EXHIBIT B

MND AND MMRP

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Planning for Success.

MITIGATED NEGATIVE DECLARATION
AND INITIAL STUDY

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements

PREPARED FOR

City of Salinas
Department of Public Works, Engineering Division

March 20, 2014

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

301 Lighthouse Avenue Suite C Monterey California 93940 Tel 831·649·1799 Fax 831·649·8399
www.emcplanning.com

SANBORN ROAD/U.S. HIGHWAY 101 AND ELVEE DRIVE IMPROVEMENTS

Mitigated Negative Declaration and Initial Study

PREPARED FOR

Eda Herrera P.E., Associate Engineer
City of Salinas Department of Public Works, Engineering Division
200 Lincoln Avenue
Salinas, CA 93901
Tel 831.758.7241

PREPARED BY

EMC Planning Group Inc.
301 Lighthouse Avenue, Suite C
Monterey, CA 93940
Tel 831.649.1799
Fax 831.649.8399
sissem@emcplanning.com
www.emcplanning.com

March 20, 2014

CITY OF SALINAS
Department of Public Works
200 Lincoln Avenue, Salinas, CA 93901

PROPOSED (MITIGATED) NEGATIVE DECLARATION

The project described below has been reviewed in accordance with the California Environmental Quality Act (CEQA) and has been determined to have an insignificant effect upon the environment.

Project's Common Name: Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements

File No.(s): CIP 9117

Project Applicant: City of Salinas Department of Public Works

Project Location: Sanborn Road interchange with U.S. Highway 101, segment of Sanborn Road between Fairview Avenue and Work Street, Fairview Avenue from Sanborn Road to the northbound U.S. Highway 101 on-ramp, Sanborn Road/U.S. Highway 101 northbound on-ramp, and Elvee Drive from Sanborn Road through to Work Street (existing segment plus new extension).

Project Description: The proposed project is designed to improve operational traffic and circulation conditions at the Sanborn Road/U.S. Highway 101 interchange. It consists of 11 components which range in scope from simple pavement restriping to construction of an approximately 890-foot extension of existing Elvee Drive that also requires construction of a 49-foot long span bridge over the Reclamation Ditch. Other improvements include signalization, construction of a U.S. Highway 101 ramp meter, modification of existing travel/turn lane configurations, reconstruction of approximately 1,400 feet of existing Elvee Drive, restriction of Elvee Drive access from Sanborn Road to right-in/right-out, as well as other minor roadway modifications.

Determination: The attached initial study has been prepared for the above project in accordance with the California Environmental Quality Act and procedures established in the *CEQA Guidelines* adopted by the City of Salinas. On the basis of the initial study, the City of Salinas makes the following determination:

☐ The above project will not have a significant effect on the environment, and a NEGATIVE DECLARATION is hereby approved.

☒ The above project could have a significant effect on the environment, but WILL NOT have a significant effect in this case because the attached mitigation measures will be implemented by the city to avoid the effects or mitigate the effects to a point where clearly no significant effects will occur. Furthermore, there is no substantial evidence before the City of Salinas that the proposed project, as mitigated, may have a significant effect on the environment. A (MITIGATED) NEGATIVE DECLARATION is hereby approved.

Mitigation measures included in the project to avoid potentially significant effects: See attached Mitigation Monitoring Program

Further information about this project and about its probable environmental impact will be on file in the Department of Public Works, 200 Lincoln Avenue, Salinas, CA 93901.

Gary Peterson
Director of Public Works

By: Ron Russem
EMC Planning Group
Date: March 20, 2014

Attachment: Mitigation Monitoring Program

SANBORN ROAD/U.S. HIGHWAY 101 AND ELVEE DRIVE IMPROVEMENTS MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

CEQA Guidelines section 15097 requires public agencies to adopt reporting or monitoring programs when they approve projects subject to an environmental impact report or a negative declaration that includes mitigation measures to avoid significant adverse environmental effects. The reporting or monitoring program is to be designed to ensure compliance with conditions of project approval during project implementation in order to avoid significant adverse environmental effects.

The law was passed in response to historic non-implementation of mitigation measures presented in environmental documents and subsequently adopted as conditions of project approval. In addition, monitoring ensures that mitigation measures are implemented and thereby provides a mechanism to evaluate the effectiveness of the mitigation measures.

A definitive set of project conditions would include enough detailed information and enforcement procedures to ensure the measure's compliance. This monitoring program is designed to provide a mechanism to ensure that mitigation measures and subsequent conditions of project approval are implemented.

MONITORING PROGRAM

The basis for this monitoring program is the mitigation measures included in the project mitigated negative declaration. These mitigation measures are designed to eliminate or reduce significant adverse environmental effects to less-than-significant levels. These mitigation measures become conditions of project approval, which the city, acting as the project applicant, is required to complete during and after implementation of the proposed project.

The attached list is proposed for monitoring the implementation of the mitigation measures. This monitoring checklist contains all mitigation measures in the mitigated negative declaration.

MONITORING PROGRAM PROCEDURES

The City of Salinas shall use the attached mitigation monitoring list for the proposed project. The monitoring program should be implemented as follows:

1. The City of Salinas is responsible for coordinating the monitoring program, including the monitoring list. The City of Salinas is responsible for completing the monitoring list and distributing the list to the responsible individuals or agencies for their use in monitoring the mitigation measures.

2. Each responsible individual or agency will then be responsible for determining whether the mitigation measures contained in the monitoring list have been complied with. Once all mitigation measures have been complied with, the responsible individual or agency should submit a copy of the monitoring list to the City of Salinas to be placed in the project file. If the mitigation measure has not been complied with, the monitoring list should not be returned to the City of Salinas.

3. The City of Salinas will review the list to ensure that appropriate mitigation measures included in the monitoring list have been complied with at the appropriate time. Compliance with mitigation measures is required for project approvals.

4. If a responsible individual or agency determines that a non-compliance event has occurred, a written notice should be delivered by certified mail to the City of Salinas within 10 calendar days, describing the non-compliance and requiring compliance within a specified period of time. If non-compliance still exists at the expiration of the specified period, construction may be halted and fines may be imposed at the discretion of the City of Salinas.

SANBORN ROAD/U.S. HIGHWAY 101 AND ELVEE DRIVE IMPROVEMENTS MITIGATION MONITORING AND REPORTING PROGRAM

In addition to the mitigation measures listed below, the mitigation measures identified in the City's 2002 General Plan FEIR and the Final Supplement to the General Plan Final Program EIR apply to the project and are incorporated by reference.

Prior to Issuance of a Grading Permit

BIO-1. To avoid the possibility of significant impacts to nesting birds protected by the California Fish and Game Code and/or the federal Migratory Bird Treaty Act, if feasible, project noise generation, ground disturbance, vegetation removal, and other construction activities should be scheduled to begin during the period from September 16 to January 31, which is outside of the nesting bird season The nesting bird season extends from February 1 to September 15.

If construction begins during the nesting bird season, or if construction activities are suspended for at least two weeks during the nesting bird season and would recommence during the nesting bird season, then a qualified biologist will conduct a pre-construction survey for nesting birds within suitable nesting habitat areas on and adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey will be conducted no more than two weeks prior to the initiation of disturbance/construction activities. A report documenting the results of the surveys and plan for avoidance (if needed) will be completed prior to disturbance/construction activities.

If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a native species is detected during the survey, then a qualified biologist will determine and clearly delineate an appropriately sized, temporary protective buffer area around the active nest, depending on the nesting bird species, existing site conditions, and proposed disturbance/construction activities. The protective buffer area around an active bird nest is typically 75-250 feet, determined at the discretion of the qualified biologist and in compliance with applicable project permits. To ensure that no inadvertent impacts to active bird nests will occur, no disturbance/construction activities will

occur within the protective buffer area until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting.

Party Responsible for Implementation: **City of Salinas**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

HAZ-1. The city will retain a qualified expert to conduct soil testing for aerially deposited lead in locations where project grading and excavations may have potential to result in release of aerially deposited lead. The testing scope should include preparation of a site-specific work plan specifying surface sample or soil boring locations, sample collection, laboratory analysis, and preparation of findings, and recommendations. The testing report must determine the concentrations of lead in such locations and whether project grading and excavations have potential to cause worker and public health and safety risks. If risks are possible, a remediation plan shall be prepared and implemented. The remediation plan shall define performance standards for the handling and disposal of contaminated soil to ensure that risks to public health and safety from transport and disposal are minimized. The testing program and remediation plans (as needed) will be completed prior to initiation of ground disturbance activities in locations where the expert has deemed that testing for aerially deposited lead is warranted. If remediation is needed in specific locations, the remediation process will also be completed prior to initiation of project related ground disturbance activities in those locations.

Party Responsible for Implementation: **City of Salinas**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

HAZ-2. If the aerially deposited lead testing program identified in mitigation measure HAZ-1 identifies the presence of hazardous concentrations of lead in soils to be excavated

or graded, the city will prepare and implement a worker health and safety plan training program. To avoid health effects on construction personnel, all personnel who may come in contact with contaminated soil will be trained in accordance with applicable Occupational Safety and Health Administration standards. A site-specific worker health and safety plan defining potential contaminants and, where appropriate, proper personnel protective equipment will be employed. Worker training will be completed prior to initiation of ground disturbance activities in the area(s) defined in the lead testing program to contain lead concentrations deemed to be potentially hazardous to worker and public safety.

Party Responsible for Implementation: **City of Salinas**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

During Construction

CR-1. The following language will be included in any permit or approval associated with earth moving activities for development of the proposed project:

In the event that significant paleontological and/or archaeological remains are uncovered during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist.

Party Responsible for Implementation: **City of Salinas**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

CR-2. The following language will be included in any permit or approval associated with earth moving activities for development of the proposed project:

If human remains are found during construction within the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until an archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Party Responsible for Implementation: **City of Salinas**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

_____

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements
Initial Study
Table of Contents

List of Figures

Appendices (Included on CD)

DRAFT INITIAL STUDY

City of Salinas
City of Salinas Department of Public Works
200 Lincoln Street
Salinas, California 93901
(831) 758-7241

1. BACKGROUND

Project Name: Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements

Project Location: Sanborn Road interchange with U.S. Highway 101, segment of Sanborn Road between Fairview Avenue and Work Street, Fairview Avenue from Sanborn Road to the northbound U.S. Highway 101 on-ramp, Sanborn Road/U.S. Highway 101 northbound on-ramp, and Elvee Drive from Sanborn Road through to Work Street (existing segment plus new extension).

Assessor Parcel Number(s): All improvements within existing city and Caltrans rights-of-way except at APN 003-701-009 and at minor curb returns at Elvee Drive extension/Work Street.

Current Land Uses: Project improvements would be made on roadways that primarily border commercial and general industrial land uses with minor commercial and residential uses located at the Sanborn Road/U.S. Highway 101 northbound on-ramp. New Elvee Drive extension proposed on vacant land designated Industrial General.

Surrounding General Plan Land Uses/Zoning Districts:

North: Industrial General
South: Industrial General, Commercial Thoroughfare and Residential Low-Density (at the Sanborn Road/U.S. Highway 101 northbound off-ramp)
East: Industrial General, Commercial Thoroughfare and Residential Low-Density (at the Sanborn Road/U.S. Highway 101 northbound on-ramp)
West: Industrial General

Lead Agency Contact Person: Eda Herrera, Associate Engineer, City of Salinas Public Works Department
(831) 758-7438

Location and Existing Setting

The proposed project area (which refers to the area within which the full range of project improvements is located) is entirely within the City of Salinas (“city”). Regional access to

the project area is provided from U.S. Highway 101. Local access is provided from Fairview Avenue, Sanborn Road, and Elvee Drive. Figure 1, Location Map, presents the regional location and the project vicinity. Figure 2, Proposed Project Improvements, shows the locations and types of planned improvements, including the location of a proposed bridge over the Reclamation Ditch to support the extension of Elvee Drive.

Figure 2 also shows existing land uses within the project area as well as the names of local business that are referred to in this initial study. As can be seen, the proposed improvements are planned within a highly urbanized area. It is developed primarily with industrial and commercial uses to the west of U.S. Highway 101 and with commercial and residential uses in the Fairview Road area east side of U.S. Highway 101. Figure 3, Project Area Photographs, shows representative conditions within areas where improvements are proposed.

The Reclamation Ditch traverses through the project area as shown in Figure 2. The Reclamation Ditch is part of a drainage system within the lower Salinas Valley. It is a man-made drainage channel system that was constructed in the early 1900s to drain lands for agricultural purposes, and is now also used as a flood control facility. The Monterey County Water Resources Agency (MCWRA) oversees the development and implementation of water quality, water supply, and flood control projects in Monterey County, including operation and maintenance of the Reclamation Ditch.

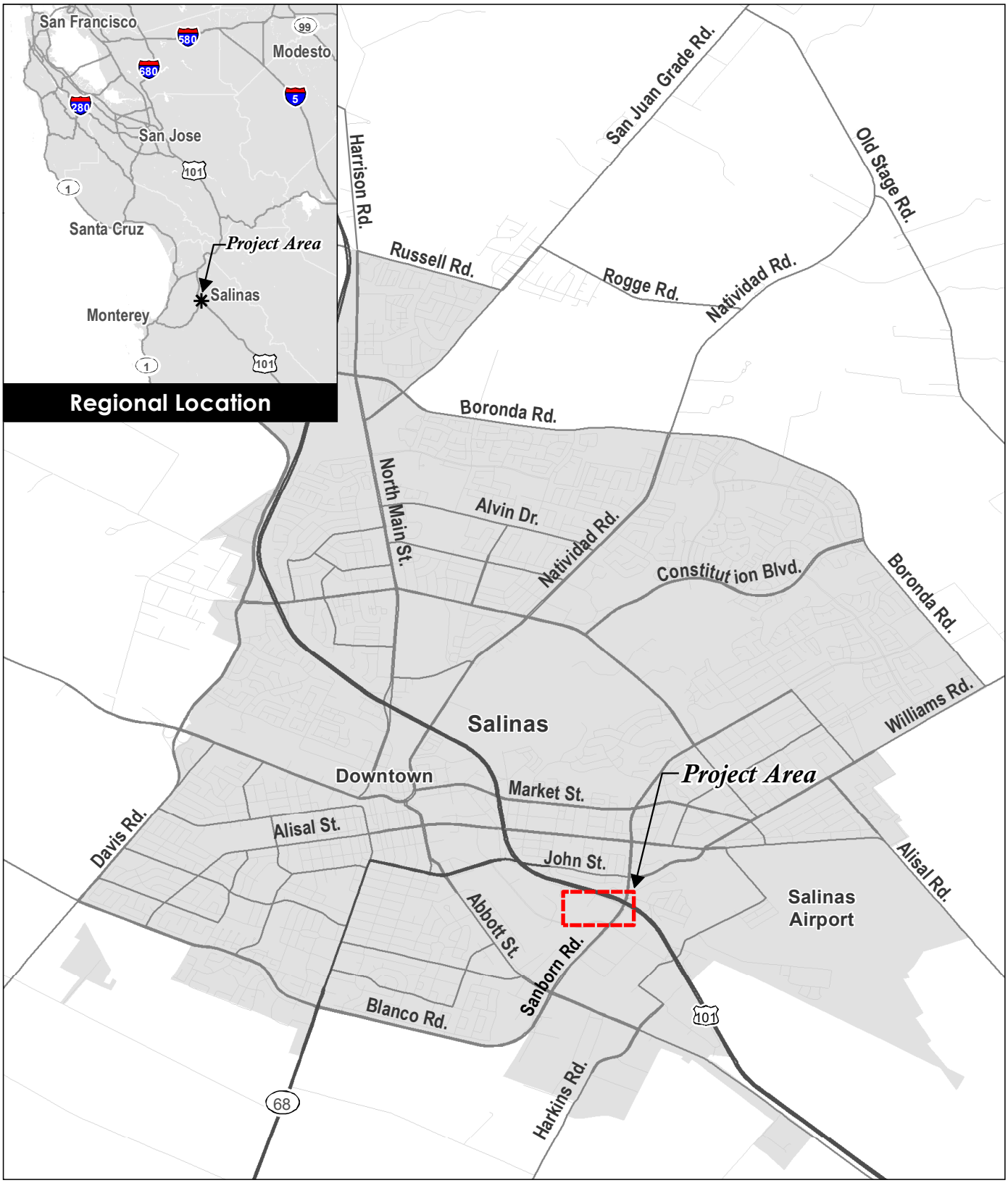
There is no undisturbed natural habitat and few vacant parcels within the project area.

Project Description

The proposed project is designed to improve operational traffic and circulation conditions at the Sanborn Road/U.S. Highway 101 interchange. As part of the traffic impact analysis conducted for the Salinas-Ag Industrial Center Program Environmental Impact Report (EMC Planning Group 2009), a range of existing circulation network operational deficiencies were identified that would worsen with implementation of that project. In 2010, the city adopted changes to the City of Salinas Traffic Impact Fee Ordinance (TFO) to incorporate additional traffic network improvements needed to rectify operational deficiencies so that the network operates at improved performance levels under current conditions plus buildout of the Salinas-Ag Industrial Center project. Several of the proposed project improvements were added to the TFO in response to the prior traffic impact analysis. The proposed project is also expected to result in improved traffic safety conditions.

The proposed project consists of the following components, each of which is shown on Figure 2:

1. Signalize the Sanborn Road/Fairview Avenue/northbound U.S. Highway 101 off-ramp intersection, with associated striping modifications to Fairview Avenue. No widening of the northbound off-ramp is anticipated;



Source: ESRI StreetMap North America 2012

Figure 1

Location Map

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements Initial Study

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0 225 feet

Source: Wood Rodgers 2014

Figure 2
Proposed Project Improvements

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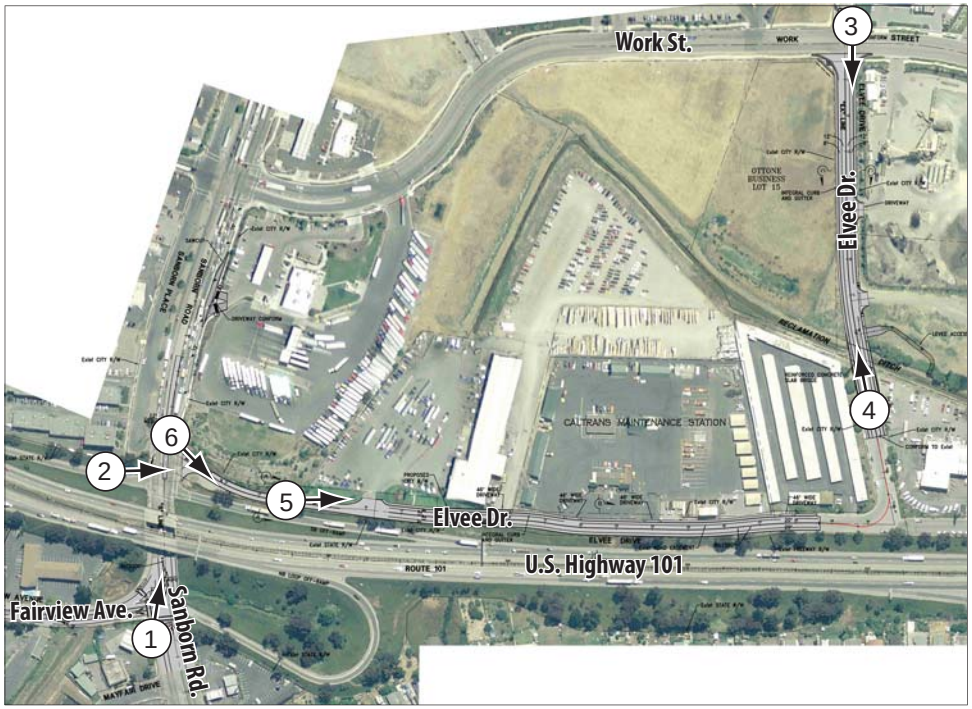
1 Sanborn Rd./Fairview Rd. intersection - location of proposed signalization and lane modification improvements

2 Elvee Dr. (at left) and Southbound Sanborn Rd. off-ramp (at right)

3 Existing unimproved Elvee Dr. looking north toward Reclamation Ditch - location of new Elvee Dr. extension



4 Existing Elvee Dr. looking south across Reclamation Ditch to unimproved Elvee Dr. - location of new bridge over Reclamation Ditch

5 Elvee Dr. looking west

6 Elvee Drive (at left) and Southbound Sanborn Rd. off-ramp at right

Source: Wood Rodgers 2013

Figure 3

Project Area Photographs

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements Initial Study

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2. Construct a ramp meter on the northbound U.S. Highway 101 on-ramp from Fairview Avenue;

3. Extend the dedicated right-turn lane to Work Street on westbound Sanborn Road by removing the existing raised traffic island at the entrance to Pilot Travel Center and reconstructing that driveway entrance from Sanborn Road. The right-turn lane would be extended by approximately 400 feet from its existing length of 160 feet to a proposed length of 560 feet to reduce driver confusion about right turns into the Pilot Travel Center versus right turns onto Work Street;

4. Construct an extension of Elvee Drive from the existing north end of Elvee Drive (approximately 225 feet north of the Reclamation Ditch) to Work Street. Curb, gutter, and sidewalk will be constructed on both sides of Elvee Drive between the existing north end of Elvee Drive and Work Street. Landscaping will also be constructed along both sides of the Elvee Drive Extension from approximately 70 feet south of the Reclamation Ditch to Work Street;

   Approximately 890 linear feet of new roadway would be constructed. The cross section of the new segment located south of the Reclamation Ditch will be similar to the segment north of the Reclamation Ditch which is 56 feet wide and includes two travel lanes with curb, gutter and sidewalk on both sides;

5. Provide an access road from the west side of Elvee Drive to the Reclamation Ditch to retain existing access opportunities;

6. Reconstruct the existing driveway access located on the west side of Elvee Drive to the city-owned parcel currently being used by Granite Construction. A new driveway access to the parcel immediately north, which is also owned by the city, will be provided as well;

7. Evaluate the new Elvee Drive/Work Street intersection for signalization. The signalization evaluation and design will be determined upon an update to the traffic analysis and during the final design phase of the project. If a signal at this location is not currently warranted, then Elvee Drive will be stop-controlled, with provision for a future signal when warranted. The curb returns at the intersection of Elvee Drive with Work Street will be reconstructed to accommodate long tractor trucks;

8. Construct a 49-foot clear-span bridge (with a bridge opening of 38 feet) to allow the extension of Elvee Drive to cross over the Reclamation Ditch. The superstructure of the bridge would be constructed of pre-cast, pre-stressed concrete slabs. No falsework construction (temporary supports to hold the bridge in place until the bridge is completed) within the Reclamation Ditch would be required, nor would any modification of the bed or bank of the Reclamation Ditch. A preliminary profile of the bridge is shown in Figure 4, Proposed Roadway Cross-Sections and Bridge Profile;

9. Reconstruct approximately 1,400 feet of Elvee Drive in front of Leonard's Lockers Self Storage, Caltrans Maintenance Station, and Coast Counties Peterbilt to provide two, 20-foot travel lanes and to add curb, gutter, sidewalk, and street lighting;

10. Reconstruct approximately 450 feet of Elvee Drive from Sanborn Road to the Coast Counties Peterbilt driveway to improve the condition of the deteriorated roadway and install asphalt dikes within the public right-of-way; and

11. Restrict Elvee Drive access from Sanborn Road to right-in/right-out by constructing a raised median on Sanborn Road.

Restricting left turn ingress to or egress from Elvee Drive at Sanborn Road is forecasted to improve the level of service (LOS) of the southbound U.S. Highway 101 Sanborn Road off-ramp intersection with Sanborn Road and Elvee Drive from LOS C/D during the AM/PM peak hours, respectively to LOS C/C. The proposed signalization of the intersection of the northbound loop off-ramp and Fairview Avenue with Sanborn Road will immediately improve the LOS of the ramp terminal intersection from a deficient LOS F to an acceptable LOS B. These improvements are expected to result in improved traffic safety conditions at these locations as well. Other benefits of the proposed project include the following:

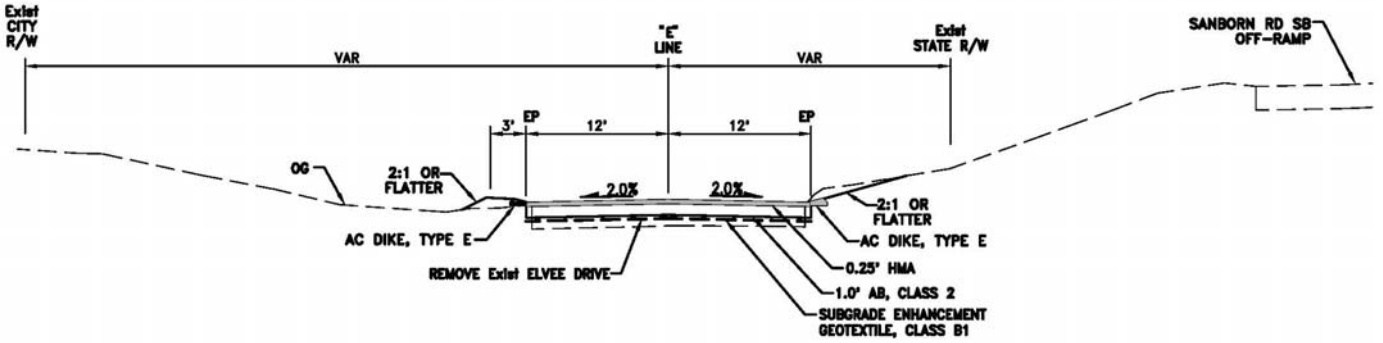
- improving ramp junction and weaving operations on the U.S. Highway 101 northbound mainline between the Fairview Drive loop on-ramp and loop off-ramp to Sanborn Road;

- improving operational safety and turning efficiency for large commercial trucks that access businesses located on the Sanborn Road segment between the U.S. Highway 101 interchange and Work Street;

- implementing circulation and capacity improvements planned/envisioned as part of the 2002 City of Salinas General Plan (City of Salinas 2002) (hereinafter "general plan") to facilitate planned growth; and

- removing existing circulation operations constraints and create capacity in the circulation system to facilitate critical new economic development.

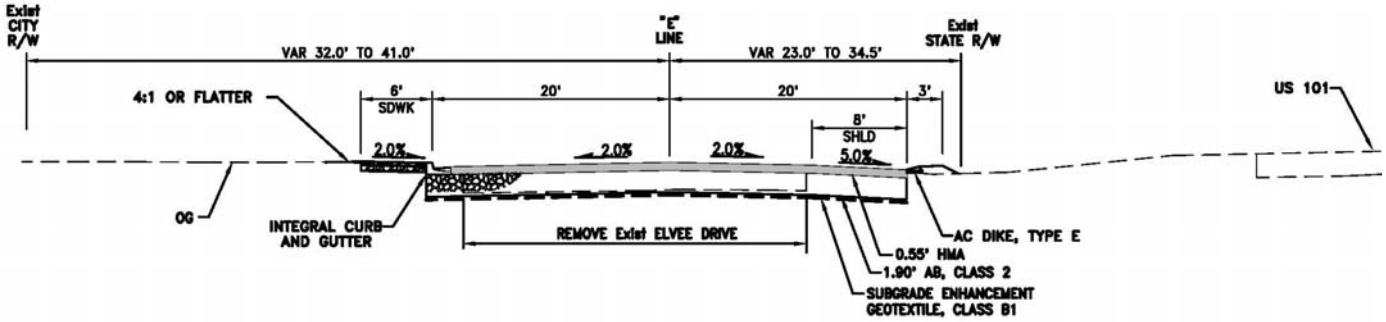
The proposed improvements are listed in the *City of Salinas Traffic Improvement Program* 2010 *Update* (TIP) (2010) as part of projects 37A and 37B, respectively. The TIP relates increases in traffic generated by new development to the cost of projects required to mitigate the impacts based on buildout of the city and the Salinas Ag-Industrial Center project. TIP Project 37A includes two project components: 1) U.S. Highway 101 northbound off-ramp/Fairview Avenue/Sanborn Road Intersection; and 2) Fairview Avenue Improvements. Project 37B is listed in the TIP as "Elvee Drive



ELVEE DRIVE ('E' LINE)

N.T.S. 10+62.15 TO 16+25.00

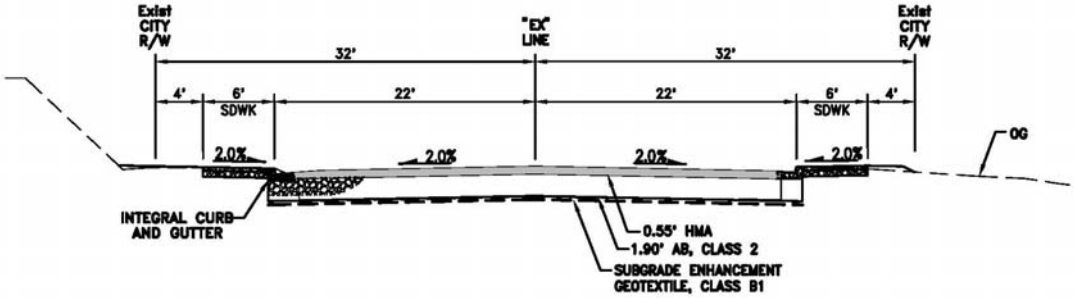
SECTION A–A



ELVEE DRIVE ('E' LINE)

N.T.S. STATION 20+09.69 TO 28+66.54

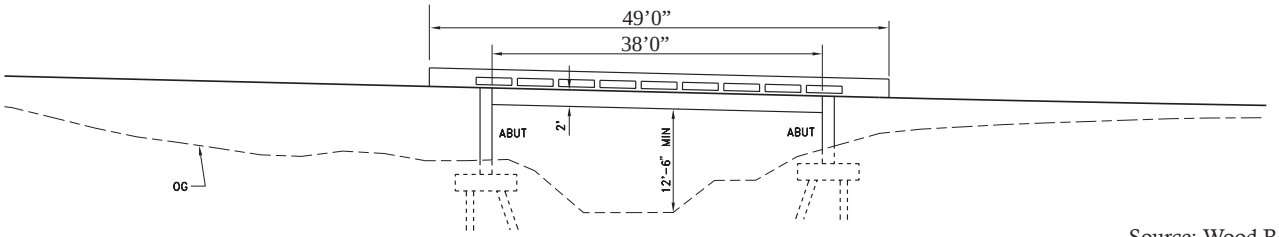
SECTION B–B



ELVEE DRIVE ('EX' LINE)

N.T.S. STATION 10+28.12 TO 18+44.64(BB)
STATION 18+93.64(EB) TO 21+00.00

SECTION C–C



Precast Concrete Slab Bridge

No Scale

Source: Wood Rodgers 2014

Note: for cross-section A to C locations, refer back to Figure 2, Proposed Project Improvements

Figure 4

Proposed Roadway Cross Sections and Bridge Profile

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements Initial Study

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(Work St. to Sanborn Rd)" and includes the extension of Elvee Drive to Work Street. These components of TIP projects 37A and 37B are being proposed at this time based on the existing capacity of the city to fund and/or secure state or federal funding for these improvements. Other improvements that are part of the noted TIP projects cannot be funded at this time and it is unknown if or when funding might be secured for their construction. The proposed project will substantially improve circulation conditions consistent with the intent of TIP projects 37A and 37B as described in the Traffic and Transportation section of this initial study.

Construction is expected to be initiated in 2014, last approximately nine months, and be completed in 2015. Specific types of construction equipment required for the project have not yet been defined. However, it is expected that a range of common construction equipment types would be employed. These include backhoes, dump trucks, excavators, sheep's foot compactor, grader, rollers, paving machine, boom truck/small crane, etc.

Public Agencies with Approval Authority

- City of Salinas – Adoption of CEQA documentation; and review of grading permit, storm water control plan, and construction contract

  Implementation of the proposed project would not require new land use or zoning approvals by the city.

- Caltrans – Encroachment Permit

- Monterey County Water Resources Agency – Review of improvement plans for construction within the Reclamation Ditch right-of-way

- California Transportation Commission – Potential approval of partial funding for proposed improvements

Environmental Factors Potentially Affected:

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
✓ Biological Resources	✓ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	✓ Hazards & Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

2. CHECKLIST

Technical Analyses Used in this Initial Study

A range of technical studies have been prepared to support the analyses of the environmental effects of the proposed project. The technical analyses are contained on a CD, which can be found on the inside back cover of this document.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
1. AESTHETICS. *Would the proposal:*					
(a) Affect a scenic vista or scenic highway?	☐	✓	☐	☐	2,3,5,6
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	✓	☐	☐	☐	2,3,5,6
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	✓	☐	☐	☐	2,3,5
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	✓	☐	☐	2,3

Discussion

(a,b) The project site is not within a state-designated scenic highway corridor as defined by Caltrans or the City of Salinas. Therefore, the proposed project would have no impact on a scenic highway.

(c,d) The proposed improvements are largely planned to modify existing roadways that are located within a highly-developed urban area. Construction of the new Elvee Drive extension would be through vacant land that has been significantly

degraded and is devoid of valuable scenic resources. The project would not result in construction of new above-ground facilities (other than street lighting along Elvee Drive) that have potential to significantly alter existing visual conditions. The proposed project would have a less-than-significant impact regarding degradation of existing visual character.

The project area is within a highly-developed industrial and commercial urban area with a multitude of nighttime lighting sources. The proposed street lighting along Elvee Drive would create a very minor increase in lighting relative to existing conditions and have a minor effect on nighttime views. Therefore, the proposed project would have a less-than-significant impact on nighttime views.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
2. AGRICULTURAL RESOURCES. *Would the proposal:*					
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	✓	☐	☐	☐	5,7
(b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	✓	☐	☐	☐	2,7
(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 in Public Resources Code section 51104(g))?	✓	☐	☐	☐	5
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	✓	☐	☐	☐	5
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to					

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
non-agricultural use or conversion of forest land to non-forest use?	✓	☐	☐	☐	2,5,7

Discussion

(a-e) There are no agricultural resources or forest resources within the project area. Therefore, the proposed project would have no impact on agriculture or forest resources.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
3. AIR QUALITY. *Would the proposal:*					
(a) Conflict with or obstruct implementation of the applicable air quality plan?	✓	☐	☐	☐	2,3,8,9,10
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	✓	☐	☐	2,3,8,9,11, 27
(c) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursers)?	☐	✓	☐	☐	2,3,8,9,10, 30
(d) Expose sensitive receptors to substantial pollutant concentrations?	☐	✓	☐	☐	3,8,9
(e) Create objectionable odors affecting a substantial number of people?	☐	✓	☐	☐	3,5

Discussion

(a-d) The Monterey Bay Unified Air Pollution Control District ("air district") is delegated with local responsibility to implement both federal and state mandates for improving air quality in the air basin through implementation of an air quality plan. The air district adopted an air quality management plan in 1991 and has made several updates in subsequent years, the most recent of which was adopted in April 2013. The current plan, *Triennial Plan Revision 2009 – 2012* (hereinafter

"air quality plan"), presents measures to control ozone formation in order to meet the ozone standard mandated by the California Clean Air Act, and includes programs to control on-road mobile source air emissions.

A determination of a project's consistency with the air quality plan is a process by which the lead agency demonstrates that the population associated with proposed growth inducing projects within the boundary of the lead agency's jurisdiction is accommodated by the Association of Monterey Bay Area Government's regional forecasts. These regional forecasts for population and dwelling units are embedded in the emission inventory projections used in the air quality plan. The proposed project is not growth-inducing because it does not include dwelling units, nor does it remove an impediment to growth. The proposed project is designed to improve circulation system performance that has been and will continue to be degraded by cumulative development that has been planned for/anticipated per the general plan. The *City of Salinas General Plan Final Environmental Impact Report* (City of Salinas 2002) (hereinafter "general plan EIR") includes an evaluation of the growth-inducing effects of the general plan (general plan EIR, page 7-6).

Implementation of the proposed project would result in direct air emissions only during the short-term construction phase while off-road and on-road equipment is being utilized. A range of construction equipment would be utilized in this process. As described in the air quality plan, the air quality plan emissions projections include emissions generated from use of off-road equipment, including construction equipment. The types of construction equipment that would be utilized during the construction project are typical of those used in most construction activities. Consequently, emissions from their use are assumed in the air quality plan. Because the proposed project does not include development of new housing units and the emissions from short-term construction activity are assumed in the air quality plan, the proposed project would be consistent with the air quality plan.

All air emissions resulting from the proposed project would be generated during its construction phase. Section 5.3, criteria for determining construction impacts, in the air district's 2008 *CEQA Air Quality Guidelines* contains criteria for assessing air quality impacts of construction projects. As stated in that section, "emissions from construction activities are considered to represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project." Impact criteria for three types of construction emissions, PM_{10}, ozone, and toxic air contaminants are defined. Each criterion is discussed below and a determination is made about whether emissions from project construction activities could exceed each criterion.

PM_{10}. As described in Tables 5-1 and 5-2 of the district's *CEQA Air Quality Guidelines*, for PM_{10} emissions, impacts of construction would be considered significant if more than 82 pounds per day of PM_{10} are generated. This volume of

PM_{10} could be generated by a construction project involving minor grading on more than 8.1 acres per of land per day or by a construction project involving more substantial earthmoving on more than 2.2 acres of land per day.

The proposed project would require grading for the construction of the Elvee Road extension. A total of about 1,100 linear feet of new road would be constructed with a maximum width of 56 feet. A total of approximately 1.4 acres would require grading for this improvement. Substantial earthmoving is not anticipated as the road extension alignment is on topographically level land; fine grading may be all that is required to prepare for road construction. Minor grading will also be required to improve existing Elvee Drive. The total area to be disturbed as part of the proposed project would about 2.5 acres. This is significantly below the 8.1-acre threshold for minor grading per day. Neither air district PM_{10} criterion would be exceeded as a result of grading activities.

Ozone. As noted on page 5-3 of the air district's *CEQA Air Quality Guidelines*, construction projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit precursors of ozone, such as volatile organic compounds or oxides of nitrogen, are accommodated in the emission inventories of state- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone standards.

Toxic Air Contaminants. Construction projects that could emit toxic air contaminants could result in temporary significant impacts if emissions are released near sensitive receptors such as schools, residences, nursing homes, etc. The proposed project would involve the temporary use of typical diesel powered and gasoline powered construction equipment. A nominal number of fuel-powered equipment would be used on any given day. While diesel air emissions at high, constant concentration can be of concern, emissions during the construction process would be far below any threshold utilized by the air district for requiring screening of projects for their potential to generate harmful toxic air contaminants. Further, the only sensitive receptors within the project area are located adjacent to the northbound U.S. Highway 101 on- and off-ramps. The proposed project would require minimal to no use of diesel-powered equipment in the immediate vicinity of these sensitive uses, as the improvements in this area consist largely of roadway restriping.

Though no project specific mitigation measures will be required, construction activities must be consistent with erosion control standards contained in the city's *Standard Specifications, Design Standards, and Standard Plans* starting on page 137 under Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion, and Sediment (City of Salinas 2008). The standards include measures such as covering soil stockpiles and stabilizing exposed soil surfaces for the purpose of reducing erosion and surface water quality degradation. These measures will help to reduce incidental generation of PM_{10} caused by wind erosion of exposed soils, soil stockpiles, etc.

Given the short-term nature of the project, the fact that construction emissions are either already accounted for and/or would be below thresholds established by the air district, and standard erosion control measures will be implemented, the proposed project would have no impact from conflict with the air quality management plan, and a less-than-significant impact regarding violation of air quality standards, cumulative air quality effects, or exposure of sensitive receptors to substantial pollutant concentrations.

(e) Construction activities needed to implement the proposed project would not be significant source of odors. Odors would primarily consist of minor and temporary exhaust from construction equipment. Therefore, this impact is less than significant.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
4. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*					
(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?	☐	☐	✓	☐	3,5,24,33, 34,35
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	✓	☐	☐	☐	3,5,24,35, 36
(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, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	✓	☐	☐	☐	3,5,24,36
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife					

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	✓	☐	☐	3,5,33,34, 35
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓	☐	☐	☐	2,19,24
(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?	✓	☐	☐	☐	2,3,5,24

Discussion

This section is based in part on a one-day reconnaissance-level biological field survey conducted by EMC Planning Group biologists on April 12, 2013 to document existing plant communities/wildlife habitats and evaluate the potential for special-status species occurrence at the proposed project site. Biological resources were documented in field notes, including species observed, dominant plant communities, and significant wildlife habitat characteristics. Qualitative estimations of plant cover, structure, and spatial changes in species composition were used to determine plant communities and wildlife habitats, and habitat quality and disturbance level were described.

A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was conducted for the Salinas, Moss Landing, Prunedale, San Juan Bautista, Marina, Natividad, Seaside, Spreckels and Chualar USGS quadrangles in order to evaluate potentially occurring special-status plant and animal species in the project vicinity (CDFW 2013). Records of occurrence for special-status plants were reviewed for those same USGS quadrangles in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2013). A USFWS threatened and endangered species list was also generated for Monterey County (USFWS 2013). Special-status species in this report are those listed as Endangered,

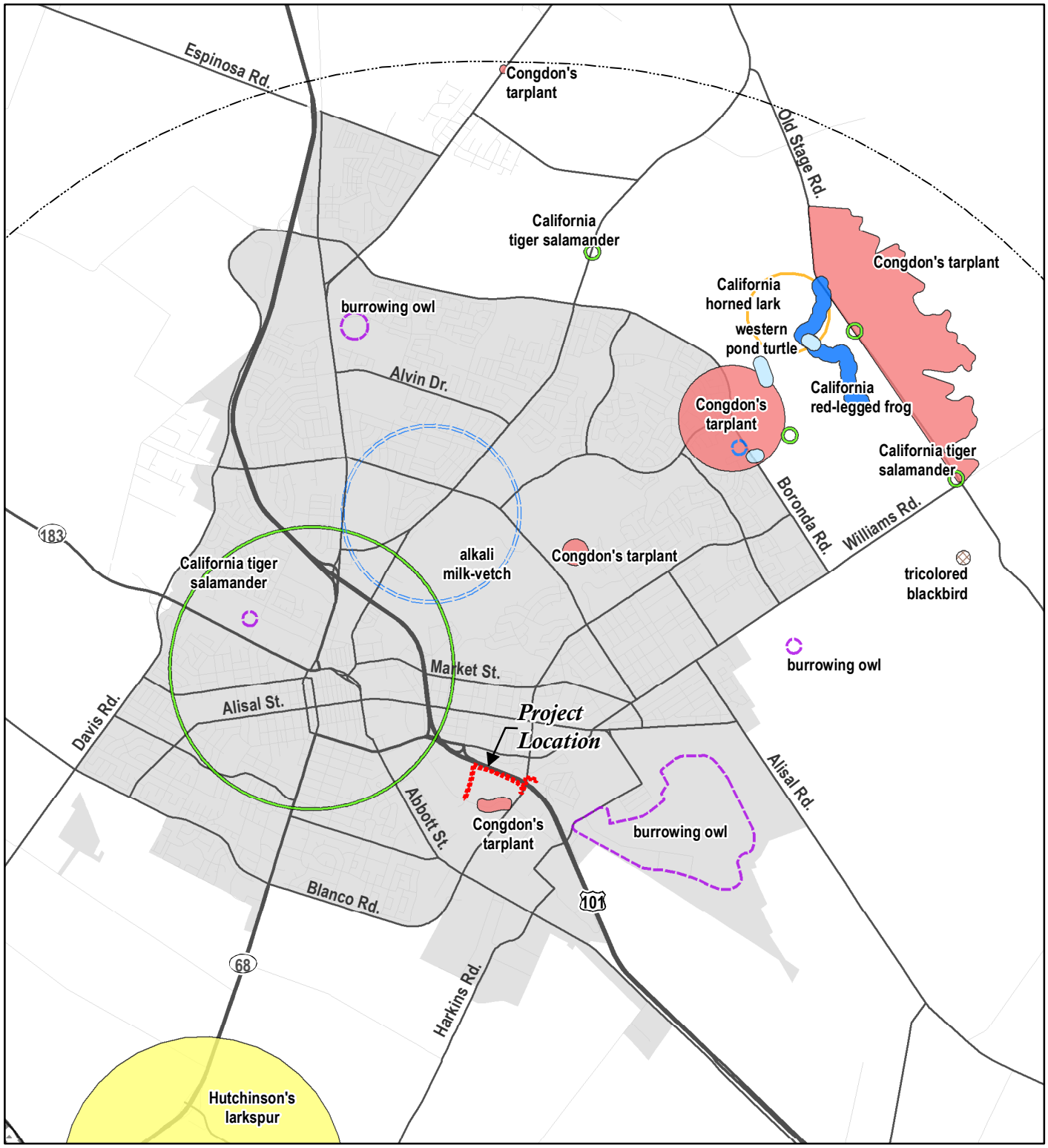
Threatened, or Rare, or as candidates for listing by the USFWS and/or CDFW; or as special-status by the CNPS (Rare Plant Rank 1B or 2B). The project site was also reviewed in the USFWS National Wetlands Inventory (USFWS 2013).

Special-status species are generally rare, restricted in distribution, declining throughout their range, or have a critical, vulnerable stage in their life cycle that warrants monitoring. Appendix A includes two tables, Special-Status Plants with the Potential to Occur in the Project Vicinity, and Special-Status Animals with the Potential to Occur in the Project Vicinity, that list the special-status species documented within the project vicinity (i.e. the Salinas, Moss Landing, Prunedale, San Juan Bautista, Marina, Natividad, Seaside, Spreckels and Chualar USGS quadrangles), their listing status and suitable habitat description, and their potential to occur within the project vicinity. Figure 5, Special-Status Species, shows the geographic distribution of known occurrences of special-status species within a five-mile radius of the project site.

(a) Trees, vegetation and open areas located within and adjacent to the project site have the potential to provide nesting habitat for native birds. No evidence of active nesting activity was observed during the reconnaissance-level survey. However, if active nest(s) of native bird species should be present, construction and site preparation activities conducted during the nesting season close to active nests could result in the direct loss of nests, including eggs and young, or the abandonment of an active nest by the adults. The loss of individuals or abandonment of their nests would be a significant impact. Implementation of mitigation measure BIO-1 below would reduce this impact to a less-than-significant level.

Mitigation

BIO-1. To avoid the possibility of significant impacts to nesting birds protected by the California Fish and Game Code and/or the federal Migratory Bird Treaty Act, if feasible, project noise generation, ground disturbance, vegetation removal, and other construction activities should be scheduled to begin during the period from September 16 to January 31, which is outside of the nesting bird season The nesting bird season extends from February 1 to September 15.



Source: California Department of Fish and Wildlife 2013, ESRI StreetMap North America 2012

Figure 5

Special-Status Species

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements Initial Study

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If construction begins during the nesting bird season, or if construction activities are suspended for at least two weeks during the nesting bird season and would recommence during the nesting bird season, then a qualified biologist will conduct a pre-construction survey for nesting birds within suitable nesting habitat areas on and adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey will be conducted no more than two weeks prior to the initiation of disturbance/construction activities. A report documenting the results of the surveys and plan for avoidance (if needed) will be completed prior to disturbance/construction activities.

If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a native species is detected during the survey, then a qualified biologist will determine and clearly delineate an appropriately sized, temporary protective buffer area around the active nest, depending on the nesting bird species, existing site conditions, and proposed disturbance/construction activities. The protective buffer area around an active bird nest is typically 75-250 feet, determined at the discretion of the qualified biologist and in compliance with applicable project permits. To ensure that no inadvertent impacts to active bird nests will occur, no disturbance/construction activities will occur within the protective buffer area until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting.

Implementation of mitigation measure BIO-1 would ensure potential impacts to nesting birds are less than significant by requiring a pre-construction survey for bird nests (should construction be scheduled during the nesting season) and implementing avoidance measures should any active nests be found.

(b) Based on the biological reconnaissance field survey and review of pertinent literature, there are no riparian or sensitive communities within the project area. Consequently, the proposed project would have no impact on riparian or sensitive communities.

(c) Although the data is not verified in the field by the USFWS, the National Wetlands Inventory (USFWS 2013) shows that the portion of the Reclamation Ditch traversing the site is classified as a riverine aquatic feature.

The Reclamation Ditch is also considered a Waters of the U.S. due to its connectivity with navigable waters. The proposed bridge on Elvee Drive is designed as a 44-foot wide, two-lane, 49-foot long clear-span bridge. The superstructure of the bridge would be constructed of pre-cast, pre-stressed concrete slabs. No falsework construction (temporary supports to hold the bridge in place until the bridge is completed) within the Reclamation Ditch would be required. The bridge design has been evaluated and no modifications to the bed or bank of the Reclamation Ditch will be required. As no work within the Reclamation Ditch is required, there would be no impact to a wetland, nor is the project subject to Clean Water Act Section 404 or California Fish and Game Code Section 1603 permit requirements.

(d) To the minimal extent that locally common wildlife species may use the Reclamation Ditch as a movement corridor, temporary disturbance to wildlife movement is anticipated during construction activities. This impact is considered less than significant given that no construction activities will occur within the Reclamation Ditch and only temporary disturbance will occur during construction of the clear span bridge. The disturbance would not affect movement of special-status species as none are anticipated to occur within the project area.

(e) The general plan includes one goal and one policy regarding biological resources that are potentially applicable to the proposed project. COSP Goal 5 is intended to protect and enhance the remaining biological resources within the city. Mitigation Measure BIO-1 will be implemented to reduce or eliminate any potential for the project to adversely impact biological resources within the project site. Implementation of these measures will satisfy the requirements of COSP Goal 5.

COSP Policy 5.1 is intended to protect and enhance aquatic resources within the city, including the Reclamation Ditch. As discussed above, the proposed project does not include modifications to the bed or bank of the Reclamation Ditch. The proposed project will, therefore, not conflict with the requirements outlined in COSP Policy 5.1.

Zoning code section 37-50.180(h)(1)(A) requires a 100-foot setback from creeks, including the Reclamation Ditch. However, zoning code section 37-50.180(h)(1)(D) states that projects with activities proposed within the setback area on properties located within the city's existing boundary may be considered if the city planner determines encroachment will not have a significant adverse impact on riparian and wetland resources if so indicated by a biotic resources study conducted for the project. No wetland or riparian resources were observed during the biological survey and analysis conducted for the project site and the project conforms to the allowances for development described in section 37-50.180(h)(1)(D).

Zoning code section 37-50.180(h)(2)(A) prohibits the removal of coast live oak or valley oak trees. No oak trees are proposed for removal as a result of the proposed project.

No conflicts with local ordinances protecting biological resources will occur as a result of the proposed project.

(f) The project area is not located within the boundaries of a habitat conservation plan area. Therefore, it would have no impact from conflict with a habitat conservation plan.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
5. CULTURAL RESOURCES. *Would the proposal:*					
(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	☐	☐	✓	☐	2,3,5,21
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	✓	☐	2,3,5,21
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓	☐	☐	☐	2,12,13,21
(d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	✓	☐	2,21

Discussion

This information in this section of the initial study is based on a cultural resources report entitled, *Preliminary Archaeological Reconnaissance for the Sanborn Road/US 101 Interchange and Elvee Drive Project* (hereinafter "cultural resources report") prepared by Archaeological Consulting in April 2013.

(a,b) A general field reconnaissance was performed in areas of the project site that could reasonably be expected to contain visible cultural resources and that could be surveyed without major vegetation removal. No evidence of potentially significant archeological or historic resources was found in any part of the project area.

The cultural resources report concludes that there is no archival or surface evidence of potentially significant cultural resources in the project area and that the project as proposed is expected to have no effect on significant cultural resources. Nevertheless, because of the possibility of unidentified resources being found during project excavations, significant impacts to such resources could occur if they are not appropriately managed. Implementation of mitigation measure CR-1 below would reduce the potential impact to less than significant.

(c) Significant paleontological resources are fossils or assemblages of fossils that are unique, unusual, rare, and uncommon. Most of the fossils found in Monterey County are of marine life forms. Fossils are found throughout the County because of the widespread distribution of marine deposits. Twelve fossil sites have been identified as having outstanding scientific value. The general locations of these sites are illustrated on exhibit 4.10.1, paleontological resources, of the *Monterey County General Plan Draft Environmental Impact Report* (Jones and Stokes 2007). None of these sites are located in the vicinity of the proposed project.

A search of the *University of California Museum of Paleontology Paleontological Collections Database for Monterey County* (http://ucmpdb.berkeley.edu) revealed that most of the known fossil localities are within one of several types of geologic formations, none of which are found in the project area. The agricultural soils in the Salinas Valley are generally formed on deep alluvium that is relatively young in geologic time, having likely been deposited in the last 10,000 years. Generally, to be considered a fossil, an object must be more than 10,000 years old. Consequently, it is unlikely that fossils would be found during subsurface excavation activities associated with the proposed project.

(d) Based on information contained in the cultural resources report, the project site does not display specific physical characteristics that indicate it may contain unknown/unidentified human remains. While it is considered unlikely that human remains will be uncovered during site preparation or construction activities, implementation of mitigation measure CR-2 below will ensure that if human remains are uncovered, they will be appropriately protected and treated. Implementation of this mitigation measure would reduce the potential impact to less than significant.

<u>Mitigation</u>

CR-1. The following language will be included in any permit or approval associated with earth moving activities for development of the proposed project:

In the event that significant paleontological and/or archaeological remains are uncovered during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist.

Implementation of mitigation measure CR-1 will ensure that potential impacts due to accidental discovery of buried historic or cultural resources will be reduced to a less-than-significant level by requiring that if a find is made, activity is stopped, the resource is evaluated, and appropriate measures are taken.

CR-2. The following language will be included in any permit or approval associated with earth moving activities for development of the proposed project:

If human remains are found during construction within the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until an archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Implementation of mitigation measure CR-2 will ensure that potential impacts due to accidental discovery of buried human remains will be reduced to a less-than-significant level by requiring that if a find is made, activity is stopped, the resource is evaluated, and appropriate measures are taken.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
6. GEOLOGY/SOILS. *Would the proposal result in or expose people to potential impacts involving:*					
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					2,3,5,11, 14,32
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	✓	☐	☐	
(ii) Strong seismic ground shaking?	☐	✓	☐	☐	
(iii) Seismic-related ground failure, including liquefaction?	☐	✓	☐	☐	
(iv) Landslides?	✓	☐	☐	☐	
(b) Result in substantial soil erosion or the loss of topsoil?	☐	✓	☐	☐	2,3,5,11, 14,32
(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					

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	✓	☐	☐	2,3,5,11, 14,32
(d) Be located on expansive soil, as defined in Section 1802.3 of the 2007 California Building Code, creating substantial risks to life or property?	☐	✓	☐	☐	2,3,11,14, 20,32,37

Discussion

The discussion in this section is based primarily on information from the general plan, general plan EIR, *Soil Survey of Monterey County, California* (United States Department of Agriculture 1978), *Soil Survey Geographic Database for Monterey County, California* (United States Department of Agriculture), and a preliminary review of project geotechnical issues entitled *Preliminary Geotechnical Findings Elvee Road Extension Project, Salinas, California* (Parikh Consultants 2013). The preliminary geotechnical report is included in Appendix B.

(a)(i) Based on information contained in the general plan EIR (page 5.10-1), no known active faults are located in Salinas and no Alquist-Priolo Earthquake Fault Zoning has been established within the general plan planning area. Consequently, the potential for ground rupture within the project area is low.

(a)(ii) Salinas lies within a region with active seismic faults, and is therefore subject to risk of hazards associated with earthquakes. All of Salinas is in Seismic Risk Zone IV, the highest potential risk category due to the frequency and magnitude of earthquake activity nationwide as determined in the most recently adopted California Building Code. Although the potentially active King City and Gabilan Creek faults (active within the last three million years, though not the last 11,000 years) are located within the city's planning area, they are not expected to generate seismic activity. The greatest seismic threat is related to the San Andreas and Calaveras faults as described on page 5.10-1 of the general plan EIR.

Figure 5.10-1, seismic hazards zones, in the general plan EIR illustrates that based on an evaluation of seismic hazards in the local area, the project area is

located in a “Very High” seismic hazard zone. This hazard zone designation is applied to areas of the city with elevated hazard from seismically induced liquefaction. These areas generally correspond to locations where sloughs and marshes and have been filled in and reclaimed; subsurface soil and groundwater conditions in these area are such that subsurface soils could liquefy and collapse during a seismic shaking event. Potential seismic-related ground failure, including liquefaction is addressed in (a)(iii) below.

Consistent with general plan policy S-4.1 and its implementing actions, the city will conduct a more detailed geotechnical investigation of the site, including soil borings, to fully characterize the extent of seismic shaking hazards and to design project improvements. General plan EIR mitigation measure GS3 requires the city to implement the most recent state building and seismic requirements for the structural design of new development. The city will construct the project consistent with these requirements. Provided the city implements the recommendations of the detailed geotechnical report, hazards from strong seismic ground shaking would be less than significant.

(a)(iii) Based on review of available geotechnical information, liquefaction potential is considered to be moderate to high in the areas proposed for the primary project improvements, which include the Elvee Drive extension bridge over the Reclamation Ditch and the Elvee Drive extension itself. The preliminary geotechnical report contained in Appendix B indicates that a range of standard engineering solutions can be employed during the detailed bridge foundation design to mitigate this potential impact. Possible solutions could include, but may not be limited to ground improvement such as dynamic compaction, stone columns, cement deep soil mixing, and use of Controlled Low Strength Material columns.

Consistent with general plan policy S-4.1 and its implementing actions, the city will conduct a detailed geotechnical investigation of the site, including soil borings, to fully characterize the extent of seismic/liquefaction hazards and to design project improvements, most notably the Elvee Drive extension bridge, to mitigate identified hazards. General plan EIR mitigation measure GS3 requires the city to implement the most recent state building and seismic requirements for the structural design of new development. The city will construct the project consistent with these requirements. Provided the city implements the recommendations of the detailed geotechnical report, hazards from liquefaction would be less than significant.

(a)(iv) The project area and surrounding properties have little topographic relief. There is no potential that seismic shaking could induce landslides based on the existing natural topography of the project area.

(b) Based on review of information in the United States Department of Agriculture, Natural Resources Conservation Service's Web Soil Survey, there are five types of soil within the general project area. The dominant soil type is Antioch very fine sandy loam (two to nine percent slopes). Cropley silty clay (two to nine percent slopes), Salinas clay loam (zero to two percent slopes), and Clear Lake clay, moderately wet soil types are also present in notable proportions. These soils have slight susceptibility to erosion when exposed due to soil disturbance activities such as grading. This rating indicates that erosion potential is minimal under ordinary climactic conditions.

While erosion hazard is slight, erosion of exposed soil surfaces during storm events is possible and would be a significant impact, especially in regard to potential for degrading surface water quality. General plan EIR mitigation measure HW1 requires new development to incorporate Best Management Practices pursuant to the National Pollutant Discharge Elimination System (NPDES) permit. Please refer to the Hydrology and Water Quality section of this initial study under item (f-g) for further discussion of NPDES issues. Development within the city must also comply with the city's *Standard Specifications, Design Standards, and Standard Plans* starting on page 137 under Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion, and Sediment. Implementation of mitigation measure HW1 and project consistency with the grading standards would ensure that potential soil erosion impacts are less than significant.

(c) The project area is located on deep alluvial soils. Liquefaction hazards are described in item (a)(iii) above. The project area has minimal slope and contains no known or anticipated stability hazards. Off-site hazards from development of the proposed project are not anticipated, slopes in areas surrounding the project area are also minimal and soil and geologic conditions are largely uniform.

(d) Based on review of available soils and soils engineering information, and as stated in the preliminary geotechnical analysis, surface soils within the area of the Elvee Drive bridge and extension may contain expansive soils. Damage to pavement and other improvements placed on such soils could occur. The preliminary geotechnical report identifies representative measures that can be utilized to minimize such impacts, including chemical lime treatment or excavation of problem soils and backfilling with imported soils. The bridge and roadway extension will be designed in accordance with the detailed geotechnical report to be prepared by the city in coordination with the city's design standards.

Consistent with general plan policy S-4.1 and its implementing actions, the city will conduct a detailed geotechnical investigation of the site, including soil borings, to fully characterize expansion potential of surface soils and identify specific measures needed to mitigate potential damage to project improvements

as needed. The city will construct the project consistent with the mitigation requirements. Provided the city implements the recommendations of the detailed geotechnical report, hazards from expansive soils would be less than significant.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
7. Greenhouse Gas Emissions. *Would the proposal:*					
(a) Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?	☐	✓	☐	☐	2,3
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	✓	☐	☐	2,3

Discussion

(a,b) Due to the nature of global climate change, it is not anticipated that any single development project, or even more so, a short-term construction project such as the proposed project, would have a substantial effect on global climate change. It is difficult to deem a single development as individually responsible for a global temperature increase. In reality, the one-time GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change. In this context, thresholds of significance for GHG emissions address whether the incremental cumulative contribution of a specific project to global climate change is considered significant.

Quantified thresholds of significance for short-term construction phase GHG emissions or for long-term annual GHG emissions from land development projects have not yet been adopted by the California Air Resources Board, the air district, or the city. Where other air districts or lead agencies have adopted quantified GHG emissions thresholds, the thresholds typically apply to the annual operational emissions of a project, not to short-term, one time construction phase emissions. Long-term, annual operational emissions are generally deemed to be the only GHG emission source which has potential to generate a significant volume of GHG emissions that could have a significant cumulative impact on climate change. Because there are no quantified emissions thresholds that apply to the proposed project, assessment of what constitutes a volume of GHG

emissions that directly or indirectly may have a significant impact on the environment, especially for a project that involves only construction emissions, is a qualitative judgment.

Typical development projects generate GHG emissions during the short-term construction process and on a long-term annual basis primarily by increasing use of vehicles and indirectly by consuming electricity. Unlike a typical development project, the proposed project would only generate one-time GHG emissions from the short-term, temporary use of construction equipment; long-term, annual GHG emissions would not be produced. The proposed project does not require use of a significant number of construction equipment types that are emissions intensive. Emissions-producing equipment will be used for short durations of time during construction. The total volume of GHG emissions that would be generated would be extremely small relative to the total volume of GHG emissions that are currently and continuously produced and/or are projected to be produced within the city from future development consistent with the city's general plan. The one-time volume would be yet a much smaller percentage of the volume of GHG emissions continuously generated on a county or state-wide level. Because the volume of construction emissions would be small on an absolute basis and negligible on local and state levels, the proposed project would not generate GHG emissions that have a significant impact on the environment.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
8. HAZARDS & HAZARDOU.S. MATERIALS. *Would the proposal involve:*					
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	✓	☐	☐	3
(b) Create a significant hazard to the public or the environment through reasonably forseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	✓	☐	☐	3
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	✓	☐	☐	☐	3,5,28
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	✓	☐	2,15,16,28
(e) For a project within the vicinity of a private or public airstrip, would the project result in a safety hazard for people residing or working in the project area?	✓	☐	☐	☐	2,3

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	✓	☐	☐	2,3
(g) 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?	✓	☐	☐	☐	2,5

Discussion

The information in this section is based primarily on information from a report entitled *Phase I Initial Site Assessment – Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements, Salinas, California* (Parikh Consultants 2013) (hereinafter "Phase I report"). The main body of the Phase I report is included in Appendix C. The attachments to the report are available for review at the City of Salinas Public Works Department, 200 Lincoln Avenue, Salinas, California.

(a-b) The proposed project would not result in the routine transport, use, or disposal of hazardous materials. As part of the short-term construction process, hazardous materials in the form of fuels and lubricants would be used to power and maintain construction equipment. Once completed, no use or handling of hazardous materials will occur or hazardous emissions created as the project involves only short-term construction of roadway improvements. Therefore, the proposed project would create a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

(c) Use and maintenance of construction equipment and use of construction materials would not result in the release of hazardous materials or require use of acutely hazardous materials which could otherwise pose hazards if released within one-quarter mile of a school. The types of materials and equipment required are routinely used in the construction industry.

(d) According to the California Department of Toxic Substances Control EnviroStor database, there are no known and listed hazardous materials sites in areas within which individual improvements are planned. A search of the State Water Resources Control Board Geotracker database was also conducted. There are no known recorded leaking underground storage tank sites or other hazardous materials cleanup sites within the boundaries of proposed improvement locations.

The Phase I report includes the following general findings regarding the presence of potential environmental areas of concern within and in the immediate vicinity of the project area, none of which suggest that conditions on or near the site warrant designation of new sites for inclusion on a list of hazardous materials sites that would be affected by the proposed project:

- It is highly likely that the surface soils along U.S. Highway 101 are affected by aerially deposited lead. It is recommended that surface samples of soils be collected and analyzed for total lead;
- There are structures including an undercrossing and overcrossing within the project area that could contain asbestos. If the project includes plans to modify the structures, the structures should be tested for asbestos containing materials;
- Surveys for lead based paint should be conducted if the project would result in demolition of any structure located with the rights-of-way within which improvements are proposed;
- The 7-Eleven store at 335 Sanborn Road (at the corner of the Sanborn Road/Fairview Road intersection), has been the subject of hazardous materials remediation due to benzene and methyl tertiary butyl ether contamination. If deep drilling is proposed at or near the store, surface soils and groundwater should be tested for volatile organics and petroleum hydrocarbons; and
- The old Shell Station site at 1060 Fairview Road near the northbound U.S. Highway 101 on-ramp may contain residual fuels left in surface soils due to its historical use as a service station. If acquisition and use of right-of-way from this site is planned, surface soils should be tested for petroleum hydrocarbons.

The Phase I report notes on page 12 that historical aerial photographs show that U.S. Highway 101 has supported vehicular traffic since the late 1950s. Soils along the highway and Sanborn Road are likely contaminated with lead from exhaust of cars that have burned leaded gasoline. It is possible that the lead levels in the surface soils could have reached concentrations in excess of the hazardous waste threshold. Project activities that disturb these soils could

necessitate disposal of the soils at either a Class I landfill or on-site stabilization, and implementation of special health and safety procedures for workers working near lead contaminated areas.

Given this information, project activities that result in disturbance of soil along the Sanborn Road off-ramp and/along U.S. Highway 101 could cause hazards to worker or public health through release of aerially deposited lead contained in soils if lead testing of these soils concludes that lead levels exceed acceptable concentrations. Lead could be released during excavation/grading activities and during transport of contaminated soils. This would be a significant impact of the proposed project. Implementation of mitigation measures HAZ-1 and HAZ-2 below would reduce this impact to less than significant.

The 7-Eleven store at 335 Sanborn Road is identified on the Historical Cortese, Leaking Underground Storage Tank, Envirostar and Geotracker database lists as a hazardous materials site. Groundwater contamination with benzene and MTBE is being monitored. The Phase I report notes on page 15 that depth to contaminated groundwater in this area is about 35 feet and that in the event that project work in this area includes installation of piles or excavation to groundwater depth and where groundwater will be extracted, it is recommended that both soil and groundwater be tested in the areas where the proposed ground disturbance is planned. In the area of the 7-Eleven store the proposed project does not include improvements that would require excavation to groundwater depth or extraction of groundwater. Excavations would likely be limited to about 10 feet and only to locations where traffic signals are proposed at the Sanborn Road/Fairview Road intersection. Consequently, the proposed project would have no impact from release of contaminated groundwater from this hazardous materials site.

As stated in the Phase I report on page 16, the former Shell Station at 1060 Fairview is a potential site for soil contamination from residual fuels. The site is located near the northbound on-ramp to U.S. Highway 101 from Fairview Avenue. No acquisition of right-of-way from this site or improvements within the boundary of the site is planned or needed to implement the proposed project. The proposed ramp meter at the northbound Fairview Road on-ramp to U.S. Highway 101 is located outside the Shell Station site. Consequently, the proposed project would have no impact to public safety from potential release of hazardous materials from the Shell Station site, if in fact soils at this site are contaminated.

(e) There are no private airstrips in the immediate vicinity of the project site. The project is located about one-half mile to the west of the Salinas Municipal Airport within an area that is already developed with urban uses. The normal operations of the airport are not expected to be a significant hazard regarding short-term exposure of construction workers to safety impacts from airport operations.

(f) Construction activities may temporarily interfere with the flow of traffic on affected roadways including Sanborn Road, Fairview Avenue, Elvee Drive, and Work Street. The city will include on the project construction documents a requirement that the construction contractor submit traffic management plans for affected roadways for city review. The traffic management plans will comply with Caltrans' California Manual on Uniform Traffic Control Devices. During construction, the city's field inspectors will observe the traffic control measures to confirm compliance with the traffic management plans. Implementation of these plans would ensure that emergency response and evacuation plan actions that include movement along affected roadways will not be impeded during construction. Therefore, the proposed project would have a less-than-significant impact regarding short-term potential to interfere with emergency evacuation plans.

(g) There are no wildland fire hazard areas in the project area, as the project area is completely within a developed urban area. The project would not expose people or structures to wildland fire hazard.

Mitigation

HAZ-1. The city will retain a qualified expert to conduct soil testing for aerially deposited lead in locations where project grading and excavations may have potential to result in release of aerially deposited lead. The testing scope should include preparation of a site-specific work plan specifying surface sample or soil boring locations, sample collection, laboratory analysis, and preparation of findings, and recommendations. The testing report must determine the concentrations of lead in such locations and whether project grading and excavations have potential to cause worker and public health and safety risks. If risks are possible, a remediation plan shall be prepared and implemented. The remediation plan shall define performance standards for the handling and disposal of contaminated soil to ensure that risks to public health and safety from transport and disposal are minimized. The testing program and remediation plans (as needed) will be completed prior to initiation of ground disturbance activities in locations where the expert has deemed that testing for aerially deposited lead is warranted. If remediation is needed in specific locations, the remediation process will also be completed prior to initiation of project related ground disturbance activities in those locations.

HAZ-2. If the aerially deposited lead testing program identified in mitigation measure HAZ-1 identifies the presence of hazardous concentrations of lead in soils to be excavated or graded, the city will prepare and implement a worker health and safety plan training program. To avoid health effects on construction personnel, all personnel who may come in contact with contaminated soil will be trained in accordance with applicable Occupational Safety and Health Administration standards. A site-specific worker health and safety plan defining potential contaminants and, where appropriate, proper personnel protective equipment will

be employed. Worker training will be completed prior to initiation of ground disturbance activities in the area(s) defined in the lead testing program to contain lead concentrations deemed to be potentially hazardous to worker and public safety.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
9. HYDROLOGY AND WATER QUALITY. *Would the proposal:*					
(a) Violate any water quality standards or waste discharge requirements?	✓	☐	☐	☐	3
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be 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 which would not support existing land uses or planned uses for which permits have been granted)?	✓	☐	☐	☐	3
(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 which would result in substantial erosion or siltation on- or off-site?	☐	✓	☐	☐	3,5,11,17, 27,30,31, 32
(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 which would result in flooding on- or off-site?	☐	✓	☐	☐	3,5,17,18, 24,27,30, 31

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
(e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	✓	☐	☐	3,5,17,18, 24,27,30, 31
(f) With regards to NPDES compliance:					
(i) Potential impact of project construction on storm water runoff?	☐	✓	☐	☐	3,11,17,27 30,
(ii) Potential impact of project post-construction activity on storm water runoff?	☐	✓	☐	☐	
(iii) Potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☐	✓	☐	☐	
(iv) Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☐	✓	☐	☐	
(v) Potential for the discharge of storm					

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
water to cause significant harm on the biological integrity of the waterways and water bodies?	☐	✓	☐	☐	
(vi) Potential for significant changes in the flow velocity or volume of storm water runoff that can cause environmental harm?	☐	✓	☐	☐	
(vii) Potential for significant increases in erosion of the project site or surrounding areas?	☐	✓	☐	☐	
(g) Otherwise substantially degrade water quality?	☐	✓	☐	☐	3,5,11,17, 30
(h) 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?	✓	☐	☐	☐	3
(i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	✓	☐	☐	3,18,23,29
(j) 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?	☐	✓	☐	☐	2,3
(k) Inundation by seiche, tsunami, or mudflow?	✓	☐	☐	☐	2,5

Discussion

The information in this section is based primarily on information from the general plan EIR, a technical memorandum entitled *Proposed Alternatives for Elvee Drive Improvement Project* (Wood Rodgers 2013) contained in Appendix D, which includes a hydraulics analysis for the proposed Elvee Drive crossing of the Reclamation Ditch, and a technical memorandum entitled *Sanborn Road/U.S. Highway 101 Interchange Improvements Water Quality Assessment* (Wood Rodgers 2014) included in Appendix E.

(a) The proposed project would not be a source of wastewater discharge. Therefore, the project would have no impact from potential violation of waste discharge requirements. Potential water quality impacts are described in items (c) and (e-g) below.

(b) The proposed project would not create a new, permanent source of demand for groundwater. The project would result in creation of approximately 31,100 square feet of new impervious surfaces due largely to the proposed new extension of Elvee Drive. This nominal increase in impervious surface would not result in a significant individual or cumulatively substantial decrease in groundwater recharge potential. The project area is not a designated groundwater recharge area and is already substantially developed with urban uses with extensive impervious surface area.

(c) During construction, the proposed project would not substantially alter the existing drainage pattern of the project area or alter the course of a stream or river in a manner which would result in substantial erosion or siltation on- or off-site. Approximately 2.5 acres of the project area would be disturbed during construction due to the planned extension of Elvee Drive and widening of existing Elvee Drive. Potential erosion of exposed soil surfaces could occur during that time if storm water is not adequately controlled and treated to prevent siltation of downstream water bodies, namely the Reclamation Ditch and the downstream water bodies into which the Reclamation Ditch discharges storm water runoff. The Reclamation Ditch is a man-made drainage channel system that was primarily constructed in the early 1900s to drain lands for agricultural purposes. Urban areas within the city have become dependent on the Reclamation Ditch system for flood protection and as a facility for discharge of storm water. The Reclamation Ditch passes through the project area and then through Carr Lake in the center of the city. It ultimately reaches its terminus at Tembladero Slough near Castroville.

The city will require that the contractor for the project implement Best Management Practices for preventing and controlling erosion during the construction phase as described in item (f-g) below regarding NPDES requirements and to meet standards contained in the city's *Standard Specifications, Design Standards, and Standard Plans* starting on page 137

under Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion, and Sediment. This effect of the project during the construction phase would; therefore, be less than significant.

(d,e) The proposed project would result in the introduction of approximately 31,100 square feet of new impervious surfaces. These are comprised primarily of pavement to be placed for the Elvee Drive extension. Relative to existing conditions where a significant volume of storm water is assumed to percolate into existing exposed soil surfaces, storm water runoff volumes will increase. If the proposed project is not designed to adequately manage the increase, localized flooding could occur as a result of exceeding the capacity of existing facilities, in particular the Reclamation Ditch.

The *City of Salinas Stormwater Management Plan Update* (SWMP)(City of Salinas 2013) and *City of Salinas Stormwater Development Standards for New Development and Significant Redevelopment Projects* (SWDS)(City of Salinas 2013) require in part that new sources of storm water be managed to minimize changes in the rate and volume of new discharges to existing storm drainage facilities. For example, the SWDS require the evaluation of post-construction storm water requirements that are based upon the increase in impervious surface over the existing condition. The proposed project is subject to SWDS requirements that include:

- Minimize impervious areas; limit disturbance of creeks and natural drainages features, minimize compaction of highly permeable soils; limit clearing and grading of native vegetation to the minimum needed to build the project; and incorporate source control best management practices (SWDS Requirement 1);

- Runoff retention requirements that prevent off-site discharge from rainfall events, installation of a low-flow storm water control system, or installation/implementation of other effective on-site runoff volume reduction and peak flow mitigation (SWDS Requirement 4); and

- For all projects creating or replacing 22,500 square feet of impervious area, post-development peak flows may not exceed pre-project peak flows for 2-year through 100-year rainfall events (SWDS Requirement 5).

To achieve the above requirements, storm water treatment measures such as bio-infiltration basins and/or planters must be incorporated into the proposed project and best management practices must be designed in accordance with the SWDS (Wood Rodgers 2014). These requirements are based on existing city development regulations and standards and the proposed project will be designed to be consistent with the requirements. Separate mitigation measures are not required to ensure this potential impact is less than significant.

Regarding the project potential to contribute new sources of polluted runoff, the *Sanborn Road/U.S. Highway 101 Interchange Improvements Water Quality Assessment* included in Appendix E describes the range of best management practices that would be implemented as part of the project to minimize project impacts on water quality during the construction phase and long-term operation of the project. These measures are largely designed to ensure compliance with the city's NPDES permit requirements as implemented through standards contained in the SWMP and SWDS. The city will implement these measures as required to ensure that water quality impacts on the Reclamation Ditch and downstream water bodies are less than significant. New, additional mitigation measures are not required to ensure this potential impact is less than significant.

(f,g) The SWDS provide guidance for actions which must be implemented by qualifying new and redevelopment projects to meet requirements contained in the NPDES permit issued by the Regional Water Quality Control Board. The SWDS integrate required storm water management, flood control and channel/stream bank erosion considerations into one set of design criteria for storm water handling in development design. They are intended to ensure that management of storm water quantity and quality are integrated into the early project planning process.

All new development projects that disturb more than one acre of land must comply with NPDES construction permit requirements by preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP). The proposed project would disturb approximately 2.5 acres of land during construction of the Elvee Drive extension and widening of existing Elvee Drive. The SWPPP will describe best management practices to be implemented during construction for control of erosion and storm water runoff quality to minimize water quality impacts on receiving waters. By complying with the NPDES requirements, which include the construction General Permit, the SWDS, and city Stormwater Permit; and complying with the city's *Standard Specifications, Design Standards, and Standard Plans* starting on page 137 under Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion, and Sediment, as would be assured through the city's standard development review process, potential water quality impacts from construction phase activities would be less than significant.

Regarding changes in storm water flow volume and water quality under post-project conditions, please refer to item (d-e) above.

(h) The proposed project does not include development of housing. Therefore, it would have no impact from placing housing within a 100-year flood hazard zone.

(i) A portion of the project area is within a 100-year floodplain and within the associated regulatory floodway as shown in Figure 6, 100-Year Floodplain and Floodway. The floodplain boundary largely reflects flood hazards from exceedence of the capacity of the Reclamation Ditch and its associated storm

water conveyance facilities during a storm event. The operations of the Reclamation Ditch are within the jurisdiction of the MCWRA. Based on flood regulations promulgated in the Code of Federal Regulations as implemented by the city as part of its flood management program contained in the municipal code, the proposed project would not be permitted to raise the existing flood elevation within the Reclamation Ditch regulatory floodway as shown on Figure 6 without review by the Federal Emergency Management Agency (FEMA) for its effects on the flood elevation.

The original project design included placement of a box culvert within the Reclamation Ditch over which the extension of Elvee Drive over the Reclamation Ditch would be constructed. Consistent with the requirement that potential obstructions within a regulated floodway be evaluated for potential to raise the flood elevation, analysis of the impact of that box culvert on flood flow within the Reclamation Ditch was conducted. The analysis concluded that the flood elevation would increase by 0.22 feet. This increase would be inconsistent with the flood regulation that prohibits any increase in flood hazard elevation within a regulatory floodway. In coordination with the MCWRA, the city evaluated an option to install an additional culvert downstream at John Street to attempt to substantially reduce or avoid the flood elevation increase. The MCWRA subsequently determined that the second culvert would not sufficiently mitigate the increase in flood elevation.

Five additional alternatives to avoid increasing the 100-year flood elevation were evaluated by the city and the MCWRA. These included installing the John Street culvert in combination with a detention facility, a larger detention facility, floodwalls along the Reclamation Ditch in combination with detention, increasing capacity of the Reclamation Ditch to convey flood flows, and placement of a 49-foot clear span bridge over the Reclamation Ditch for the Elvee Drive extension in-lieu of a box culvert. The city evaluated all of the alternatives except for the clear span bridge for their potential to mitigate the flood elevation increase and to impede flood flows. All were found to sufficiently mitigate the increase in flood elevation. The MCWRA was requested to model the potential impacts of the clear span bridge alternative. The MCWRA found that this alternative would result in an increase in flood elevation of 0.01 feet. Figure 7, Span Bridge and Floodway/Floodplain – Existing Conditions, shows the location of the span bridge relative to the existing regulatory floodway and floodplain. Figure 8, Span Bridge and Floodway/Floodplain – Post-Project Conditions, shows floodway/floodplain changes under post-development conditions. Of all the alternatives, the clear span bridge was found to be the most cost effective (Wood Rodgers 2013). The clear span bridge has; therefore, been selected as the solution for inclusion in the project design.

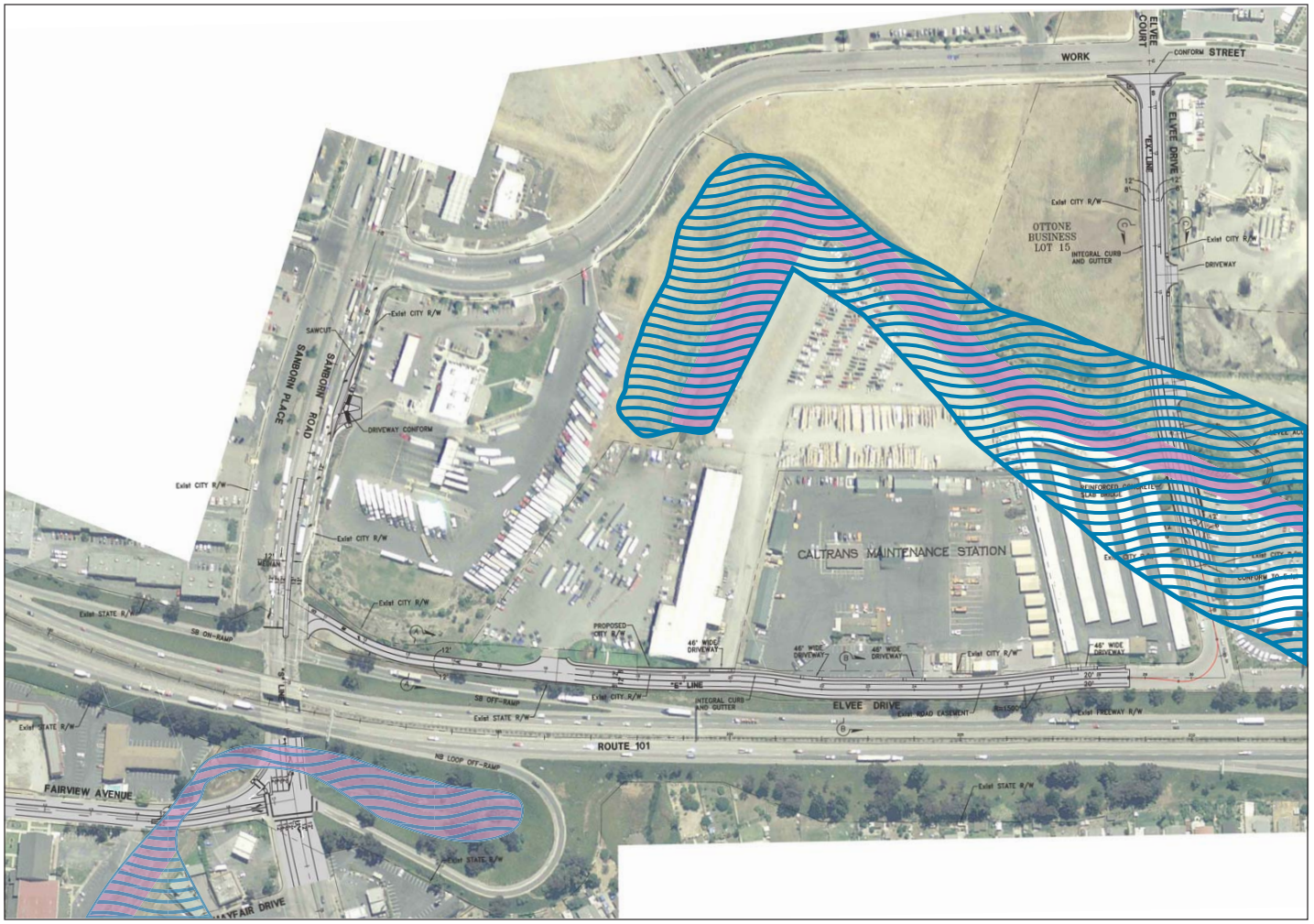
The clear span bridge would be designed to provide a sufficient waterway opening such that no additional flood mitigation is required. The MCWRA model results indicate that the 100-year storm hydraulic grade line will encroach onto

the proposed bridge soffit, but such encroachment is less than that at all existing culverts in the Reclamation Ditch and is not expected to cause difficulty because floating debris is negligible and flow velocities are low (in the range of 1.0 to 3.0 feet per second). The proposed bridge deck elevation will be designed to be above the 100-year water surface elevation to prevent overtopping during a 100-year storm event (Wood Rodgers 2013). As anticipated from the preliminary bridge design, the bridge should not result in significant impacts from impeding flood flows. As part of the final bridge design process, the city will consider data from the MCWRA to ensure that the bridge is designed to minimize its potential to raise flood elevation or impede flood flows. In summary, the proposed project would have a less-than-significant impact from raising flood elevation or impeding flood flows that otherwise could result in increased flood hazard potential and public safety impacts.

Based on floodplain regulations promulgated in the Code of Federal Regulations (CFR) as part of the Federal Emergency Management Act – National Flood Insurance Program (Section 60.3), which are implemented by the city as part of its flood management program, the city may only permit encroachments within the adopted regulatory floodway that would result in an increase in base flood elevations if the city first applies for a conditional Flood Insurance Rate Map and floodway revision, fulfills the requirements for such revisions as established under the provisions of CFR Section 65.12, and receives the approval of the FEMA. Because the proposed project would minimally encroach into the floodway and create a projected 0.01-foot increase in flood elevation as has been modeled by MCWRA, the city must file a Conditional Letter of Map Revision application with FEMA.

The request for conditional approval must include an evaluation of alternatives which would not result in a base flood elevation increase demonstrating why these alternatives are not feasible, include documentation of individual legal notice to all impacted property owners explaining the impact of the proposed action on their property, and meet the other requirements of the CFR. This process facilitates FEMA's comment on a proposed project that would, upon construction, affect the hydrologic or hydraulic characteristics of a flooding source and thus, result in the modification of the existing regulatory floodplain. The letter does not result directly in a change to the applicable Flood Insurance Rate Map, but rather indicates how effects of the project, if built as proposed, would be recognized by FEMA. This is a regulatory process that must be completed by the city to meet FEMA’s regulatory requirements. The city will initiate and complete both the Conditional Letter of Map Revision and the Letter of Map Revision processes in coordination with FEMA to ensure consistency with related FEMA regulations.

For the reasons discussed above, potential impacts associated with the alteration of a drainage pattern resulting in flooding from increased runoff and/or polluted runoff is considered to be less than significant.



0 370 feet

Floodplain

Floodway

Source: Wood Rodgers 2013, FEMA 2009

Figure 6

100-Year Floodplain and Floodway

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements Initial Study

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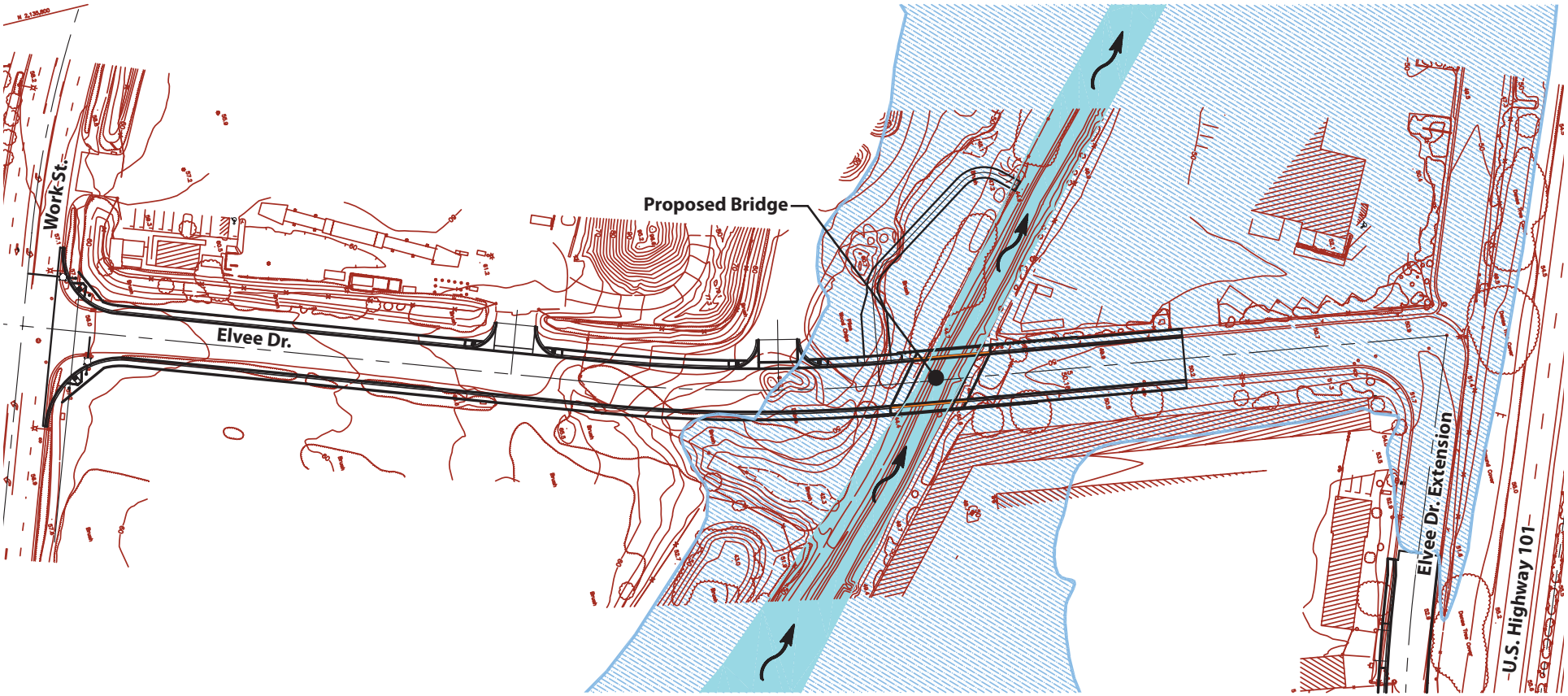

Source: Wood Rodgers 2014

Figure 7

Span Bridge and Floodway/Floodplain - Existing Conditions

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements Initial Study

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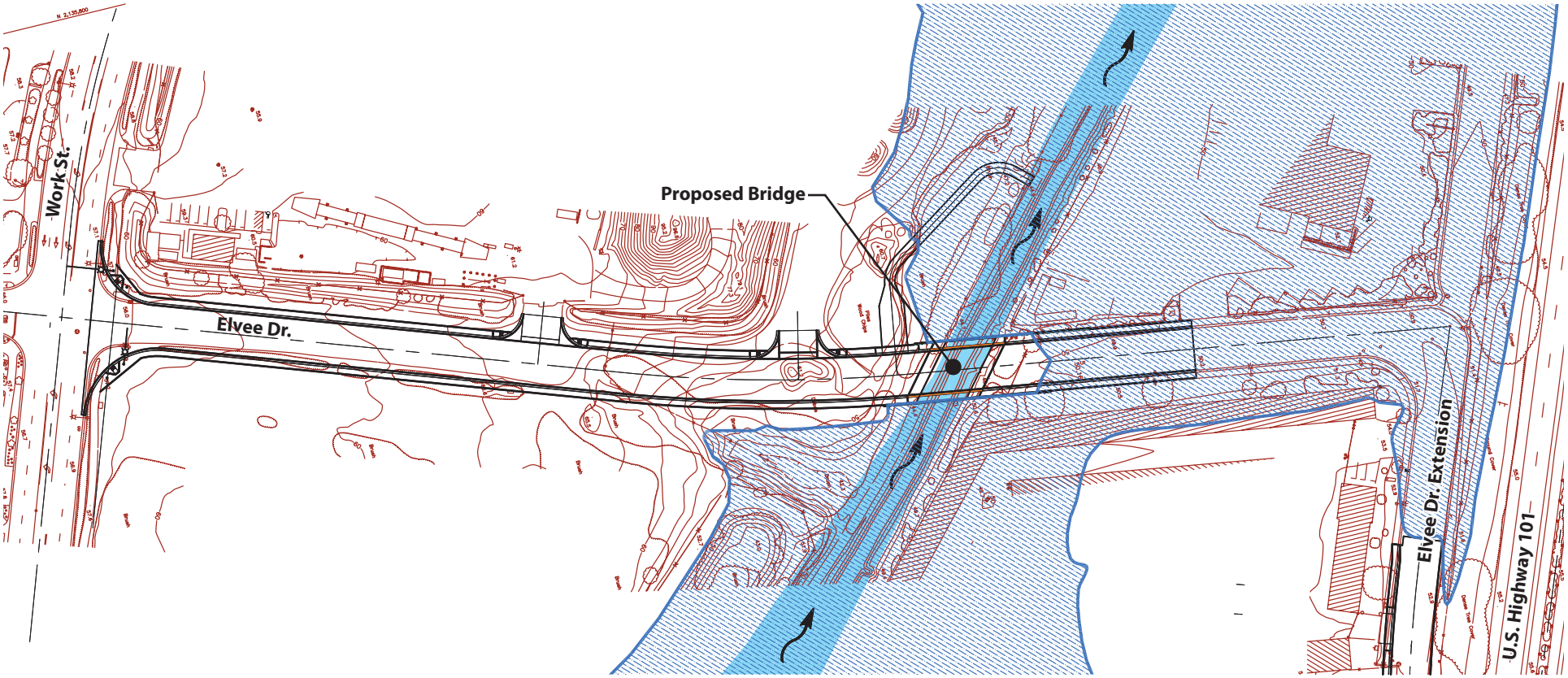

Existing 100-Year Floodplain

Existing Floodway

0 140 feet

Source: Wood Rodgers 2014

Figure 8

Span Bridge and Floodway/Floodplain - Post Project Conditions

Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements Initial Study

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j) While portions of the project area are within a 100-year flood hazard zone, the project does not include habitable structures. Therefore, the proposed project would not result in a risk to people from exposure to flooding.

As described in item (i) above, further analysis of flood hazard effects will be conducted with the goal that the project is designed to minimize the risk of flooding that could otherwise damage proposed improvements.

Portions of the city have the potential to be inundated due to failure of the Nacimiento Dam and San Antonio Dam. According to the city's Multihazards Emergency Plan, in the event that one of these dams were to fail during a normal wet river flow, approximately two thirds of Salinas would be flooded within 22 hours after failure (general plan page S-26). However, the proposed project does not include habitable structures, and therefore, would not cause risk to people from dam inundation.

(k) The project area is not adjacent to the coastline, near an enclosed body of water, or in an area subject to slope instability. Therefore, the proposed project would not be inundated by tsunami, seiche, or mudflow.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
10. LAND USE AND PLANNING. *Would the proposal:*					
(a) Conflict with the Salinas General Plan?	✓	☐	☐	☐	1,2,3,24
(b) Conflict with the Salinas Zoning Code?	✓	☐	☐	☐	1,3,19
(c) Conflict with applicable precise plans?	✓	☐	☐	☐	24
(d) Conflict with the adopted sphere of influence?	✓	☐	☐	☐	24
(e) Disrupt or divide the physical arrangement of an established community?	✓	☐	☐	☐	2,3,5
(f) Conflict with any applicable habitat conservation plan or natural community conservation plan?	✓	☐	☐	☐	2,24

Discussion

(a-c) The proposed project consists of circulation infrastructure improvements that are designed to reduce the significant circulation impacts of cumulative development as defined in the general plan. Hence, the project promotes implementation of the general plan. The proposed project will be designed consistent with city roadway design and improvement standards and with Caltrans standards where required. Further, it would not conflict with standards and regulations in the municipal code. The project area is not within the boundary of a precise plan or specific plan.

(d) The project area is within the city's sphere of influence; the proposed project would not conflict with the adopted sphere of influence.

(e) Most of the proposed improvements are to existing circulation facilities. The notable new roadway improvement, the extension of Elvee Drive, would not disrupt the physical arrangement of existing developed uses in the project area. Rather, it would provide alternative access to existing businesses.

(f) The project area is not within the boundary of a habitat conservation area.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
11. ENERGY & MINERAL RESOURCES. *Would the proposal:*					
(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?	✓	☐	☐	☐	2,24
(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?	✓	☐	☐	☐	2,24

Discussion

(a-b) The general plan EIR does not identify the presence of mineral resources within the vicinity of the project area (page 5.10-2).

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
12. NOISE. *Would the proposal result in:*					
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	✓	☐	☐	2,3,5,19, 24
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	✓	☐	☐	2,3,5,19, 24
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✓	☐	☐	☐	2,3,22,24
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	✓	☐	☐	2,3,19,24
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	✓	☐	☐	☐	2,3,24
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	✓	☐	☐	☐	2,3,24

Discussion

(a,d) These questions pertain largely to impacts on noise-sensitive land uses. Noise sensitive uses include schools, hospitals, convalescent facilities, etc. Where noise levels exceed acceptable levels, especially at noise-sensitive uses, impacts on people residing in or using related facilities can occur.

The only noise-sensitive uses in the vicinity of the project area are residential uses located on the north side of and adjacent to U.S. Highway 101 and the northbound Sanborn Road on- and off-ramps. Please refer back to Figure 2 for the location of these residential areas.

Noise effects are largely limited to short-term exposure of residents to noise from construction activities. The general plan includes noise compatibility standards for various land uses (Table N-3, page N-10). At the property line of sensitive residential uses, a maximum exterior noise level of 60 decibels (dBA) (community noise equivalent level or "CNEL") is permitted. For commercial and industrial uses, this figure increases to 65 dBA and 70 dBA CNEL, respectively. CNEL is the average sound level over a 24-hour period, with a penalty of five dB added between 7 pm and 10 pm. and a penalty of 10 dB added for the nighttime hours of 10 pm to 7 am.

The general plan EIR states that all projects within the community shall comply with the limits (maximum noise levels, hours and days of allowed activity) established by the city's noise regulations. City municipal code section 37-50.180 requires that, in residential zones, the maximum noise standard shall be 5.0 dBA or lower between the hours of 9:00 a.m. and 7:00 p.m. This also applies to construction-related noise. Construction activities near the subject residential uses would be limited to typical daylight hours and would not occur during times when more stringent noise limits are in effect.

As illustrated in figure 5.3-1, existing noise contours, contained in the 2002 general plan EIR, in 2002, ambient noise levels at the noted residential uses were approximately 60 dBA CNEL. Figure 5.3-4, future noise contours, shows that in 2020, noise levels at these uses are expected to increase to about 70 dBA CNEL. It is assumed that current ambient noise levels are between 60 dBA and 70 dBA CNEL. The main source of noise is and will continue to be vehicles traveling on U.S. Highway 101.

Typical construction equipment can generate intermittent noise intensities of about 70 dBA to about 105 dBA at 50 feet from the noise source as illustrated in figure 5.3-3 of the general plan EIR. Signalization of the intersection of Sanborn Road, Fairview Avenue, and the northbound Sanborn Road off-ramp, associated striping modifications to Fairview Avenue, and construction of a ramp meter on the northbound U.S. Highway 101 on-ramp from Fairview Avenue are the only

project improvements planned near existing residences or other noise sensitive uses such as hotels/motels (transient lodging). These improvement locations are approximately 300, 50, and 200 feet from the nearest residences/transient lodging uses, respectively. No roadway widening or other intensive construction activities are proposed adjacent to or near existing residential/transient lodging uses.

Improvements planned on Fairview Avenue directly adjacent to existing residential and transient lodging uses would be largely limited to restriping the existing road surface, an activity that is very short-term and does not involve the use of equipment that generates high noise levels. The Sanborn Road improvements would not require the use of heavy equipment that generates substantial, sustained noise volumes. Construction activities would not occur in the evening hours when noise sensitivity is highest. For these reasons, construction of these project improvements would have a less-than-significant impact from exposure of noise sensitive uses to noise volumes that exceed city policies and regulations.

It should also be noted that existing ambient noise levels at the residential and transient lodging uses are already high and continuous due to noise from traffic on U.S. Highway 101 and significant traffic (included high truck volumes) on adjacent streets. Therefore, it is likely that noise generated by intermittent, short-term construction activities would be largely masked by vehicle noise and may be marginally or not discernable relative to ambient noise.

There are no noise sensitive land uses within or adjacent to the remaining portion of the project area located south of U.S. Highway 101. Uses within and adjacent to that portion of the project area are limited to commercial and industrial. The most significant construction noise levels will be generated from construction of the Elvee Drive extension. Uses adjacent to the planned extension location include the heavy industrial Granite Construction Company asphalt concrete plant, Leonard's Lockers Self Storage, and vacant land. Though construction equipment could generate intermittently elevated noise volumes, the adjacent uses should not be adversely affected given that they are not noise sensitive and that average (CNEL) noise levels at the uses would not appreciably increase. The adjacent developed uses are already exposed to elevated ambient noise levels from traffic on U.S. Highway 101 as described above.

(b) Development of the proposed project is not expected to result in exposure of persons to, or the generation of, excessive ground-borne vibration or ground borne noise levels. The equipment to be used for construction purposes is common. No unique site preparation or construction methods are anticipated that would require use of equipment that could generate excessive groundborne vibration. Therefore, this impact is considered to be less than significant.

(c) Regarding permanent (operational) noise impacts, the proposed project would slightly modify noise exposure conditions by changing the circulation pattern on Elvee Drive through its extension to Work Street. This change would have no impact on noise sensitive uses in the project area.

(e-f) The project area is approximately one-half mile from the Salinas Municipal Airport. However, the proposed project does not include structures or uses that would be occupied by residents, workers, or community members who could otherwise be exposed to noise generated by airport overflights. The project is not within the vicinity of a private airstrip.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
13. POPULATION AND HOUSING. *Would the proposal:*					
(a) Cumulatively exceed official regional or local population projections?	✓	☐	☐	☐	3
(b) Induce substantial growth in an area either directly or indirectly *(e.g. through projects in an undeveloped area or extension of major infrastructure)*?	✓	☐	☐	☐	3,24
(c) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	✓	☐	☐	☐	3,5
(d) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	✓	☐	☐	☐	3,5

Discussion

(a,b) The proposed project would not result in population growth. The proposed project would not induce growth. It is being implemented in response to traffic impacts generated by growth that has already been planned for and anticipated in the general plan.

(c,d) The proposed project improvements would not result in displacement of housing or people. There is no housing located within the project area.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
14. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*					
(a) Fire protection?	✓	☐	☐	☐	3
(b) Police protection?	✓	☐	☐	☐	3
(c) Schools?	✓	☐	☐	☐	3
(d) Maintenance of public facilities, including roads?	✓	☐	☐	☐	3
(e) Other governmental services?	✓	☐	☐	☐	3

Discussion

(a-e) During its operational phase, the proposed project will result in no increase in demand for public services other than a marginal increase in demand for road maintenance. For this latter effect, the city will not be required to construct new facilities to accommodate maintenance needs for the project.

Construction activities would require police and/or fire protection services in the event of an emergency. Should such an emergency occur, it would not require the construction of new or physically-altered public facilities.

Construction and operation of the project would not result in an increase in school-aged children and therefore, have no effect on schools.

Therefore, the proposed project would have no physical environmental effects from construction of government facilities.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
15. RECREATION. *Would the proposal:*					
(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?	✓	☐	☐	☐	3
(b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	✓	☐	☐	☐	3

Discussion

(a,b) The proposed project will not result in a population increase or increase the concentration of existing residents. The use of existing park facilities will not change, nor will the demand for construction or alteration of park facilities.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
16. TRANSPORTATION & CIRCULATION. *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?	✓	☐	☐	☐	1,2,3,22
(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 roadways or highways?	✓	☐	☐	☐	1,2,3,22
(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?	✓	☐	☐	☐	3
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✓	☐	☐	☐	3,22

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(e) Result in inadequate emergency access?	✓	☐	☐	☐	3,22
(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?	✓	☐	☐	☐	3,22,24
(g) Conflicts with vehicle trip reduction requirements in accordance with the Salinas Zoning Code?	✓	☐	☐	☐	3,19
(h) Conflicts with airport operations?	✓	☐	☐	☐	3

Discussion

Information described in this section regarding the proposed project effects on circulation system performance level is taken from a technical memorandum prepared for the city entitled, *Sanborn Road/US 101 Ramps Intersections and Elvee Drive Improvements, Salinas Transportation Impact Analysis Memorandum* (hereinafter "technical memorandum") prepared by the city's consulting traffic engineer (Wood Rogers 2014). The technical memorandum is included as Appendix F.

(a,b) As identified in the Project Description section of this initial study, the proposed project is being planned and implemented to improve existing traffic operations deficiencies at the Sanborn Road/U.S. Highway 101 interchange. Without the proposed project, the deficiencies would worsen as cumulative development occurs within the city consistent with the general plan. The deficiencies include operations that are below performance standards (LOS C/D) identified by Caltrans for its facilities and by the city for its facilities (LOS D), as described on page 2 of the technical memorandum and illustrated in Table 1 of the technical memorandum. Vehicle accident data is included on page 4 of Appendix B of the technical memorandum, which shows that a significant number of accidents have occurred at this location over the past several years.

The technical memorandum includes an assumption that the proposed project would be completed in 2015. Based on available 2012 traffic volume data, traffic volumes at the project interchange intersections were projected for the year 2015. Without the proposed improvements, LOS F conditions would occur both during the AM and PM peak hours at the U.S. Highway 101 northbound loop off-ramp/Sanborn Road/Fairview Avenue intersection. With the proposed project, LOS conditions would improve to LOS B in both the AM and PM peak hours. Under projected 2015 conditions, LOS C and LOS D conditions would occur at the U.S. Highway 101 southbound off-ramp/Sanborn Road/Elvee Drive intersection in the AM and PM peak hours, respectively. With the proposed project, LOS conditions would remain unchanged in the AM peak hour (but with a positive reduction in delay from 29.2 to 20.6 seconds). LOS conditions in the PM peak hour would improve to LOS C.

Given the improvements in operating conditions that would occur, the proposed project would have a beneficial impact by improving circulation system performance and reducing traffic congestion at the subject locations. In this regard, the proposed project would also be consistent with traffic congestion management programs of the city and the Transportation Agency for Monterey County.

(c,h) The proposed project would have no impact on air traffic patterns as it does not involve vertical construction that could have potential to conflict with air traffic approach or landing patterns at the Salinas Municipal Airport, which is located approximately one-half mile to the southeast of the closest portion of the project area. Similarly, the proposed project would have no impact on airport operations as it does not directly or indirectly affect conditions within the boundary of the airport.

(d) The proposed project is designed to improve circulation performance consistent with standards of the city and Caltrans, which will simultaneously improve vehicle safety conditions and through so doing, improve pedestrian/bicycle safety conditions. Thus, the proposed project would have a beneficial impact for pedestrians and bicyclists.

(e) With the exception of modifying circulation access on existing Elvee Drive, the proposed project would not modify existing emergency access routes. Existing Elvee Drive will be widened and improved and the new extension of Elvee Drive will be constructed to meet standards required for emergency vehicle access. The proposed project will improve circulation conditions at an existing interchange that is heavily congested. The improvements may result in reduced delay for emergency vehicles that must now negotiate a heavily congested series of intersections and road segments that will become less congested with implementation of the proposed project. Consequently, the proposed project would have no impact on emergency vehicle access.

(f) The proposed project would have no impact from conflict with bicycle or pedestrian facilities planning or facilities performance. Improvements to the existing segment of Elvee Drive include pedestrian facilities where none currently exist and the new extension of the road would include pedestrian facilities. Pedestrian access would be improved relative to existing conditions. Other improvements would not alter existing pedestrian or bicycle facilities. The improvements would reduce vehicle conflicts at the U.S. Highway 101/Sanborn Road/Elvee Drive interchange and; consequently, may have a beneficial impact on pedestrian and bicycle movements at this location.

(g) The proposed project would not result in increased traffic generation. Therefore, it would have no impact from conflict with city vehicle trip reduction requirements.

Mitigation

No mitigation measures are required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
17. UTILITIES & SERVICE SYSTEMS. *Would the project:*					
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	✓	☐	☐	☐	3
(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?	✓	☐	☐	☐	3
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	✓	☐	☐	3,5,17,18, 27,30
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	✓	☐	☐	☐	3
(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has the adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✓	☐	☐	☐	3

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	✓	☐	☐	☐	3,25,26
(g) Comply with federal, state, and local statues and regulations related to solid waste?	✓	☐	☐	☐	3,25,26

Discussion

(a,b,e) The proposed project would not generate wastewater or create demand for new water or wastewater treatment facilities. Therefore, it would have no impacts from exceeding wastewater treatment requirements, construction of new water or wastewater treatment facilities, or exceedence of wastewater treatment capacity.

(c) The proposed project will result in an increase in storm water runoff due to construction of the Elvee Drive extension. The increased volume of storm water must be controlled and managed to avoid localized flooding impacts and surface water quality impacts as described in the Hydrology and Water Quality section of this initial study. These measures are largely designed to ensure compliance with the city's NPDES permit requirements as implemented though standards contained in the SWMP and SWDS. Implementation of these measures will be required as conditions of project approval and would ensure that water quality impacts on the Reclamation Ditch and downstream water bodies are less than significant.

Please refer to that section for additional discussion of the storm water project storm water management approach and potential related infrastructure requirements.

(d) The proposed project will result in a one-time demand for water during construction. Water demand will not be excessive due to the nature of the proposed improvements. Water will be supplied through the existing municipal water supply system. No new water entitlements will be needed; therefore, the proposed project will have no impact.

(f,g) The types of improvements proposed will not inherently result in substantial solid waste generation once the improvements are constructed. Solid waste generated during the construction process would be delivered to the Salinas Valley Solid Waste Authority's Sun Street Transfer facility where recyclable materials and construction waste would be segregated and recycled consistent with state solid waste diversion regulations. The balance of the waste would then be delivered to the Johnson Canyon Landfill near Gonzales. Based on its design capacity and permitted maximum tonnage per day, the landfill has capacity to the year 2040, its estimated closure date.

Mitigation

No mitigation measures are required.

Mandatory Findings of Significance	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigated	Potentially Significant Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	✓	☐
2. 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)? *("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).*	☐	✓	☐	☐
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	✓	☐

Discussion

1. A biological resources evaluation has been conducted for the proposed project to identify the potential for significant impacts on biological resources. As described in the Biological Resources section of this initial study, the project has potential to adversely impact protected nesting birds. This potential impact will be reduced to less than significant with the implementation of mitigation measure BIO-1, which requires pre-construction surveys for nesting birds. The proposed project also has potential to impact unknown cultural resources. This impact would be reduced to less than significant with implementation of mitigation measures CR-1 and CR-2. No known historic resources exist within the disturbance footprint of the proposed project.

2. The proposed project is a short-term construction project that would not result in cumulatively considerable impacts. The proposed project is designed to mitigate impacts of cumulative development on the subject road network and would have a beneficial cumulative effect.

3. As described in the Hazards and Hazardous Materials section of this initial study, a Phase I Environmental Site Assessment has been completed for the proposed project. Potential public health impacts from disturbance of soils potentially containing elevated levels of aerially deposited lead have been identified. This potential impact would be mitigated to less than significant with the implementation of mitigation measures HAZ-1 and HAZ-2, which require soil testing and remediation of contaminated soils if present.

3. SOURCE LIST

Source	Source Number
City of Salinas. *City of Salinas Traffic Improvement Program 2010 Update*. 2010.	1
City of Salinas. *City of Salinas 2002 General Plan, Final Environmental Impact Report*. 2002.	2
Wood Rogers. Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements Project Description. May 2013 and March 2014.	3
EMC Planning Group. *Salinas-Ag Industrial Center Program Environmental Impact Report.* 2009.	4
Site visit conducted by EMC Planning Group, April 12, 2013	5
Caltrans. California Scenic Highway Mapping System (http://www.dot.ca.gov/hq/LandArch/scenic_highways/)	6
California Department of Conservation. Monterey County Important Farmlands 2010, Sheet 1 of 2. 2010.	7
Monterey Bay Unified Air Pollution Control District. *Triennial Plan Revisions 2009-2011.* April 17, 2013.	8
Monterey Bay Unified Air Pollution Control District. *CEQA Air Quality Guidelines*. 2008	9
Monterey Bay Unified Air Pollution Control District. Consistency Procedure 2011. http://www.mbuapcd.org/mbuapcd/pdf/Planning/Consistency_Procedure_2011.xls	10
City of Salinas. *Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion and Sediment*. 2007.	11
Jones and Stokes. *Monterey County Draft General Plan EIR.* 2007. (http://www.co.monterey.ca.us/planning/gpu/ 2007_GPU_DEIR_Sept_2008/Exhibits/Exh_4-10-1_PalentologicalResources.pdf).	12
California Museum of Paleontology. Paleontological Collections Database for Monterey County (http://ucmpdb.berkeley.edu)	13
United States Department of Agriculture. Natural Resources Conservation Service*. Web Soil Survey.* http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx	14
California Department of Toxic Substances Control. Envirostor database at: (http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=Salinas%20CA&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true)	15
California Water Resources Control Board. Geotracker Database (http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Salinas+CA).	16
City of Salinas. *City of Salinas Stormwater Development Standards for New Development and Significant Redevelopment Projects*. 2013	17
Wood Rogers. Project Design Team Meeting Minutes for the Sanborn Road/US 101 Interchange Improvements. November 21, 2011.	18
City of Salinas. *City of Salinas Municipal Code.*	19
United States Department of Agriculture. *Soil Geographic Database for Monterey County California.* http://soildatamart.nrcs.usda.gov	20

Source	Source Number
Archaeological Consulting. *Preliminary Archaeological Reconnaissance for the Sanborn Road/US 101 Interchange and Elvee Drive Project.* April, 2013.	21
Wood Rodgers. *Sanborn Road/US 101 Ramps Intersections and Elvee Drive Improvements, Salinas Transportation Impact Analysis Memorandum.* March 2014.	22
Federal Emergency Management Agency. Flood Insurance Rate Map 06053CO217G.	23
City of Salinas. *2002 City of Salinas General Plan*. 2002.	24
Salinas Valley Solid Waste Authority. *2011-2012 Annual Report*. *http://www.svswa.org/pdf/annual_reports/annual_report_2011_12.pdf*	25
Cal-Recycle. Johnson Canyon Landfill Solid Waste Facility Permit, Facility Number 27-AA-0005. http://www.calrecycle.ca.gov/SWFacilities/Directory/27-AA-0005/Detail/.	26
City of Salinas. *Standard Specifications, Design Standards, and Standard Plans.* 2008.	27
Parikh Consultants. *Phase I Initial Site Assessment – Sanborn Road/U.S. Highway 101 and Elvee Drive Improvements, Salinas, California*. June 13, 2013.	28
Wood Rodgers. *Proposed Alternatives for Elvee Drive Improvement Project*. July 1, 2013.	29
Wood Rodgers. *Sanborn Road/U.S. Highway 101 Interchange Improvements Water Quality Assessment.* March 7, 2014.	30
City of Salinas. *City of Salinas Stormwater Management Plan Update.* July 2, 2013.	31
Parikh Consultants. *Preliminary Geotechnical Findings Elvee Road Extension Project, Salinas, California.* August 13, 2013.	32
California Department of Fish and Wildlife (CDFW). California Natural Diversity Database search: Salinas, Moss Landing, Prunedale, San Juan Bautista, Marina, Natividad, Seaside, Spreckels and Chualar USGS quadrangles. http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp (accessed December 2013).	33
California Native Plant Society (CNPS). *Inventory of Rare and Endangered Plants – 7th edition interface, nine quadrangle search, Salinas.* http://www.rareplants.cnps.org/ (accessed December 2013)	34
United States Fish and Wildlife Service (USFWS). *Federal Endangered and Threatened Species that Occur in or may be Affected by Projects, Monterey County.*2013. http://www.fws.gov/sacramento/ES_Species/Lists/es_species_lists-form.cfm (accessed December 2013).	35
United States Fish and Wildlife Service (USFWS). *National Wetlands Inventory*. 2013. http://www.fws.gov/wetlands/Wetlands-Mapper.html (accessed December 2013).	36
United States Department of Agriculture. *Soil Survey of Monterey County, California.* 1978.	37

4. DETERMINATION

On the basis of this initial study:

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

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

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

☐ I find that the proposed project ***MAY*** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect:

(a) Has been adequately analyzed in *(Reference document)* pursuant to applicable legal standards; and

(b) Has been addressed by mitigation measures based on the earlier analysis as described in *Section 2: Checklist*, if the effect is a "Potentially Significant Impact" or a Negative Declaration: "Potentially Significant Unless Mitigation Incorporated".

An ***ENVIRONMENTAL IMPACT REPORT*** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects:

(a) Have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and;

(b) Have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

NOTHING FURTHER IS REQUIRED.

Prepared by: Ron Teitzen
EMC Planning Group

Date: March 20, 2014

for:
Gary Peterson
Director of Public Works