

oversees various air quality regulations and programs.

MBUAPCDMBARD Board of Directors adopted the 2012-2015 Air Quality Management Plan in March, 2017 which represents the latest edition of the 2012 Triennial Plan Revision 2009-2011 in April 2013, which addresses NO_x and reactive organic gasses (ROG) emissions as precursors to ozone. The air quality impact generated by the project is expected to be less than significant, because it will create no additional vehicle trips. Air quality impacts from the proposed generator are expected to be insignificant because it will be operated only during emergencies and occasional equipment testing and maintenance. As a part of the Conditional Use Permit approval, it shall be required that the applicant or successor in interest contact the MBUAPCDMBARD regarding the potential requirement for a District permit for any standby engine/generators.

The revised CEQA Air Quality Guidelines prepared by the Monterey Bay Unified Air Pollution Control District Monterey Bay Air Resources District, dated February 2008, stipulate maximum thresholds for air quality as follows:

- a) Emit less than 137 lb/day of VOC's or NO_x;
- b) Directly emit less than 550 lb/day of CO or will not cause a violation of CO ambient air quality standards (AAQS) at existing or reasonably foreseeable receptors;
- c) Not significantly impact traffic levels of service or will not cause a violation of CO or contribute 550 lb/day to an existing or projected violation at existing or reasonably foreseeable receptors;
- d) Directly emit less than 82 lb/day of PM₁₀ on-site or will not cause a violation of particulate matter, ten micron diameter (PM₁₀) AAQS or contribute 82 lb/day to an existing or projected violation at existing or reasonably foreseeable receptors;
- e) Not indirectly generate PM₁₀ along unpaved roads or will not cause a violation of PM₁₀ AAQS or contribute 82 lb/day to an existing projected violation at existing or reasonably foreseeable receptors;
- f) Directly emit less than 150 lb/day of sulfur oxide (SO_x) or will not cause a violation of sulfur dioxide (SO₂) AAQS at existing or reasonably foreseeable receptors.

Per MBARD letter received on August 29, 2017, MBARD asked for quantifiable evidence referencing CalEEMod to support claims that there will be no construction and operation emissions. Planning staff was unable to download the requested CalEEMod and notified MBARD of the issue. The development consists of a 60' tall monopine telecommunications facility, 425' of trenching (5' wide) to tie into existing power pole, ground installation of 4 cabinets and a generator, no grading, zero personnel operating it, and the relative short-term air quality impacts during construction will be required to comply with the most recent version of the City's Grading Standards and Stormwater Management Program, which will reduce impacts to air quality to a level of insignificance.

The project includes a UL2200 certified 30 kW (40.21 horsepower) standby diesel generator. This equipment is expected to produce less than significant levels of pollutant concentrations because it would only be used during times of emergency power outages, and is powered by less than 50 horsepower. However, a condition of approval requires that the Applicant or successor-in-interest shall contact the MBUAPCDMBARD regarding the potential requirement for a District permit for the standby generator. Per MBARD letter received on August 29, 2017, MBARD has determined Per Rule 201, Section 4.14.1 (10/15/14 version of the rule), any stationary IC engine of less than 50 HP does not require a permit.

- (e) Objectionable odors are unlikely to be produced by the proposed development because no odor generating activities occur with the operation of a telecommunications facility.

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	
7. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>					A1, A2, A3
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	

Discussion

- (a) The proposed project will not generate, either directly or indirectly, greenhouse gas emissions causing a significant impact on the environment.

- (b) The proposed project will not conflict with any other applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of greenhouse gases including:
- Assembly Bill 32, which requires the California state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 21601990 to be achieved by 2020.
 - Senate Bill 375, which requires the state board, working in consultation with the metropolitan planning organizations, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 by September 30, 2010.
 - At the time the City of Salinas General Plan 2002 was adopted, the issue of greenhouse gas emissions and the need to address it in general plans had not risen to a critical level of concern. Nevertheless, the City adopted numerous goals and policies with the intent of improving development sustainability. These goals and policies have both direct and indirect benefits in terms of reducing greenhouse gas (GHG) emissions. Important overall land use/urban design related themes in the General Plan that serve to reduce GHG emissions include:
 - i. Increasing density and intensity of development to promote more compact development and reuse/revitalization,
 - ii. Facilitating in-fill development as a means to promote compact development, and
 - iii. Promoting mixed-use development and a compact city core, emphasizing Traditional Neighborhood Development (TND) design, walkable neighborhoods, and transit-oriented development, especially in new growth areas.
 - The City of Salinas Final Supplemental EIR for the Salinas General Plan Program EIR 2007 (Supplemental EIR) provides specific mitigation for future development, but mostly for larger scale projects.

Mitigation

No mitigation is required.

SOURCE LIST

Source	Source Number
City of Salinas:	
<i>Salinas General Plan, 2002.</i>	A1
<i>Salinas General Plan, Final Environmental Impact Report, 2002.</i>	A2
<i>Salinas Zoning Code: ☒ Entire Code Section: _____</i>	A3
<i>City of Salinas Grading Standards</i>	A4
<i>2013 City of Salinas Stormwater Development Standards</i>	A5
Monterey Bay Unified Air Pollution Control District <u>Monterey Bay Air Resources District</u>:	
<i>CEQA Air Quality Guidelines prepared by the Monterey Bay Unified Air Pollution Control District <u>Monterey Bay Air Resources District</u>, dated February 2008</i>	F1
<i>Monterey Bay Unified Air Pollution Control District <u>Monterey Bay Air Resources District. Triennial Plan Revision 2009-2011, dated April 17, 2013</u> <u>2012-2015 Air Quality Management Plan, which represents the latest edition of the 2012 Triennial Plan</u></i>	F2
Field Inspections:	
<i>By City staff, various dates</i>	M1
Maps/Aerial Photography:	
<i>City's aerial photographs 2007.</i>	N1
Other:	
<i>Radio Frequency Emissions Compliance Report for Verizon Wireless, prepared by Waterford Consultants, LLC dated March 23, 2016</i>	Q1
<i>Engineer's Report for proposed project, City of Salinas dated April 6, 2016</i>	Q2

Source	Source Number
<i>Native American Heritage Commission</i>	Q3