on the south side of Gabilan Drive at Toledo Street. The site is designated as a public facility and an approved park. Surrounding land uses are predominately residential.

The UPRR Basin, which is proposed for expansion by increasing the depth 4 feet, is located between U.S. 101 and Front Street. The site is City-owned property designated as industrial. Surrounding land uses include the UPRR tracks on the north side of the Basin, south of Front Street, and open space to the south.

In summary, land uses surrounding the Gabilan Drive Storm Drain Facility are predominantly residential south of Gabilan Drive and a park and high school north of Gabilan Drive. The land uses surrounding the San Vicente Storm Drain Facility are agricultural land to the west and a mobile home park to the east. Refer to **Figure 4**.

Discussion

- a. Physically Divide a Community.** The project would replace an existing storm drain pipe and install new storm drain pipe, both underground. The project would also increase the depth of an existing storm drain basin by 4 feet and decommission another storm drain basin. The storm drain facilities would be underground and, therefore, would not physically divide a community. The only location where there would be a new facility is the aforementioned new storm drain pipe, which would be west of San Vicente Road. At this location, the new underground pipeline would be located in an access easement that extends along the border of an existing mobile home park and land used for agriculture. Therefore, the project would not physically divide a community, and there would be no impact.
- b. Conflict with Applicable Land Use Plan, Policy, or Regulation.** The project is included in the 2015 Storm Drain Master Plan Update. The goal of the project is to reduce flooding and provide a recharge facility that can accommodate stormwater runoff from planned future growth. The portion of the project that would be within agricultural land is designated and zoned for commercial development. Therefore, the project would not conflict with an applicable land use plan, policy, or regulation; and there would be no impact.
- c. Conflict with Applicable Habitat Conservation Plan or Natural Community Conservation Plan.** No habitat conservation plans (HCP) or natural community conservation plans (NCCP) are applicable to the project site. Therefore, the project would not conflict with an HCP or NCCP, and there would be no impact.

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

Existing Conditions

The principal legislation addressing mineral resources in California is the Surface Mining and Reclamation Act of 1975 (SMARA) (PRC Sections 2710–2719), which was enacted in response to land use conflicts between urban growth and essential mineral production. In accordance with SMARA, the California Geological Survey (CGS), formerly the California Division of Mines and Geology, has classified lands within the San Francisco-Monterey Bay region into Mineral Resource Zones (MRZs). The MRZ classifications are defined as follows.

- **MRZ-1:** Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- **MRZ-3:** Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- **MRZ-4:** Areas where available information is inadequate for assignment into any other MRZ.

According to the Monterey County General Plan EIR, there are no lands within the City of Soledad that are designated or mapped by the State Geologist (Monterey County 2008).

Discussion

a, b. Loss of Availability of Known Mineral Resources or Locally Important Mineral Resource Recovery Site. The project involves replacing and installing new storm drain pipes, increasing the depth of an existing storm drain basin by 4 feet, and decommissioning an existing storm drain basin. The project would require minor excavation to deepen the UPRR Basin and to install the new pipelines, but it would not involve any major excavation. Because the project site does not contain known mineral deposits of regional or statewide significance, or serve as a locally important mineral resource recovery site, implementation of the proposed project would have no impact on mineral resource.

XII. Noise	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The majority of the project site is located within the public road right-of-way in Gabilan Drive. As described in Land Use and Planning discussion above, residential uses and schools are located along both sides of Gabilan Drive. A portion the project would be located outside the public road right-of-way, and would be adjacent to a mobile home park to the east and agricultural land to the west.

The existing noise environment in the project vicinity results from traffic on U.S. 101 and Front Street, and railroad noise along the UPRR tracks. U.S. 101 is the loudest noise source in the city. Traffic along Front Street also greatly increases noise in the vicinity of the project. Traffic along local roadways is generally not sufficient to produce noise exceeding applicable standards. An average of 12 trains pass through Soledad per day without stopping. Train noise (without horns) is dependent largely on the speed at which the train is traveling.

Soledad General Plan and Municipal Plan

The Soledad General Plan Noise Element provides policies, programs and standards to alleviate the problems associated with excessive noise.

The City's Interior and Exterior Noise Standards chart indicates that exterior noise above 65 decibels (dBA), community noise level equivalent (L_{cnel}), would result in a noise impact to residential and educational land uses.

Chapter 9.09 Noise of the Soledad Municipal Code includes regulations that prohibit unreasonable noise:

Section 9.09.010 Purpose:

The city council finds that the making, creation, or maintenance of loud, unnecessary, unnatural unusual or habitual noises that are prolonged, unusual, and/or unnatural in their time place, and use affect and are detrimental to the public health, comfort, safety, welfare, and prosperity of the residents of the city. The provisions of this chapter are enacted for the purpose of securing and promoting the public health, comfort, safety, welfare and prosperity and the peace and quiet of the city and its inhabitants.

Section 9.09.020 Unreasonable Noise Prohibited:

- A. It is unlawful and a nuisance for any person within the city to maintain, emit, cause, mechanically or otherwise, or permit any animal owned by him/her or in his/her possession to control to make any loud, disturbing, unnecessary, unusual or habitual noise or any noise that annoys or disturbs or injures or endangers the health, repose, peace, or safety of any reasonable person of normal sensibility present in the area.
- B. The standards that shall be considered in determining whether a violation of the provisions of this chapter exists shall include but not be limited to the following:
 1. The level, intensity, character and duration of the noise. Reference to the Soledad General Plan and Zoning Code for permissible noise levels, and measurement thereof on an A-weighted scale with an authorized sound level meter, may be utilized for making a determination of reasonableness, but are not a prerequisite to issuance of a citation;
 2. The level, intensity and character of background noise, if any;
 3. The time when and the place and zoning district in which the noise is occurring;
 4. The proximity of the noise to residential sleeping facilities; and
 5. Whether the noise is recurrent, intermittent, or constant.

Noise-Sensitive Land Uses

Existing land uses adjacent to the project site include residential (single-family, multi-family, and mobile homes), schools, parks, and agricultural land.

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodgings, libraries and certain types of passive recreational uses, such as parks to be used for reading conversion, meditation, etc. Noise-sensitive land uses adjacent to the project site include residences and schools.

Discussion

a. Expose Persons to or Generate Noise Levels in Excess of Standards.

Construction Noise

As stated in the Project Description, project construction is expected to begin in January 2017 and continue for approximately 8 months. Construction activities would occur between 7:00 a.m. and 6:00 p.m. on weekdays. Construction activities would occur on Gabilan Drive between Toledo Street and West Street, west of the mobile home park from Market Street to Front Street, and on Front Street from the edge of mobile home park to approximately 400 feet east on Front Street.

Construction activities would be dispersed along the project site alignment and would not be concentrated in one place throughout the duration of the construction period. The project would involve typical construction activities and construction equipment including excavation, trenching, installation of new pipe and box culvert, backfill of trenches, grading and re-paving the roadway surface. The typical construction equipment and their sound levels is listed in Table 2.

Because construction activities and equipment would be typical and would not involve any excessive noise-generating equipment, noise attributed to construction of the project would not be considered unreasonable, as defined in Section 9.09.020 of the Soledad Municipal Code.

Additionally, the noise would be intermittent, would occur between 7:00 a.m. and 6:00 p.m., and would not occur while residents are typically sleeping. Because construction activities would be temporary, would only occur during daytime hours, would not be concentrated in one area of the city, and would generate noise typical of reasonable construction activities, impacts would be less than significant. No mitigation would be required.

Table 2. Typical Construction Equipment Noise Levels

Type of Equipment	Typical Noise Level (dBA) at 50 feet
Backhoe	80
Compactor	82
Grader	85
Jackhammer	88
Paver	89
Saw	76
Truck	88
Source: Federal Transit Administration 2006.	

Operation Noise

Once installed, the storm water pipes and UPRR Basin would involve very little maintenance. Operation and maintenance activities would be similar to existing operation and maintenance activities. The replacement pipes and expanded basin would not require more intense or more frequent maintenance activities than under existing conditions. Operation of the existing pipeline and basin do not generate any perceptible noise. Implementation of the project would not create any new operational conditions that would generate perceptible noise. Therefore, the overall noise associated with operation and maintenance would be similar to current practices, and no substantial

noise increase is expected. Therefore, the impact would be less than significant. No mitigation would be required.

- b. Expose Persons to or Generate Excessive Groundborne Vibration or Groundborne Noise Levels.** Construction activities associated with the proposed project may result in some very minor ground vibration. Vibration from construction activity is typically below the threshold of perception when the activity is more than 50 feet from the receiver. Additionally, vibration from these activities would be short-term and would end when construction is completed. Because construction would not involve high impact activities, such as pile driving, and is short-term in nature, this impact would be less than significant. No mitigation would be required.
- c. Permanent Increase in Ambient Noise Levels in Project Vicinity.** For the reasons discussed above under “a”, noise resulting from operation of the project would not result in a substantial permanent increase in ambient noise. Therefore, this impact would be less than significant. No mitigation would be required.
- d. Temporary Increase in Ambient Noise Levels in Project Vicinity.** Project construction would result in a temporary increase in ambient noise levels. For the reasons discussed above under “a”, noise resulting from construction activities would not result in a substantial temporary increase in ambient noise. Therefore, this impact would be less than significant. No mitigation would be required.
- e, f. Located within Vicinity of Public Airport or Private Airstrip.** The project site is not within a 2-mile radius of a public airport. The closest private airstrip is approximately 4 miles away. Therefore, there would be no noise impacts related to air traffic.

XIII. Population and Housing	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

Monterey County and the City of Soledad’s population is projected to grow steadily over the next decades. The city is projected to grow at a faster pace than the county over the next 20 years. The city’s and county’s current population growth projections from 2010 to 2035 are shown in Table 3. As of 2010, the city’s population was 25,738 and is expected to reach approximately 33,628 by 2035 (AMBAG 2014). The city’s population is expected to grow at a compound annual rate of 1.08 from 2010 to 2035. As of 2010, the county’s population was 415,708 and it is expected to reach approximately 495,086 by 2035. The County’s population is expected to grow at a compound annual growth rate of 0.71 percent from 2010 to 2035.

Table 3. Soledad and Monterey County Population Growth Forecast 2010-2035

Jurisdiction	2010	2020	2025	2030	2035	Compound Annual Growth Rate	Change Over Forecast Period
City of Soledad	25,738	31,316	32,050	32,839	33,628	1.08	30.66
Monterey County	415,708	447,516	463,884	479,487	495,086	0.71	20.78
Source: AMBAG 2014							

The city’s and county’s current number of households and household growth projections from 2010 to 2035 and shown in Table 4.

Table 4. Soledad and Monterey County Household Growth Forecast 2010-2035

Jurisdiction	2010	2020	2025	2030	2035	Compound Annual Growth Rate	Change Over Forecast Period
City of Soledad	3,876	5,231	5,325	5,533	5,670	1.53	46.28
Monterey County	139,048	147,106	150,260	154,585	157,992	0.51	13.62
Source: AMBAG 2014							

Discussion

- a. Induce Population Growth.** The majority of the project would be located within the public right-of-way or in an area zoned Commercial-Community. The project would not induce substantial population growth, either directly by developing any homes or commercial uses or indirectly by extending roads or infrastructure to areas that are not currently planned for development. The commercial development planned for the area west of San Vicente Road has already been planned and evaluated in the General Plan and General Plan EIR. Further, inadequate storm drain facilities and capacity has not been an obstacle to growth. Thus, there would be no impact.
- b, c. Displace Existing Housing Units or People.** The project would not involve the displacement of housing units or people. There would be no impact.

XIV. Public Services	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 following public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The Mission-Soledad Rural Fire Protection District provides fire protection to the project site and surrounding area. The Soledad Police Department provides police protection to the project site and surrounding area. The project site is located in the Soledad Union School District. There are over 61 acres of land dedicated for open space and recreational uses, including Veterans Memorial Park which is located adjacent to the San Vicente Storm Drain System. Recreational facilities in the project area and the analysis of potential impacts from the Project on recreational facilities are described in more detail in Section XV, *Recreation*.

Discussion

- a. **Provision of Public Services.** The project involves the installation and replacement of existing storm drain pipes, installation of a new storm drain pipe, expansion of an existing storm drain basin, and decommission of an existing storm drain basin. The project would not result in any new permanent facilities, structures, or uses that would generate the need for additional fire or police services, or that would generate additional students in the Soledad Union School District. The project would not generate new or increased demand for parks or other public facilities. Therefore, there would be no impact.

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

Existing Conditions

According to the General Plan, Soledad has approximately 27 acres of land dedicated to open space and recreational uses. This consists of public parks and recreational facilities, including a little league field and indoor swimming pool. There are approximately 2.0 acres of parkland per 1,000 residents. Nearby regional parks and open space areas are Mission Nuestra Senora de la Soledad, Pinnacles National Monument, and the Arroyo Seco area. Veterans Memorial Park is an approximately 4-acre park located at the corner of Gabilan Drive and San Vicente Road. Blas Santana Park is an approximately 4.2-acre park located on the corner of Gabilan Drive and Prado Drive, adjacent to the Gabilan Storm Drain Facility.

Discussion

a, b. Increase Use of Existing Parks or Recreational Facilities, or Require Expansion of Recreational Facilities. The project would not result in an increase in population that would result in increased use of or need to expand existing recreational facilities. The project would not impact or displace any facilities, requiring expansion of existing or new recreational facilities. The project would minimize current park closures and wet conditions at Veterans Memorial Park due to backflows of storm drain flow during 10-year storm events at the intersection of San Vicente Street and Gabilan Drive. The project would not increase the use of this park such that substantial physical deterioration of the facility would occur or be accelerated. The project would also decommission the temporary use of the Miravale Basin so that it could be repurposed as a public park, consistent with the General Plan, which designates the space as an approved park. Therefore, the project would have a less than significant impact and in fact a beneficial impact on recreational facilities. No mitigation would be required.

XVI. Transportation/Traffic	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The majority of the project site is located within the public road right-of-way on Gabilan Drive and San Vicente Road. Regional access to the city of Soledad is via U.S. 101. Front Street and Gabilan Drive are each principle arterials. Front Street is a two-lane arterial which extends from Fourth Street to Moranda Road, parallel to U.S. 101. Gabilan Drive is a four-lane arterial which extends from Granada Street to West Street. San Vicente Road is two-lane collector street, extending parallel to and west of West Street from Front Street to Vista Soledad.

Rail service on the tracks is limited to four to six freight trains, which run between Los Angeles and the San Francisco Bay Area, and the sole passenger line, Amtrak’s Coast Starlight, which stops at Salinas twice daily in both directions on its run between Seattle and Los Angeles. The tracks are located adjacent to the UPRR Basin.

Monterey-Salinas Transit (MST) is an intra-city and inter-city bus service that serves a 110 square mile area of northern Monterey County and southern Santa Cruz County with bus services between Monterey and Salinas, Marina and Watsonville, Salinas and Watsonville, and south from Salinas to Gonzales. Five bus routes stop in Soledad: the 23, 82, 83 (select trips), 84, and 86. The 23 Salinas – King City stops at Front and San Vicente in Soledad. All routes stop at the Soledad Mission Shopping Center.

Discussion

a, b. Cause Increase in Traffic or Exceedance of a Level-of-Service Standard. The project would result in a minor increase in construction-related traffic during construction. Once project construction activities are complete, the number of trips to and from the project site would be similar to existing conditions.

Construction Traffic

Construction activities would require construction vehicles for site preparation, excavation, materials delivery, and installing pipeline, backfilling and paving. There would also be workers commuting to the site. Workers and construction vehicles would access the site primarily from Front Street, San Vicente Drive, or Gabilan Drive. It is estimated that there would be up to about 10 workers per day working at the site and an average of 14 truck deliveries (for import and export of materials) per day over an approximately 8-month construction period, resulting an increase of up to about 48 vehicles trips per day on surrounding roadways.

It is anticipated that there would be minimal truck trips generated during AM and PM peak hours because the truck trips would be generally dispersed throughout the day during the work hours between 7:30 am and 4:30 pm; and there would be minimal workers' trips generated during the AM and PM peak hours because the construction workers would arrive and leave the work site before the peak commute hours. Of the 10 workers estimated to be at the site each day, it is assumed that half would arrive and leave the site during peak hours, generating about 5 trips during AM and PM peak hours. The construction-generated trips would contribute a small fraction of existing traffic volumes at the interchanges U.S. 101/Camphora Gloria Road, U.S. 101/Moranda Road/Gabilan Drive, and U.S. 101/4th Street. Therefore, project traffic would not substantially degrade the operation at these interchanges. However, construction vehicles entering or exiting the project site could cause temporary delays or stoppage of through traffic on Front Street, San Vicente Street, and Gabilan Drive and in general the project vicinity, which could adversely affect traffic circulation and safety. However, the addition of up to 48 trips per day during the construction period would not significantly impact traffic at intersections or roadway segments in the project vicinity. Further, as described in the Project Description, the City requires the Project contractor to prepare and implement a traffic control plan, which would minimize construction-related impacts. Therefore, the impact would be less than significant. No mitigation would be required.

Operation Traffic

For operations and maintenance, the facilities maintenance staff who currently visit the site would continue to visit the site for periodic inspections with no substantial increase in trips compared with current conditions. The maintenance trips would also include the new up to 72-inch pipe in the San Vicente Storm Drain Facility, but would no longer include the Miravale Basin which would be decommissioned. Because the number of trips attributable to operations and maintenance would be

similar, there would be no substantial change in trips and the project would not degrade the operation on local roadways. Therefore, the impact would be less than significant. No mitigation is required.

- c. Change in Air Traffic Patterns.** The project site is approximately 4 miles northwest of the Clark Ranch Airpark, the closest airstrip to the site. The Salinas Municipal Airport is approximately 22 miles northwest of the project site. The project would not affect air traffic patterns. There would be no impact.
- d. Increase Hazards due to Design Feature.** The project does not include any design features that would increase any types of traffic hazards. There would be no impact.
- e. Inadequate Emergency Access.** The project would not alter the Soledad roadways in any way that would impair implementation of an adopted emergency response plan or emergency evacuation plan. During project construction, temporary lane closures and slow-moving construction vehicles could delay or obstruct the movement of emergency vehicles. However, both Gabilan Drive and San Vicente Road have more than one lane, so emergency vehicles could get around slow-moving construction vehicles. Further, the project description includes implementation of a traffic control plan, which includes notification of emergency service providers of construction activities and retaining emergency access at all times. Therefore, the impact would be less than significant. No mitigation would be required.
- f. Conflict with Alternative Transportation Policies.** The project would not conflict with any adopted programs or policies associated with alternative transportation. There would be no impact.

XVII. Utilities and Service Systems	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Conditions

The City of Soledad Public Works Department provides the city with water and sewer services and maintain the city's storm drain system. The City derives its water from the Forebay Aquifer Sub-basin, which underlies an area of approximately 94,000 acres from Gonzales on the north to the area just north of Greenfield on the south. Within the Forebay Sub-basin, groundwater typically begins at 200 to 2,200 feet below ground surface. The Sub-basin is functionally in overdraft, with withdrawals exceeding recharge by between 30,000 and 50,000 acre-feet per year. However, according to the General Plan EIR, there is sufficient water to serve current and future demand through the basin.

The City operates a water supply, storage and distribution system that serves an area of approximately 3.2 miles. The systems serves all water users within the city limits, including residences, commercial and industrial users, as well as fire protection and other public services. Agricultural properties outside of the city limits rely on private wells and reservoir systems for water supplies.

The City operates a wastewater collection system that serves all properties within the city limits, as well as the Dole Fresh Vegetable Food Processing Plant and the Soledad State Correction Training Facility, outside city limits. Wastewater generally flows from north to south, where it is collected into a 27-inch main trunk sewer that runs under U.S. 101 and out to the wastewater treatment facility.

The Salinas Valley Solid Waste Authority (Authority) assumes the responsibility for the solid waste facilities and disposal needs in Soledad. Solid waste from Soledad is disposed at the Johnson Canyon Landfill in Gonzales, the Foothill Sanitary Landfill in Linden, and the Marina Landfill in Marina.

Discussion

- a, b, e. Wastewater Treatment Requirements, Water/Wastewater Treatment Facilities.** The project is a storm drain utilities project and would not affect nor require water or wastewater treatment facilities, nor result in the construction of new water or wastewater treatment facilities, and thus would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. By redirecting stormwater runoff from the northeast quadrant of the city to the UPRR Basin, the project would result in an increase in infiltration into the Salinas Valley Groundwater Basin and would, therefore, result in an increase in water supply. The increase in groundwater filtration would not result in a need for the construction of a new water facility. As such, there would be no impact.
- c. Stormwater Drainage Facilities.** The project would involve minor to moderate expansion of an existing storm drainage facility by installing new pipes in the Gabilan Drive Storm Drain Facility and the San Vicente Storm Drain Facility and by increasing the depth of the existing UPRR Basin by 4 feet, while decommissioning the Miravale Basin. The potential impacts of the project are addressed and analyzed in this Initial Study. As documented, expansion of the Gabilan Storm Drain Facility and the San Vicente Storm Drain Facility would result in less than significant impacts. The project would not result in any additional impervious surface beyond existing conditions and, therefore, would not generate additional stormwater runoff. No additional impacts beyond those disclosed in this Initial Study would occur. Therefore, impacts would be less than significant. No mitigation would be required.
- d. Water Supplies.** The project does not require water for operation, and water supplies would not be extended to the project site. As described above, the project would redirect stormwater runoff from the northeast quadrant of the city to the UPRR Basin. This would allow for increased infiltration in the UPRR Basin and, therefore, an increase in water supply. This impact would be less than significant and in fact beneficial. No mitigation would be required.
- f, g. Solid Waste.** Project construction is not anticipated to generate a substantial amount of solid waste. The site is undeveloped so no demolition is required. It is anticipated that any waste generated from installing the replacement storm drain (e.g., pavement) would be hauled off-site by the design-build firm for appropriate recycling in compliance with relevant statutes and regulations. Once operational, the project does not require solid waste service. Therefore, the impact would be less than significant. No mitigation would be required.

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

a. The project has the potential to result in construction related air quality, noise and traffic impacts, which could slightly degrade the quality of the environment for surrounding residents. However, these impacts were determined less than significant.

The project site does not contain habitat suitable for any special status plant or fish species. Further, the site is disturbed and does not provide high quality habitat for wildlife species.

Intrusion on any previously undiscovered cultural or historic resources would not be anticipated.

The project would result in a new storm drain facility that would ultimately reduce the potential for flooding and increase groundwater recharge, which are considered beneficial.

As such, the project would not have the potential to substantially degrade the quality of the environment.

b. The significant cumulative impacts to which the project would contribute are air quality and greenhouse gas/climate change. Both air quality and greenhouse gas analyses, as discussed in Section III, Air Quality, and Section VII, Greenhouse Gas, are cumulative in nature. That is, the analysis of individual impacts is undertaken in the context of the air quality basin and global climate change arena, respectively. The project would not exceed MBARD emissions thresholds for criteria pollutants and would not increase greenhouse gas emissions over existing conditions. Therefore, the project would not result in a considerable contribution to significant cumulative impacts.

Traffic is a common cumulative impact. However, as discussed in Section XVI, Transportation/Traffic, none of the roads serving the site are expected to be significantly affected by

project development. Therefore, the project would not result in a considerable contribution to a significant cumulative impact.

c. As discussed in the preceding Environmental Checklist, the project would not have any significant effects. Therefore, it would not cause substantial adverse effects on human beings, either directly or indirectly.

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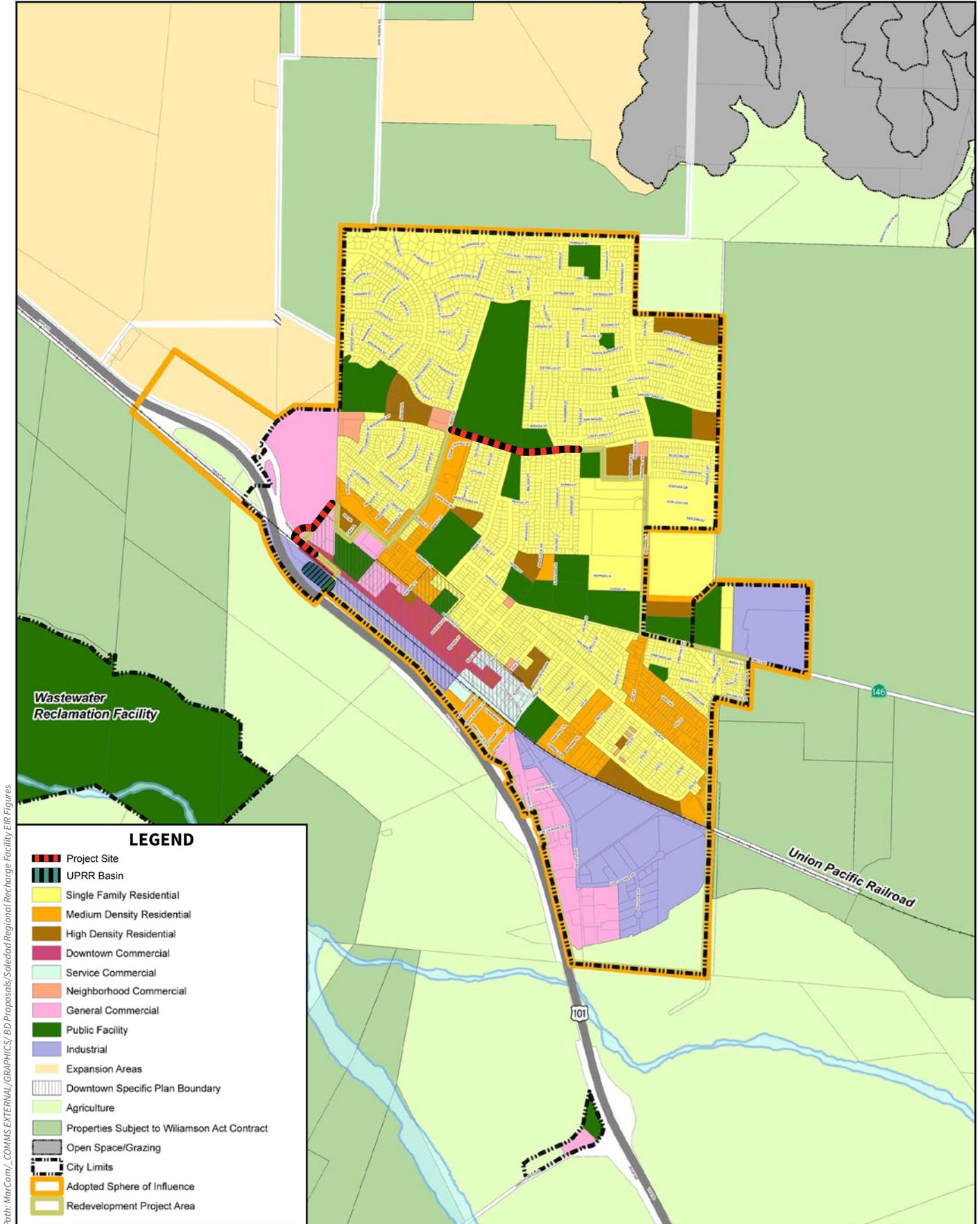
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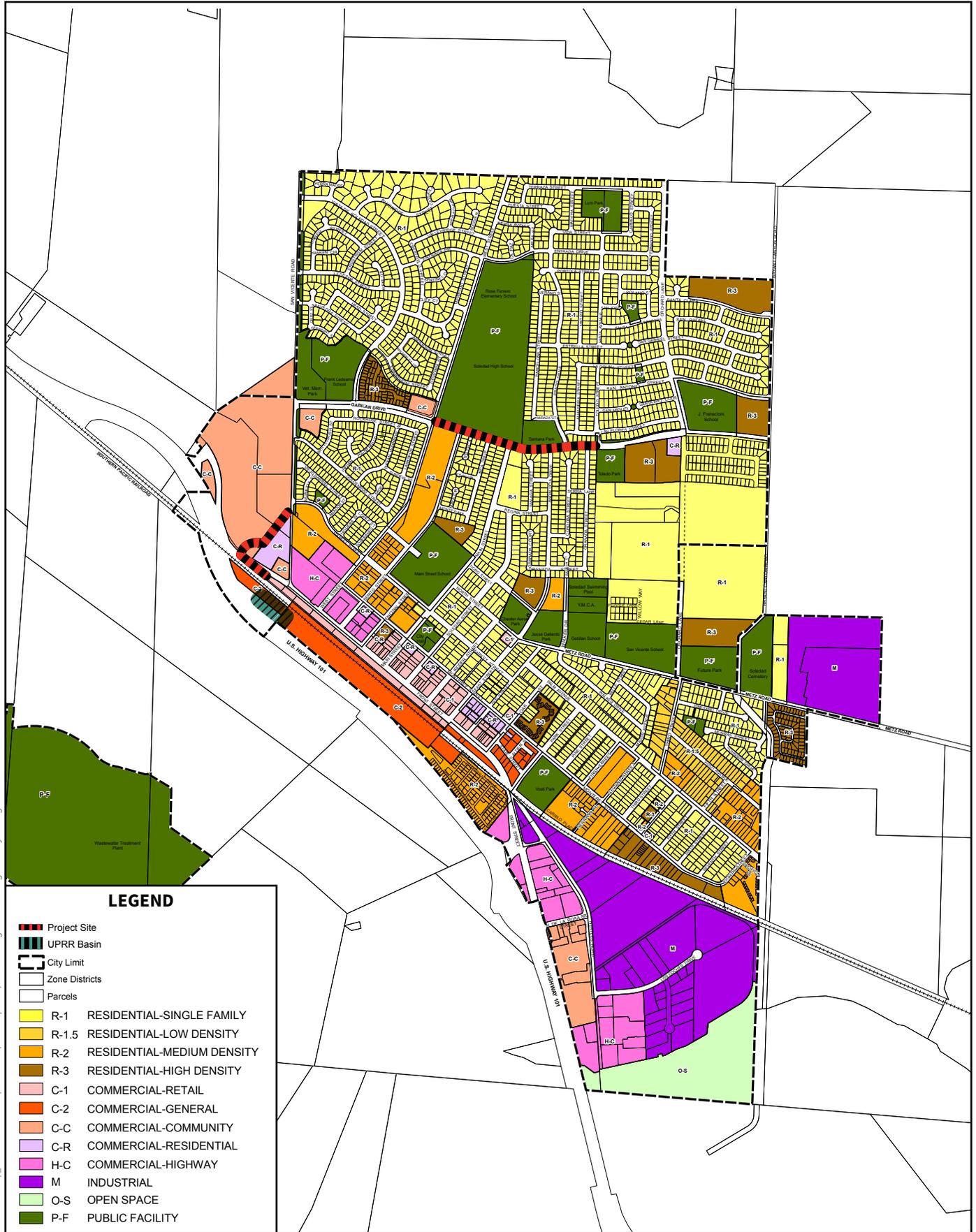
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Source: City of Soledad 2009

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LEGEND

- Project Site
- UPRR Basin
- City Limit
- Zone Districts
- Parcels
- R-1 RESIDENTIAL-SINGLE FAMILY
- R-1.5 RESIDENTIAL-LOW DENSITY
- R-2 RESIDENTIAL-MEDIUM DENSITY
- R-3 RESIDENTIAL-HIGH DENSITY
- C-1 COMMERCIAL-RETAIL
- C-2 COMMERCIAL-GENERAL
- C-C COMMERCIAL-COMMUNITY
- C-R COMMERCIAL-RESIDENTIAL
- H-C COMMERCIAL-HIGHWAY
- M INDUSTRIAL
- O-S OPEN SPACE
- P-F PUBLIC FACILITY

Source: Gale Foss Cartographics 2009