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DRAFT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

# SALINAS AG-INDUSTRIAL CENTER

SCH# 2008041171

PREPARED FOR

City of Salinas

July 13, 2009

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# SALINAS-AG INDUSTRIAL CENTER

Draft  
Program Environmental Impact Report

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# SUMMARY

CEQA Guidelines section 15123 requires an EIR to contain a brief summary of the proposed project and its consequences. This summary identifies each significant effect and the proposed mitigation measures and alternatives to reduce or avoid that effect; areas of controversy known to the lead agency; and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

## SUMMARY OF PROJECT

### ***Location***

The majority of the 257-acre project site (hereinafter “Plan Area”) is located in unincorporated Monterey County (hereinafter “County”) adjacent to the southern city limits of Salinas. The Plan Area is bordered by Abbott Street on the northeast, Harris Road to the southeast, cultivated agricultural land located within the County on the southwest, and existing industrial development located within the City on the northwest. The Plan Area consists of three Assessor’s parcel numbers: 177-133-004, 177-133-005 and 177-133-007. Parcel 177-133-004, which is approximately 17 acres in size, fronts on Abbott Street and is within the city limits. The remaining two parcels totaling 240 acres are located within the County.

### ***Project Description***

The project is the proposed development of the 257-acre Plan Area with agricultural industrial related uses. Future development would occur consistent with guidance provided in the *Salinas-Ag Industrial Center Specific Plan* (hereinafter “Specific Plan”). The Specific Plan includes development guidance in the form of land use, design, development regulations, circulation and transportation planning, resource management, infrastructure, and implementation and financing, consistent with content requirements in California Government Code section 65451.

The applicant is seeking a general plan amendment to change the existing City and County agricultural land use designations to General Industrial. Rezoning/prezoning approvals are needed to ensure consistency with the proposed land use designation. In addition, approval of a master parcel map that would divide the Plan Area into five master parcels is being sought. All initial City approvals would be conditional and become final only upon the Monterey County Local Agency Formation Commission's subsequent action to approve annexation of the unincorporated 240 acres of the Plan Area to the City.

## **Proposed Land Use**

The Plan Area would be developed specifically with agricultural related industrial uses. The Specific Plan identifies two proposed land uses that are consistent with the proposed General Industrial land use designation: Agricultural-Industrial and Abbott Street Frontage Zone.

**Agricultural-Industrial.** The 240-acre unincorporated portion of the Plan Area is classified as Agricultural-Industrial. Allowed uses include agriculture processing, agriculture processing related uses, and/or uses that support agricultural related industries. A number of classes of General Industrial uses that are not compatible with agricultural related uses are not permitted.

Two proposed uses within the Agricultural-Industrial classification do not currently exist in the City: Major Agricultural Processing and Minor Agricultural Processing. Major Agricultural Processing uses are generally those that alter raw produce (such as fruits or vegetables) into food products. Minor Agricultural Processing uses include agricultural related industries not classified as Major Agricultural Processing. These uses are complementary to the Major Agricultural Processing uses and generally support those uses by producing related products, equipment, or services. Typical businesses in both classifications will have office space for employees and visitors, shop buildings, supply buildings and/or a supply yards, warehousing, and fabrication or cooling facilities.

**Abbott Street Frontage Zone.** This designation applies to the approximately 17 acres of the Plan Area located along Abbott Street that currently are already within the City limits. Permitted uses include those typically permitted on lands designated General Industrial.

## **Proposed Development Capacity**

A breakdown of projected use distribution is provided in [Table S-1](#), Proposed Plan Area Uses. Major Agricultural Processing and Minor Agricultural Processing will be the dominant uses. Therefore, use distribution is defined in terms of these uses, rather than in terms of the proposed Agricultural-Industrial and Abbott Street Frontage Zone land use designations.

**Table S-1 Proposed Plan Area Uses**

<b>Proposed Uses</b>	<b>Minimum (net acres)</b>	<b>Probable (net acres)</b>	<b>Maximum (net acres)</b>
<b>Major Agricultural Processing</b>			
Agricultural-Industrial & Abbott Street Frontage	0	90	101
<b>Minor Agricultural Processing and All Other Uses</b>			
Agricultural-Industrial	0	130	220
Abbott Street Frontage	0	15	15
<b>Other</b>			
Public Street Right-of-Way	--	22	--
<b>Total</b>	--	<b>257</b>	--

*Source:* RJ A 2009

Building capacity is based on the proposed FAR for each use. Total building area for each use is summarized in [Table S-2](#), Total Building Area. [Table S-2](#) shows both a probable (estimated by the applicant) and a maximum building square footage for each use. The maximum square footages are not additive, but rather represent the maximum of any one use that could be developed. The maximum square footage for all three uses will never simultaneously be reached. A total maximum square footage for build out of the Plan Area has not been defined.

### **Project Build Out Schedule**

If approved, it is anticipated that development within the Plan Area would occur incrementally over the period from about 2010 to 2015 based on demand for land by agricultural industrial project developers. Primary backbone infrastructure (roads, water supply, sanitary sewer, industrial wastewater, storm drainage, etc.) will be constructed either by the master developer or individual project developers on an as needed basis to support incremental demand.

**Table S-2 Total Building Area**

<b>Proposed Uses</b>	<b>FAR</b>	<b>Probable (square feet)</b>	<b>Maximum<sup>1</sup> (square feet)</b>
<b>Major Agricultural Processing</b>	.3		
Agricultural-Industrial & Abbott Street Frontage		1,176,120	1,319,868
<b>Minor Agricultural Processing and All Other Uses</b>	.5		
Agricultural-Industrial		2,831,400	4,791,600
Abbott Street Frontage		326,700	326,700
<b>Total</b>		<b>4,334,220</b>	

*Source:* RJ A 2009

*Note:* <sup>1</sup>The maximum building capacity for all three uses will never be simultaneously reached, but rather represents the maximum building square footage that could be built for each use.

## ***Areas of Controversy***

The City received a number of responses to the Notice of Preparation for the proposed project and held a scoping meeting on the EIR at which public comments on the proposed project and the CEQA process were solicited. No areas of controversy were identified in the Notice of Preparation responses or from public input during or subsequent to the scoping meeting.

## ***Alternatives***

The following alternatives to the project were considered:

- Alternative 1: No Project – Greater Salinas Area Memorandum of Understanding Future Use. This alternative assumes that the future land use of the Plan Area will be agricultural industrial related (rather than continued agricultural production as described in Alternative 2 below), consistent with the Greater Salinas Area Memorandum of Understanding as discussed in Section 1.4, Local and Regional Plan Consistency. This alternative is not deemed environmentally superior to the proposed project. It may meet some or most of the applicant's objectives, but it is possible that key project objectives, including maximizing job generation and tax revenue generation, would not be met;

- Alternative 2: No Project – Existing Land Use Designation - Continued Agricultural Use. This alternative is the continued agricultural use of the Plan Area into the foreseeable future. With the exception of groundwater impacts, this alternative is environmentally superior to the proposed project. However, this alternative would not meet any of the project objectives. None of the beneficial effects of the proposed project would be realized;
- Alternative 3: Alternative Project Location A. This approximately 350-acre site is located to the east of the Plan Area across U.S. Highway 101 within the City’s Sphere of Influence boundary. It is unknown whether or not the applicant could reasonably acquire, control, or gain access to the site. At a project level, this alternative is not considered to be environmentally superior to the proposed project. It would meet several project objectives, but may not meet the objective of developing an agricultural center on land with immediate access to U.S. Highway 101. Further, the feasibility of mitigating flood hazards at Location A is uncertain. If this is not possible, the applicant’s objectives of maximizing job generation and tax revenue generation may not be met; and
- Alternative 4: Alternative Project Location B. This approximately 400-acre site is located near Williams Road and Alisal Road within the City’s Sphere of Influence boundary. It is unknown whether or not the applicant could reasonably acquire, control, or gain access to the site. At a project level, this alternative is not considered to be environmentally superior to the proposed project, nor would it meet a number of project objectives including the objective of developing an agricultural center on land with immediate access to U.S. Highway 101 and the objective reducing the environmental footprint of specific components of the proposed project.

### **Environmentally Superior Alternative**

Alternative 2 is considered to be the environmentally superior alternative. Guidelines section 15126.6(d)(2) states that if the environmentally superior alternative is the “no project” alternative, the EIR shall also define an environmentally superior alternative among the other alternatives.

Neither Alternative Location A or B are considered to be environmentally superior at a project level. On balance, neither have clear environmental benefits relative to the proposed project. Development at Locations A and B may avoid or substantially lessen one or more of the significant impacts identified for the proposed project, but could also result in new impacts and/or intensification of impacts identified for the proposed project. From a cumulative impact perspective, effects of developing Locations A and B, both of which are within the City’s Sphere of Influence boundary, have already been considered and addressed in the City’s General Plan FEIR and the General Plan SEIR for the Future Growth Area. Development of the Plan Area

would generate a range of “new” environmental effects relative to development of Locations A and B that would not occur if the project were developed at Location A or B. Therefore, from a cumulative impact perspective, both Alternative Locations A and B are considered environmentally superior to the proposed project.

Additional alternatives such as project redesign, reduced development intensity and scale, and other alternative project locations were considered. These were not evaluated in detail due to their inability to: 1) avoid or substantially lessen significant impacts identified for the proposed project without potentially creating new and/or intensified impacts relative to the proposed project; and/or 2) substantially meet the project objectives.

### ***Issues to be Resolved***

The City of Salinas will need to make a decision about whether to approve the proposed project or one of the alternatives. If it approves the proposed project, the City Council will be required to make a statement of overriding considerations, finding that the benefits of the proposed project outweigh the project’s significant and adverse environmental impacts. The City Council will also need to find that the alternatives are not feasible due to specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers. The findings shall be supported by substantial evidence in the record (CEQA Guidelines section 15091).

### ***Significant Effects and Mitigation Measures***

The proposed project’s significant effects and mitigation measures are summarized in [Table S-3, Significant Impacts and Mitigations Summary](#).

**Table S-3 Significant Impacts and Mitigation Measure Summary**

<b>Area of Concern</b>	<b>Significant Impact</b>	<b>Mitigation Number</b>	<b>Mitigation Measure Summary</b>	<b>Residual Impact</b>
Agriculture	Conversion of 257 acres of Prime Farmland to urban use	AG-1	Dedication of agricultural conservation easements to permanently protect agricultural land consistent with the City's Agricultural Land Preservation Program.	Significant and Unavoidable
Air Quality	Operations of new development will generate criteria air emissions that exceed impact thresholds.	None	Consistency of new development with General Plan and MBUAPCD rules and regulations will serve to reduce air emissions. The Specific Plan development standards for: improved energy efficiency, accommodation of alternative energy vehicles, site design for on-site circulation efficiency (reduced truck idling), promotion of non-motorized transportation (pedestrian and bicycle facilities), and development of transit facilities, mirror operational emissions mitigation actions recommended for a project of this type by the MBUAPCD.	Significant and Unavoidable
Air Quality	Potential installation of stationary sources of air emissions.	None	Use of any future stationary source of air emissions must be consistent with MBUAPCD rules and regulations designed to avoid or substantially reduce potential impacts.	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
Climate Change	Generation of a substantial volume of GHG emissions not previously anticipated. Major sources of GHG emissions will be from of vehicle/truck use, use of refrigerants, and energy use.	None	Measures included in the Specific Plan applied to sources of GHG emissions other than field and line trucks could reduce non-truck GHG emissions by up to about 47 percent. With field truck and line truck GHG emissions included, total GHG emissions could be reduced by up to 28 percent with measures included in the Specific Plan and with implementation of state rules and regulations pertaining to truck emissions.	Significant and unavoidable
Cultural Resources	During construction, potential to uncover and adversely affect unknown archaeological/cultural resources or human remains.	CR-1, CR-2	CR-1. If subsurface resources are uncovered, stop all activity until an appropriate data recovery program can be developed and implemented; and  CR-2. If human remains are uncovered, stop all work and contact appropriate authorities in order to identify and implement recommendations of the authorities.	Less than significant
Geology and Soils	Potential hazards to public safety and structures from seismic shaking.	GEO-1	Design all improvements consistent with the latest edition of the California Building Code and its related seismic standards and with related City conditions of approval.	Less than significant
Geology and Soils	Potential hazards to public safety and structures from liquefaction	GEO-2	Applicants for individual projects shall prepare a detailed site-specific supplemental	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
	related ground failure.		liquefaction study. Final improvement plans shall be prepared subject to recommendations in the liquefaction analysis and be consistent with applicable recommendations provided in the Landset report (the preliminary soil engineering investigation prepared for the Plan Area).	
Hazards and Hazardous Materials	Potential hazards from existing minor leakage of diesel fuel from an above ground fuel storage tank located adjacent to the existing farm buildings.	HZ-1	Conduct limited soils and groundwater testing at the existing hazardous materials containment area. Implement the remediation plan included in the analysis to ensure that contaminated materials are properly handled and disposed.	Less than significant
Hazards and Hazardous Materials	Potential hazards from the use, storage, disposal, or accidental release of hazardous materials by future agricultural industrial businesses within the Plan Area.	None	Use, storage, and disposal of hazardous materials are subject to federal, state, and local regulations. The Monterey County Environmental Health Department is responsible for implementing these regulations to ensure that potential hazards are minimized.	Less than significant
Hazards and Hazardous Materials	Hazards to the safety of employees, occupants, and others utilizing the Plan Area from operations of the	None	New development within the airport area of influence must be consistent with design and development standards contained in Chapter	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
	Salinas Municipal Airport, especially those utilizing the portion of the Plan Area within the Airport area of influence.		4, Airport, and in Chapter 37, Division 7, Airport Overlay District of the Municipal Code to ensure potential hazards are avoided or substantially lessened.	
Hydrology and Water Quality	Potential degradation of surface water quality from urban pollutants contained in storm water runoff from the Plan Area.	None	The proposed project includes a storm water control plan designed to reduce introduction of pollutant loads to receiving waters. Low impact development techniques, including the use of swales with bio-retention elements and other best management practices to treat runoff from the Plan Area, will be implemented. In addition, with implementation of NPDES best management practices for storm water runoff as required by the City, potential impacts would be substantially lessened.	Less than significant
Transportation and Circulation	Exceedence of City, County, and/or Caltrans level of service thresholds at 31 of 44 intersections evaluated in traffic scenarios described in this EIR under Background Plus Project Conditions and at an additional five intersections under Cumulative	T-1, T-2, T-3, T-4	T-1. Payment of traffic impact fees per the City's Traffic Fee Ordinance; T-2. Payment of traffic impact fees through the County's planned Countywide traffic impact fee program; T-3. Applicant construction of improvements along the Plan Area frontages	1) Less than significant at approximately 10 intersections; 2) Significant and unavoidable at approximately 15 intersections <i>unless</i>

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
	(2030) Plus Project conditions. Six new intersections are created by the project and potential impacts mitigated through appropriate intersection design.		with Abbott Street and Harris Road; and/or T-4. Payment of traffic impact fees per the TAMC Regional Development Impact Fee program.	improvements to the intersections that are identified in the Traffic Impact Analysis are added to the City, TAMC, and/or planned Countywide traffic fee programs; 3) Significant and unavoidable at the Airport Blvd./Hansen St. intersection
Transportation and Circulation	Significant impacts on circulation conditions on approximately 10 roadway segments.	T-1, T-4	T-1. Payment of traffic impact fees per the City's Traffic Fee Ordinance; and T-4. Payment of traffic impact fees per the TAMC Regional Development Impact Fee program.	Less than significant

*Source:* EMC Planning Group Inc. 2008

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## INTRODUCTION

### 1.1 REPORT AUTHORIZATION AND PURPOSE

#### ***Determination to Prepare an Environmental Impact Report***

In March 2008, the Uni-Kool partnership (hereinafter “applicant”) submitted preliminary applications to the City of Salinas (hereinafter “City” or “Lead Agency”) for the Salinas Ag-Industrial Center project (hereinafter “proposed project”). A range of entitlement approvals are being sought by the applicant that would facilitate future development of land within the boundary of the proposed project with agricultural industrial related uses. These are discussed in Section 1.3, Project Description, of this environmental impact report (EIR). The total sum of the approvals being requested by the applicant is referred to as “the proposed project” in this EIR.

Future development would be implemented primarily through guidance provided in the *Salinas Ag-Industrial Center Specific Plan* (RJA 2009), prepared by the applicant for consideration by the City. The *Salinas Ag-Industrial Center Specific Plan* (hereinafter “Specific Plan”), the project applications, and supporting technical documentation are available for review at the City of Salinas Community Development Department. *A CD of the draft Specific Plan is included on the inside back cover of this EIR for reference.* For ease of reference, land within the boundary of the area addressed in the Specific Plan will be referred to as the “Plan Area” throughout this document.

The City, acting as the Lead Agency, has determined that future development of the Plan Area as proposed per the Specific Plan may result in significant adverse environmental effects as defined by the California Environmental Quality Act (CEQA) Guidelines section 15064. The City has had this programmatic EIR prepared to evaluate the potentially significant adverse environmental impacts of the proposed project.

Based upon the decision to prepare an EIR, the City prepared an Initial Study and Notice of Preparation (NOP). An NOP is a brief notice sent by the Lead Agency to notify Responsible Agencies, Trustee Agencies, and involved federal agencies that the Lead Agency plans to prepare an EIR for the project. The City solicited guidance from such agencies regarding the scope and content of the environmental information to be included in the EIR.

The NOP and Initial Study were circulated for public review and comment from May 2, 2008 to June 2, 2008 in accordance with CEQA Guidelines section 15082. A scoping meeting was held on May 23, 2008 at the City of Salinas. The meeting was also used as an opportunity for early public consultation consistent with CEQA Guidelines section 15083 as the public was also invited to attend and participate. Written responses to the NOP were received from the following public agencies and private entities:

- California Public Utilities Commission, May 2, 2008
- California Department of Transportation, May 7, 2008
- California Water Service Company, May 7, 2008
- California Department of Conservation, May 16, 2008
- Monterey County Local Agency Formation Commission, May 29, 2008
- Monterey Bay Unified Air Pollution Control District, May 29, 2008
- Monterey County Resource Management Agency, June 4, 2008
- Transportation Agency for Monterey County, June 5, 2008

The Initial Study, NOP, and responses to the NOP received from responsible agencies are contained in [Appendix A](#). *A CD of all appendices to this EIR is included on the inside back cover of this EIR.*

In addition to the May 23, 2008 scoping meeting, the applicant and/or the City held a number of additional early and other consultation meetings with local and state agencies. The purpose was to further scope issues to be considered in the EIR and in several cases, to review and solicit input on project plans, technical analyses, potential mitigation measures, funding issues, etc. Additional early consultation and other consultation meetings with the following public agencies and private entities were conducted:

- Monterey Bay Unified Air Pollution Control District
- Monterey County Local Agency Formation Commission

- Monterey County Resource Management Agency - Public Works (multiple meetings)
- California Department of Transportation (multiple meetings)
- Transportation Agency for Monterey County (multiple meetings)
- Monterey County Water Resources Agency
- California Water Service Company (multiple meetings)
- Pacific Gas and Electric
- Monterey-Salinas Transit
- Central Coast Regional Water Quality Control Board

### ***Preparation Standards and Methods***

This EIR has been prepared by EMC Planning Group Inc. under contract to the City in accordance with CEQA and implementing guidelines. This EIR has been prepared using available information from private and public sources noted herein, as well as information generated by EMC Planning Group Inc. through field investigation.

This EIR will be used to inform public decision-makers and the public of the environmental impacts of build out of the Plan Area at the degree of specificity described in the Specific Plan. Per CEQA Guidelines section 15146, Level of Specificity, the level of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity, in this case the Specific Plan. This EIR therefore presents analyses at a “plan level” and the analysis is focused on the effects anticipated from full build out of the Plan Area.

Consistent with CEQA Guidelines section 15183, Projects Consistent with a Community Plan or Zoning, future individual projects proposed within the Plan Area which are consistent with the development density identified in existing zoning, Community Plan, or General Plan policies for which an EIR was certified shall not require further environmental review. The Specific Plan identifies development densities permitted within the Plan Area as well as policies and development standards to guide future development. Provided this EIR is certified by the City, future projects proposed within the Plan Area that are consistent with the Specific Plan development densities may not require further environmental review. City staff will make a determination about the need for and scope of further environmental review for individual projects at the time individual project applications are submitted.

This EIR describes and evaluates the existing environmental setting within the Plan Area and surrounding areas, discusses the characteristics of the Specific Plan, identifies environmental

impacts associated with build out of the Plan Area, and provides feasible mitigation measures that can be implemented to reduce or avoid identified adverse environmental impacts. This EIR also evaluates alternatives to the proposed project. The EIR does not address the feasibility of mitigation measures or alternatives. The Lead Agency is responsible for determining whether specific mitigation measures or alternatives are feasible.

If an EIR identifies a significant adverse impact, the Lead Agency may approve the project only if it finds that changes or alterations have been required or incorporated into the project that avoid or substantially lessen the environmental impact as identified in the EIR, that such changes or alterations are within the responsibility of another public agency and not the agency making the findings, or that such mitigation is infeasible for specified social, economic, and/or other reasons (CEQA Guidelines section 15091). The Lead Agency may not omit from the project conditions a mitigation measure associated with a project impact identified in the EIR as significant, unless it makes specific findings regarding the omission.

This EIR is an objective public disclosure document that takes no position on the merits of the proposed project. Thus, the findings of this EIR do not advocate a position "for" or "against" the proposed project. Instead, this EIR provides information on which decisions about the proposed project can be based. The EIR has been prepared according to the professional standards and practices of the EIR participants' individual disciplines and in conformance with the legal requirements and informational expectations of CEQA and its implementing guidelines.

## 1.2 PROJECT LOCATION AND SETTING

### ***Project Site Location***

The majority of the Plan Area is located in unincorporated Monterey County (hereinafter "County") adjacent to the southern city limits of Salinas. A small portion of the Plan Area is within the city limits. [Figure 1, Regional Location](#), shows the regional location of the Plan Area. [Figure 2, Plan Area Vicinity](#), illustrates the Plan Area vicinity.

The Plan Area consists of three Assessor's parcel numbers: 177-133-004, 177-133-005 and 177-133-007 which total approximately 257 acres. The Plan Area and the respective parcels and parcel sizes are shown in [Figure 3, Plan Area Parcels and Boundary](#). Parcel 177-133-004, which is approximately 17 acres in size, is located along Abbott Street and is within the city limits. The remaining two parcels are located within the County. The Plan Area is bordered on the northeast by Abbott Street, on the northwest by parcels developed primarily with industrial uses, on the southwest by cultivated agricultural land, and on the southeast by Harris Road, a commercial/industrial business park, and cultivated agricultural land.



Not to Scale

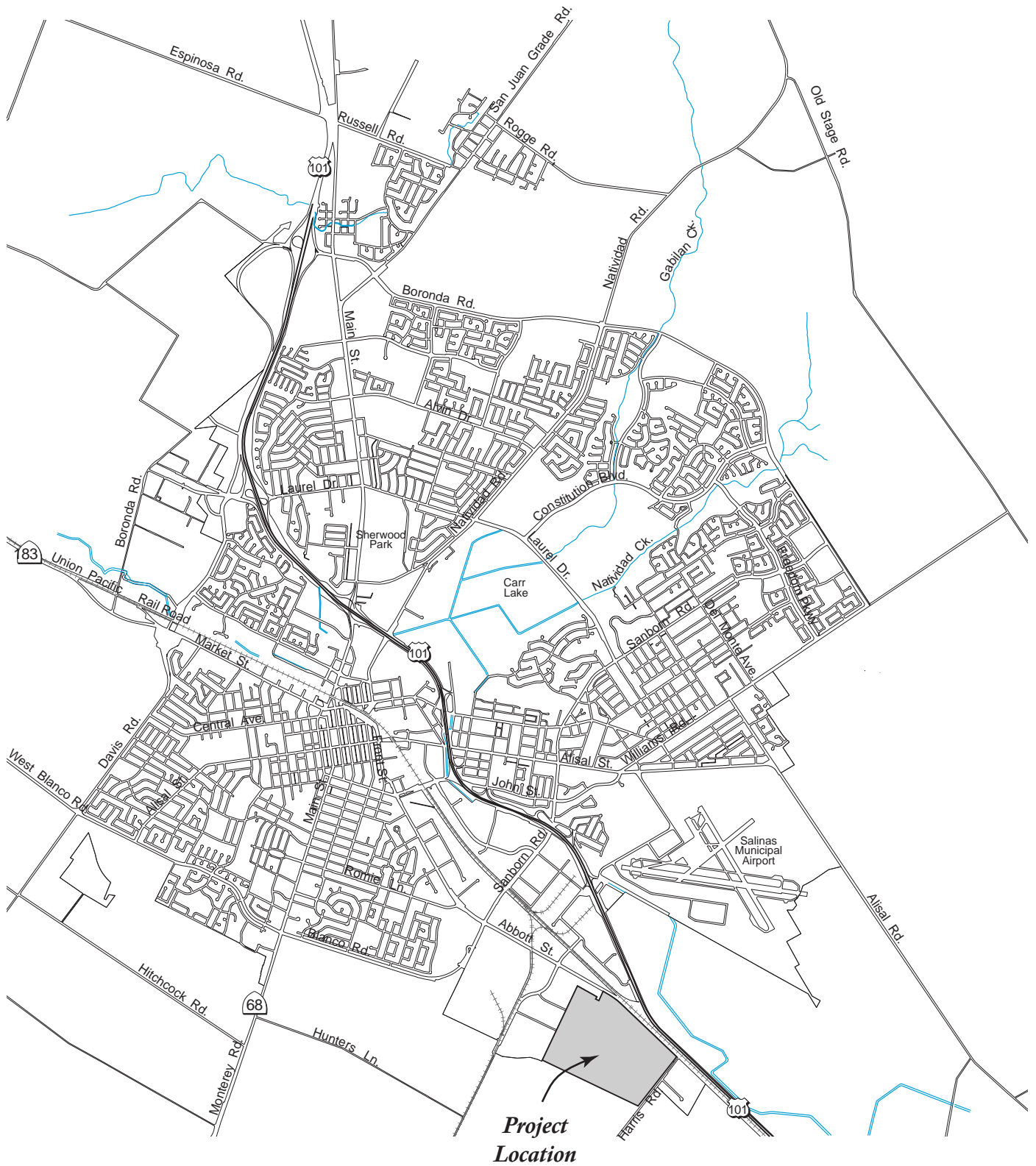
Source: EMC Planning Group Inc. 2008



Figure 1  
Regional Location

Salinas Ag-Industrial Center Program EIR

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0 2,500 feet

Source: EMC Planning Group Inc. 2009, Salinas General Plan 2002

Figure 2

## Plan Area Vicinity

Salinas Ag-Industrial Center Program EIR

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Not to scale.

Source: EMC Planning Group Inc. 2009,  
Ruggeri Jensen Azar 2009



Figure 3  
Plan Area Parcels and Boundary

Salinas Ag-Industrial Center Program EIR

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U.S. Highway 101, a major landmark, and a rail line operated by Union Pacific Railroad, are located adjacent to Abbott Street on the east. At its closest point, the highway is approximately 350 feet from the Plan Area boundary, while the rail line is about 300 feet away. The Salinas Municipal Airport is located approximately three-quarters of a mile to the east. A small portion of the Plan Area is within the Salinas Municipal Airport Area of Influence.

## ***Plan Area Existing Conditions***

Figure 4, [Aerial Photograph](#), and Figure 5, [Plan Area Photographs](#), show existing conditions within the Plan Area and on surrounding properties. The Plan Area currently and has historically been in active agricultural use. Lettuce, cauliflower, and broccoli have been the primary cultivated crops. Two small residences and a farm equipment storage building are located at the southwest corner of the Harris Road/Abbott Street intersection. An above-ground diesel fuel tank is located adjacent to the homes and farm equipment storage area. All existing structures would be demolished and removed. As discussed in Section 2.4, Cultural Resources, none of the structures were found to be historic.

The Plan Area contains four wells which historically have provided water for agricultural irrigation. A single public utility easement is located in the northeastern corner. Water, sewer, and industrial wastewater infrastructure is located in road rights-of-way adjacent to or near the Plan Area boundary. Local access is provided by Abbott Street and Harris Road. The nearest accesses to U.S. Highway 101 are at the Airport Road interchange approximately 1.5 miles to the northeast and at Abbott Street, about the same distance to the southeast.

As described in the *Engineer's Report: Salinas Ag-Industrial Center* (RJA 2009), topographically, the Plan Area is nearly level with a slope of 0.2 to 0.3 percent. It generally slopes from the south and southwest to the north and northeast with elevations ranging from a low of approximately 56 feet above sea level along Abbott Street to a high of about 63 feet towards the western and southwestern margins. Because of its historic use for agriculture, the Plan Area is devoid of trees or other types of native or other vegetation. A biological survey was prepared to evaluate biotic conditions within the Plan Area (Mercurio 2008). The survey revealed no evidence of the presence of sensitive biological resources.

## ***Vicinity Existing Conditions***

Along a portion of its northwestern and southeastern boundaries, the Plan Area is contiguous to industrial and commercial development located within the City. An industrial park is located to the northwest. Primary occupants include Quinn/CAT heavy equipment service, Seed Dynamics, and the Monterey-Salinas Transit maintenance yard. Additional industrial uses,

including the County of Monterey Agricultural Center and the Alsop Electric Motor Company, are located on the northeastern side of Abbott Street adjacent to the Plan Area. An incorporated “peninsula” of land on the southeast side of Harris Road is developed as an industrial/commercial business park. Active agricultural activities within the County take place adjacent to the Plan Area on the southeast and southwest.

There are no notable, intact biotic resources or natural surface water bodies in the immediate vicinity. Several agricultural drainage/flood protection channels traverse through surrounding agricultural lands. The most significant of these is the Reclamation Ditch, a regional storm water/flood control facility which is located to the east of U.S. Highway 101 and managed by the Monterey County Water Resources Agency.

### ***Existing Plan Area and Vicinity Planning Designations***

#### **Plan Area Relationship to City and County Planning Boundaries**

Figure 6, Existing City Limit and SOI, shows the relationship of the Plan Area to the Salinas city limit line and the City’s Sphere of Influence (SOI) boundary. As noted previously, the parcel which fronts on Abbott Street is within the city limits and within the City’s SOI. This parcel links the existing industrial park located southeast of Harris Road with industrial uses to the northwest and northeast of the Plan Area.

#### **Existing Land Use, Zoning, and Sphere of Influence Boundary**

Land use and zoning designations that apply to the Plan Area are illustrated in Figure 7, Existing Land Use Designations, and Figure 8, Existing Zoning. The portion of the Plan Area within the City is designated Agriculture in the *City of Salinas General Plan* (City of Salinas 2002). The remainder, which is within unincorporated Monterey County, carries a County land use designation of Farmland (40-acre minimum). Developed areas to the northwest and southeast within the City are designated General Industrial and Business Park, while areas in the County are designated Farmland (40-acre minimum).

Existing zoning for areas within the City is consistent with their respective land use designations. Development within areas designated General Industrial is implemented using standards contained in the Industrial–General zoning district. Development within the Business Park land use designation is implemented by the Industrial–Business Park zoning district standards.



0 1600 ft



Source: EMC Planning Group Inc. 2009, Google Earth 2009

## Figure 4 Aerial Photograph

Salinas Ag-Industrial Center Program EIR

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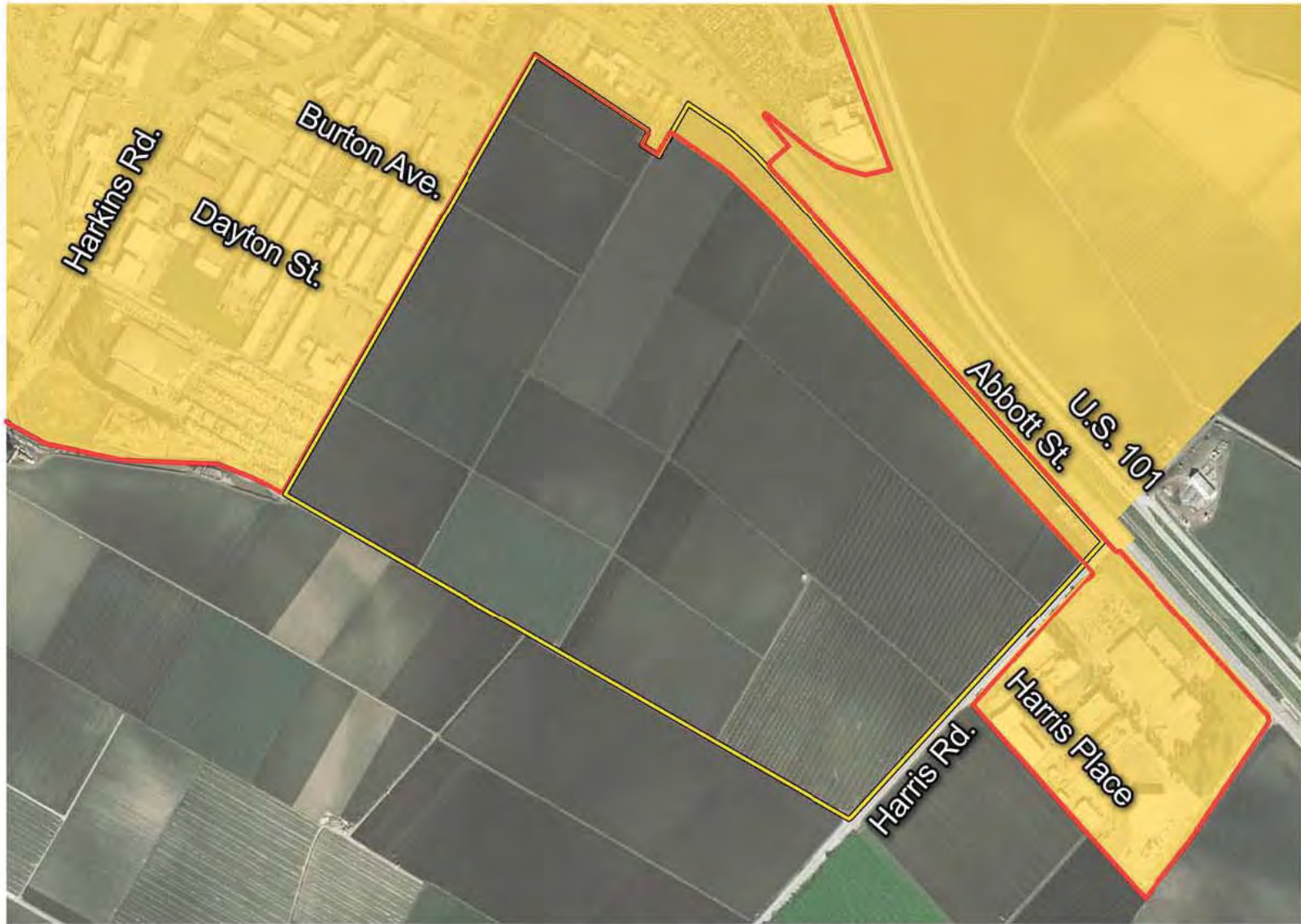
Views across the site to the northwest as seen from the Abbott Street/Harris Road intersection (also representative of views from U.S. Highway 101)



View to the north from the south corner of the Plan Area at Harris Road. Existing industrial uses are seen in the background.

Source: EMC Planning Group Inc. 2009

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Legend

- (City of Salinas) Sphere of Influence
- Specific Plan Boundary
- Existing City Limit



Not to scale.

Source: EMC Planning Group Inc. 2009, Ruggeri Jensen Azar 2009

Figure 6

## Existing City Limit and SOI

Salinas Ag-Industrial Center Program EIR

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#### Legend

- Agriculture (City)
- Farmland (County)
- Specific Plan Boundary
- Existing City Limit
- Airport Area of Influence Boundary

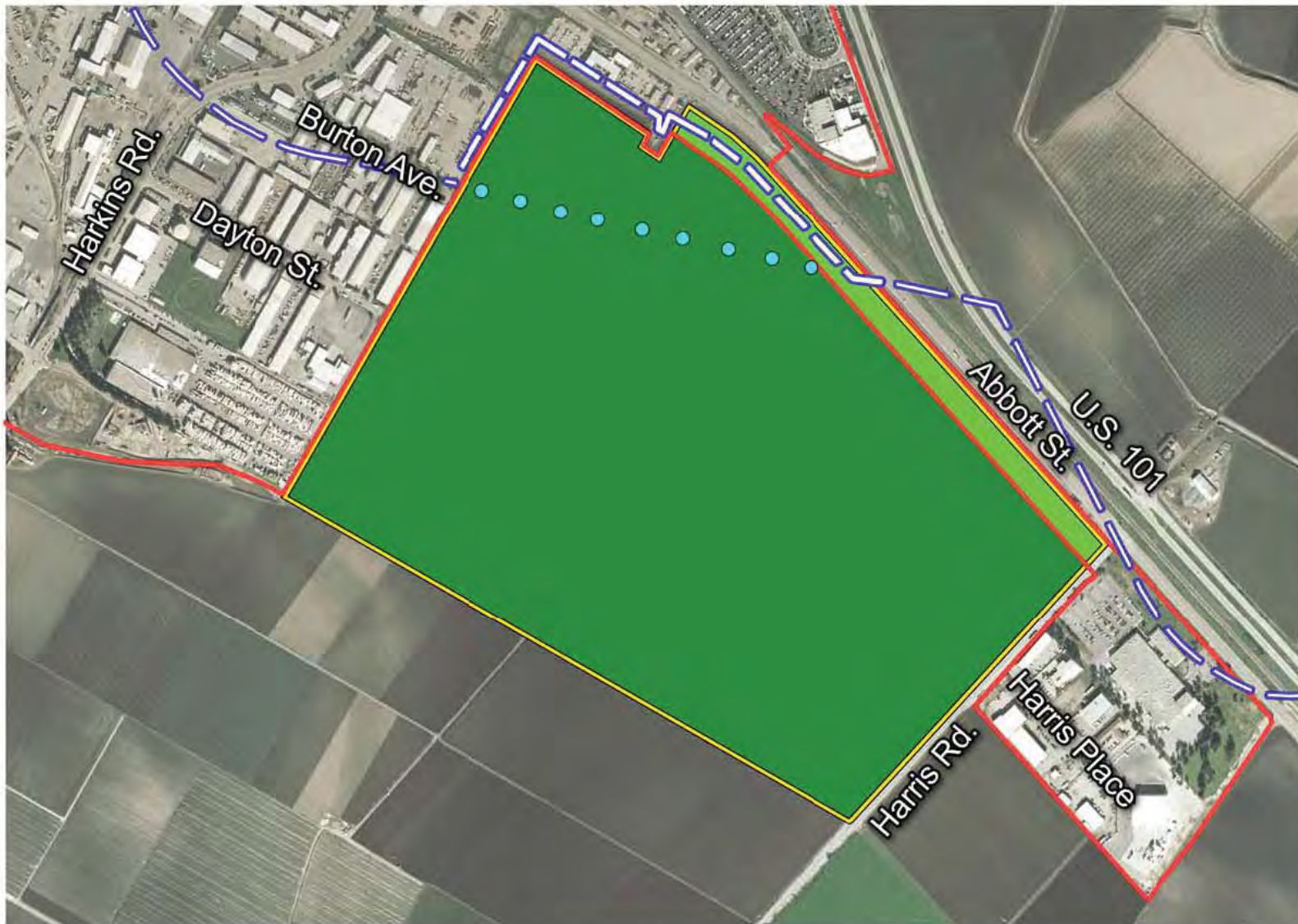


Not to scale.

Source: EMC Planning Group Inc. 2009, Ruggeri Jensen Azar 2009

Figure 7  
Existing Land Use Designations  
Salinas Ag-Industrial Center Program EIR

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# Legend

- (A) Agriculture (City)
- (F 40) Farmland (County)
- Specific Plan Boundary
- Existing City Limit
- Airport (AP) Overlay District Boundary
- Airport Area of Influence Boundary



Not to scale.

Source: EMC Planning Group Inc. 2009, Ruggeri Jensen Azar 2009

Figure 8  
Existing Zoning

Salinas Ag-Industrial Center Program EIR

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A portion of the Plan Area is located within the Salinas Municipal Airport Area of Influence as shown in [Figures 7 and 8](#). Specific development standards in the City’s Airport Overlay District will apply to future development in this area of influence to ensure its compatibility with airport operations. Please refer to Section 1.4, Local and Regional Plan Consistency and Section 2.7, Hazards and Hazardous Materials for more information.

## 1.3 PROJECT DESCRIPTION

This section describes the fundamental elements of the applicant’s proposed project as described in the Specific Plan and its accompanying supporting documents including project objectives, descriptions of requested entitlements and descriptions of proposed developed uses and planned infrastructure. Further aspects of the applicant’s proposal are described in discussions of individual environmental issues in Section 2.0, Environmental Setting, Impacts, and Mitigation Measures.

### ***Project Objectives***

As represented by the applicant, the Salinas Ag-Industrial Center Specific Plan is a key component in the strategy to transform Salinas into a regional and global center for agricultural-innovation and industry with a focus on fresh foods, and to capitalize on the high value opportunities that are at the crossroads of the agricultural industry today (Kotkin 2008). The following key objectives are the applicant’s basis for the formulation of the Specific Plan policies, design principles, regulations and development standards:

1. Increase Salinas’ potential agricultural industrial processing capacity beyond the currently designated industrial lands within the City’s SOI;
2. Create a large agricultural-industry hub of synergistic uses that promotes agricultural industry and innovation, and enables businesses to capture cost and resource efficiencies that result from locating within Salinas – an important center of the West Coast agricultural industry;
3. Implement the vision to further Salinas’ urban development and services with “orderly and appropriate land use development” as set forth in the Greater Salinas Area Memorandum of Understanding (GSA MOU) between the City and County dated August 28, 2006, and as confirmed in the MOU Supplemental Agreement dated March 27, 2008 (“Uni-Kool Site”);

4. Establish an urban limit for the west and the south of Salinas, west of U.S. Highway 101 through the recording of Agricultural Buffer Easements providing for the protection of the adjacent agricultural land;
5. Attract agricultural industry development to Salinas by streamlining the development review and environmental review processes and promoting development and site design flexibility and functionality needed to accommodate the evolving needs of the agricultural industrial business sector;
6. Maximize the total potential tax revenue for the City and the County from the Plan Area by providing highly functional and environmentally feasible development capacity, maximizing the use of the land, and providing opportunities for high quality economic development;
7. Retain Salinas' existing agricultural related job base and expand employment generation potential from the Plan Area by maximizing development capacity and providing for diverse agricultural industrial uses that create high value employment opportunities in close proximity to Salinas' existing population base; and
8. Acknowledging the intensive resource usage, traffic generation, and land development that are characteristic of agricultural industrial uses, reduce the environmental footprint of the new development by:
  - a. Protecting the adjacent agricultural production lands to the west and south of the Plan Area through the recording of agricultural buffer easements;
  - b. Providing a large agricultural industry hub with efficient access to U.S. Highway 101 and other major transportation corridors that encourages multiple, related businesses to locate in proximity to each other and by so doing, reduce the number and length of vehicle trips including cross-town trips, reduce congestion on local roads, reduce generation of air pollutants and greenhouse gases, and reduce potential for industrial vehicle (truck) conflicts with passenger vehicles and pedestrians;
  - c. Locating intensive industrial uses where impacts related to land use incompatibilities such as noise, light and glare, air quality, aesthetic, safety, hazards (i.e. ammonia coolant release), etc. are minimized;
  - d. Locating urban development with immediate access to urban infrastructure such that the environmental impacts and costs of extending infrastructure or constructing additional infrastructure facilities is minimized;

- e. Siting the Center on a parcel of land that is outside of areas of existing natural hazards and biological constraints that would either be impacted by the development or reduce its potential developable area; and
- f. Incorporating development standards that promote green building and climate change mitigation.

The proposed project would accommodate activities that the applicant feels are fundamental to the agricultural sector and to the economic viability of agricultural commodity production. In this regard, the proposed project is considered an agricultural land use. It would provide added value to agricultural commodities and the agricultural sector that otherwise may not be captured. By doing so, the economic viability and value of land in Monterey County that is used for agricultural production is enhanced.

In a report entitled *Public Services Plan & Fiscal Impact Analysis* prepared for the proposed project, Applied Development Economics projects that at build out, the proposed project would generate approximately 4,142 jobs (ADE 2009).

## ***Specific Plan Overview***

The Specific Plan is the guide for future development of the Plan Area. The Specific Plan is consistent with content requirements elaborated in California Government Code section 65451, which in short, specifies that a specific plan must address land use, infrastructure, development standards and criteria, an implementation program and a statement of the relationship of the specific plan to the general plan. The Specific Plan includes the following chapters:

- Introduction;
- Plan Area;
- Land Use;
- Design;
- Development Regulations;
- Circulation and Transportation;
- Resource Management;
- Public Infrastructure; and
- Implementation and Financing.

The Specific Plan and the Master Parcel Map, supported by the *Engineer's Report: Salinas Ag-Industrial Center* (hereinafter "Engineer's Report"), contain the main components of the overall project description. Content of the Specific Plan is described throughout this EIR where it is relevant to discussions of the environmental setting, impact analysis and/or mitigation measures. A CD of the Specific Plan can be found on the inside back cover of this EIR.

## **Proposed Land Uses and Development Capacity**

As indicated in the Specific Plan, the applicant is proposing to develop the Plan Area specifically with agricultural related industrial uses. For this to occur, the existing City and County land use designations which apply to the Plan Area must be amended. The applicant is therefore seeking a general plan amendment that would change the existing City land use designation for the 17-acre portion of the Plan Area now within the City, from Agriculture to General Industrial. The applicant is also seeking annexation of the remaining 240 acres of the Plan Area and approval of a general plan amendment that would change the current land use designation to General Industrial. As described in the City of Salinas General Plan, the General Industrial land use designation:

...provides for uses that often create nuisances that cannot easily be mitigated and which are desirably separated from other uses. Use that may be allowed in the General Industrial land use designation include food processing, packing, trucking, container manufacturing and similar industries. The maximum intensity of development is a floor area ratio of 0.5.

The General Industrial designation allows a broad range of uses. For reasons described in Section 1.4, Local and Regional Plan Consistency, under a memorandum of understanding between the City and the County known as the Greater Salinas Area Memorandum of Understanding, future development within the unincorporated portion of the Plan Area is limited to agricultural related uses. The Specific Plan identifies two proposed land uses that are consistent with the General Industrial land use designation: Agricultural-Industrial and Abbott Street Frontage Zone. Each of these uses is summarized below.

**Agricultural-Industrial.** The 240 acres of currently unincorporated land within the Plan Area is classified in the Specific Plan as Agricultural-Industrial. Allowed uses include agriculture processing, agriculture processing related uses, and/or uses that support agricultural related industries. The Specific Plan includes a detailed description of uses that are permitted either outright or with Site Plan Review approval or Conditional Use Permit approval. While many classes of General Industrial uses allowed within the City are also allowed within the

Agricultural-Industrial classification, a number of classes of General Industrial uses that are not compatible with agricultural related uses are not permitted.

Two proposed uses within the Agricultural-Industrial classification do not currently exist in the City: Major Agricultural Processing and Minor Agricultural Processing. These new uses incorporate a full range of agricultural related development as described below.

**Major Agricultural Processing.** Major Agricultural Processing uses are generally defined in the Specific Plan as uses that alter raw produce (such as fruits or vegetables) into consumable food products. Agricultural produce processing facilities, food products processing facilities, and wineries are major agricultural processors. These uses typically utilize a combination of the following processes: refinement, treatment, conversion, cooling, dehydration, fermenting, sorting, cleaning, packaging, canning, freezing, bottling, storing, and distributing agricultural commodities. Large-scale equipment such as tumblers, forklifts, conveyors, lifts, sorters, vacuum cooling tubes, weighing systems, and sealers will typically be necessary to these uses, along with other heavy machinery and equipment customarily used or proposed for use in the agricultural processing industry. Major Agricultural Processing uses are typically higher volume water users, and usually require a sizeable land area to accommodate handling of materials, house large equipment, and to store packaging materials and finished product. Typical businesses will include ancillary uses such as office space for employees and visitors, shop buildings, supply buildings and/or supply yards, warehousing, and fabrication or cooling facilities.

**Minor Agricultural Processing.** Minor Agricultural Processing uses include agricultural related industries not classified as Major Agricultural Processing. These uses are complementary to the Major Agricultural Processing uses and generally support those uses by producing related products, equipment, or services. Generally, these uses include:

- Businesses engaged in all, or portions of, the steps required for the production, assembly and/or integration of commodities, supplies, tools, equipment, vehicles, etc. Such business may be focused on single or intermediate steps in a larger process such as cooling, packing, manufacturing, or part fabrication;
- Uses related to energy, pharmaceutical products, and industrial goods so long as the businesses comply with the Specific Plan goals, policies, and development regulations, and generally serve, patronize, support and/or sustain the agricultural industry; and
- Facilities that are engaged in providing direct support services to the agricultural industry, such as research, innovation, design, development, testing, management, and sales. Such businesses could also include printers, vehicle repair services, equipment sale/rental, laboratories, educational institutions, or research and development facilities.

Like the proposed Major Agricultural Processing uses, some Minor Agricultural Processing uses will require large parcels to operate efficiently. Typical businesses will have office space for employees and visitors, shop buildings, supply buildings and/or a supply yards, warehousing, and fabrication or cooling facilities.

**Abbott Street Frontage Zone.** This designation applies to the approximately 17 acres of the Plan Area located along Abbott Street that currently are already within the City limits. Uses include those typically permitted on lands designated General Industrial. Uses allowed within the Agricultural-Industrial designation are also permitted within the Abbott Street Frontage Zone. When a parcel straddles the Abbott Street Frontage Zone, the portion of the parcel outside of the Zone may only accommodate uses allowed within the Agricultural-Industrial designation.

Parcels for public facilities, such as water wells and power substations, may be needed. These types of uses are allowable anywhere within the Plan Area subject to discretionary review by the City.

### Development Capacity

A breakdown of projected use distribution for the Plan Area is provided in [Table 1, Proposed Plan Area Uses](#). Major Agricultural Processing and Minor Agricultural Processing will be the dominant uses within the area designated Agricultural-Industrial and may also be developed within the area designated Abbott Street Frontage Zone. Therefore, use distribution is defined in terms of these uses, rather than in terms of the proposed Agricultural-Industrial and Abbott Street Frontage Zone land use designations.

The Specific Plan allows flexibility in the distribution and location of the Major and Minor Agricultural Processing uses. Either of these uses can be located anywhere within the Plan Area. Abbott Street Frontage uses are allowed only within the Abbott Street Frontage Zone. All site development applications submitted by individual developers will be required to include an updated land use map (shown in Appendix D of the Specific Plan) reflecting the land use designation being requested. This will enable the City to track cumulative development by use and to then determine for any given proposed project whether the “maximum” number of acres shown for the land use categories in [Table 1](#) is being exceeded. If so, heightened scrutiny of the project’s consistency with the Specific Plan and with the impact analysis contained in this EIR will be required. The review is needed to determine if the project may generate new significant impacts or increase the severity of impacts identified in this programmatic EIR. Additional CEQA analysis may be needed in either of these cases.

Development capacity for the Plan Area can also be expressed in terms of total building area. The applicant is proposing floor to area ratios (FAR) of 0.3 for Major Agricultural Processing Uses and 0.5 for Minor Agricultural Processing and All Other Uses. The FAR is defined as the ratio of the total floor area of building to the total area of the parcel or lot on which it is located.

**Table 1 Proposed Plan Area Uses**

<b>Proposed Uses</b>	<b>Minimum (net acres)</b>	<b>Probable (net acres)</b>	<b>Maximum (net acres)</b>
<b>Major Agricultural Processing</b>			
Agricultural-Industrial & Abbott Street Frontage	0	90	101
<b>Minor Agricultural Processing and All Other Uses</b>			
Agricultural-Industrial	0	130	220
Abbott Street Frontage	0	15	15
<b>Other</b>			
Public Street Right-of-Way	--	22	--
<b>Total</b>	--	<b>257</b>	--

*Source:* RJA 2009

To determine total building capacity for the proposed uses, the FAR for each use is applied to the total net acres proposed for each use. Total building area for each use is summarized in [Table 2, Total Building Area](#). Table 2 shows both a probable (estimated by the applicant) and a maximum building square footage for each use. The maximum square footages for each use are not additive, but rather represent the maximum square footage of any one use that could be developed. The maximum square footage for all three uses will never simultaneously be reached. A total maximum square footage for build out of the Plan Area has not been defined.

### **Site Planning and Development Design**

The Specific Plan makes numerous references to the need for flexibility in site planning and development design. The intent is to ensure that a broad range of agricultural industrial uses can be accommodated within the Plan Area. The Design chapter of the Specific Plan reflects the applicant's goal to provide such flexibility. Site design, architecture, parking and circulation, landscaping, lighting, and signage are among the key design issues addressed.

**Table 2 Total Building Area**

<b>Proposed Uses</b>	<b>FAR</b>	<b>Probable (square feet)</b>	<b>Maximum<sup>1</sup> (square feet)</b>
<b>Major Agricultural Processing</b>	.3		
Agricultural-Industrial & Abbott Street Frontage		1,176,120	1,319,868
<b>Minor Agricultural Processing and All Other Uses</b>	.5		
Agricultural-Industrial		2,831,400	4,791,600
Abbott Street Frontage		326,700	326,700
<b>Total</b>		<b>4,334,220</b>	

*Source:* RJA 2009

*Note:* <sup>1</sup>The maximum building capacity for all three uses will never be simultaneously reached, but rather represents the maximum building square footage that could be built for each use.

The Specific Plan includes flexible site design principles because industrial uses of the type envisioned can have broad site design and facility functionality requirements. For example, agricultural product cooling projects require broad paved areas to enable efficient circulation of large and small trucks. Cooler buildings are generally large and rectangular to ensure functionality of storage and internal vehicle movement. Site improvements such as lighting, mechanical equipment, etc., must be robust enough to support what may be intensive production processes occurring over large portions of a site. Outdoor storage of materials may be needed to facilitate efficient availability of materials. The design principles are less focused on the form of development than they are on facilitating the functionality of the development. More information on design principles can be found in relevant subsections of Section 2.0, Environmental Setting, Impacts and Mitigation Measures.

## ***Proposed Zoning and Development Regulations***

Government Code Section 65451 provides that a Specific Plan shall include standards and criteria by which development will proceed. The applicant is requesting the City to pre-zone/re-zone the Plan Area to Industrial-General (IG) to ensure zoning is consistent with the proposed General Industrial land use designation. Due to the desire for development standard flexibility, the Specific Plan includes standards that modify a number of Industrial-General zone district standards and other standards contained in the *City of Salinas Municipal Code* (hereinafter

“Municipal Code”), Chapter 37, Zoning. The requested modifications are described in detail in Chapter 5 and Appendix E of the Specific Plan. Most of the modifications pertain to standards described in Articles III and V of Municipal Code Chapter 37, Zoning. The standards contained in the Specific Plan apply only to development within the Plan Area.

The Specific Plan has been prepared to conform to the Specific Plan Overlay District Standards as described in Chapter 37, Article IV, Division 2 of the Municipal Code. The purpose of the Specific Plan Overlay District is to:

- Ensure orderly planning for the development of new growth areas and the revitalization of existing developed areas;
- Avoid premature or inappropriate development that would result in incompatible uses or create public service demands exceeding the capacity of existing or planned facilities;
- Allow for detailed and flexible planning of larger areas of land;
- Maintain environmental equilibrium consistent with existing soil, groundwater, stormwater, vegetation and air resources; and
- Ensure sensitive site planning and design.

The Specific Plan Overlay District may be combined with any zoning district located in the City. The district with which the Specific Plan Overlay is combined shall be the base zoning district, in this case IG. Use classifications, development regulations, and design standards shall be those of the underlying base zoning district's use classifications, development regulations, and design standards except as modified by a specific plan adopted for the site. Where a conflict occurs between the Specific Plan Overlay District and the base district or any other section of the Municipal Code, the Specific Plan Overlay District regulations shall prevail. The Specific Plan provides that where conflict occurs between the provisions of the Specific Plan and the base district regulations, special provision or other provisions of the Municipal Code, the Specific Plan goals, policies and regulations shall prevail.

Design and development standards in the Specific Plan address site planning, architecture, roof treatments, parking and circulation, loading facilities, landscaping, walls and fences, screening, lighting and signs. A number of modifications to the City's Supplemental Regulations are also proposed. The purpose of the modifications is to maximize the site and development design flexibility needed to accommodate a wide range of potential future agricultural industrial uses with diverse functional and operational requirements. Future projects proposed within the Plan Area must be consistent with the Specific Plan development standards.

## ***Proposed Land Division – Master Parcel Map***

The applicant has submitted an application for a Master Parcel Map. The applicant is proposing to divide the Plan Area into five major parcels, A through E, as illustrated in [Figure 9, Master Parcel Map](#). A small parcel, F, is being anticipated as a location for the California Water Service Company (hereinafter “Cal Water”) as the location for a future water well site. The purpose of the land division is to facilitate future development by providing parcels of varying sizes that can meet needs of potential future individual project developers. In the future, it is likely that the applicant or future developers may request approval to further divide one or more of the master parcels as future project needs dictate.

Typically, a subdivision of land into more than four parcels requires a tentative map/final map per the Subdivision Map Act. However, the Subdivision Map Act and the City’s Municipal Code Section 31-302 (c) allow an exemption to this requirement in cases where:

...the land consists of a parcel or parcels of land having approved access to a public street or highway which comprises a part of a tract of land zoned for industrial or commercial development, and which has the approval of the governing body as to street alignments and widths.

The applicant’s Master Parcel Map provides detailed information about the proposed land division. Plans include information on parcel descriptions, dedications and easements, circulation design and roadway geometrics, service and utility infrastructure, proposed grading, etc.

## ***Proposed SOI Amendment and Annexation***

The applicant is requesting that both the City and the Monterey County Local Agency Formation Commission (LAFCO) approve an SOI amendment and to annex 240 acres of the Plan Area. In addition, this area must be attached/detached to and from the service areas of two special districts; actions that are subject to LAFCO approval. Seventeen acres of the Plan Area (APN 177-133-004) located along Abbott Street are already within both the SOI and the city limits; the requests do not apply to this parcel. The City may first consider the requests and conditionally approve them; however, the City’s approvals would not become effective until LAFCO subsequently considers and approves the requests.

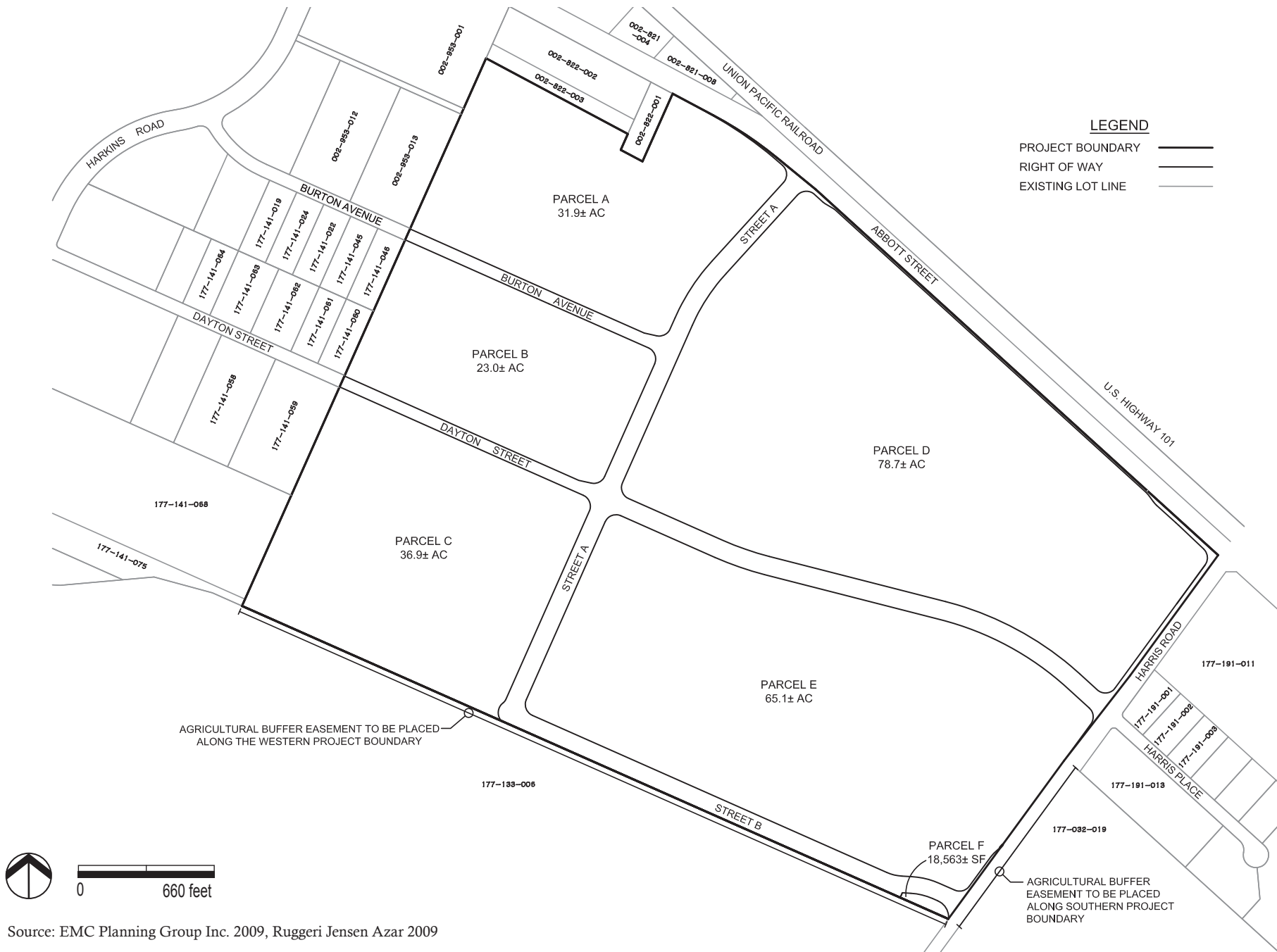


Figure 9  
Master Parcel Map

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LAFCO has the primary discretion to approve or deny SOI amendment and pre-zoning/annexation requests. If the City first conditionally approves the applicant's requests, the City will file a Resolution of Application and submit supplemental application materials to LAFCO. This would represent the City's formal request to LAFCO to consider and approve the proposed SOI amendment and pre-zoning/annexation. If LAFCO approves the City's request, the City's prior conditional approval for the same actions would then become effective.

The applicant and the City consulted with LAFCO staff regarding the proposed SOI amendment and pre-zoning/annexation actions and held a pre-application meeting consistent with LAFCO processing requirements. Pursuant to LAFCO requirements the City and the County also held a consultation meeting to discuss key issues related to the actions.

More information on LAFCO related issues is found in Section 1.4, Consistency with Local and Regional Plans.

## ***Development Implementation***

Chapter 9 of the Specific Plan, Implementation and Financing, includes information on the anticipated entitlement and environmental review processes for the proposed project and for subsequent individual projects, procedures for administering the Specific Plan, development timing and financing, and maintenance. Two implementation topics, phasing and maintenance, are of particular interest for understanding how future development will proceed.

### **Phasing**

It is anticipated that the Plan Area will develop incrementally over time based on demand for land by agricultural industrial project developers. For this reason, a specific phasing plan has not been identified. Primary backbone infrastructure needed to connect individual master parcels to existing infrastructure systems (roads, water supply, sanitary sewer, industrial wastewater, storm drainage, etc.) will be constructed either by the master developer or individual project developers on an as needed basis to support incremental demand as the Plan Area builds out. Individual project developers will be responsible for obtaining entitlements (including any required CEQA review) and for constructing improvements within their individual project parcels.

### **Maintenance**

The applicant plans to offer all public lands, public rights-of-way, and public easements to the City for dedication. Once the City accepts the dedications, the City would be responsible for maintaining improvements within these areas. Areas the applicant plans to offer for dedication and/or public easements include, but may not be limited to:

- Abbott Street and Harris Road along their frontage with the Plan Area;
- Internal backbone roadways; and/or
- Landscape Buffer Easements as describe in Chapter 4 of the Specific Plan.

The City typically requires formation of a landscape, lighting and maintenance district to finance maintenance costs. The applicant will assist the City in the formation of a landscape, lighting and maintenance district to finance the maintenance of the landscaping and lighting improvements associated with the dedications listed above.

All privately owned lands and private easements, together with their associated improvements, will be maintained by the individual parcel owners or other private entities. Other public and quasi-public utilities including water, electrical, gas, and communications facilities will be owned and maintained by their respective public utility companies.

## ***Other Project Components***

### **Circulation and Access Improvements**

**On-Site Circulation.** The Plan Area will be accessed by four existing roadways – Abbott Street, Harris Road, Burton Avenue and Dayton Street. The backbone internal access road plan (please refer back to [Figure 9](#)) is designed to connect with the existing public street network in a manner that accommodates the diverse types and volumes of trucks and vehicles that will utilize the roadway network. The internal circulation system consists of five streets. Burton Avenue and Dayton Street will be extended into the Plan Area from their current terminus at the western boundary of the Plan Area. Dayton Street will be extended all the way through to Harris Road. These two roadways, along with a new Street “B” located along a portion of the southern boundary of the Plan Area, will provide the primary east-west access routes. A new Street “A” will extend from Abbott Street to the western Plan Area boundary at Street “B”. Street “A” and the eastern segment of Dayton Street will be designed to carry the highest volumes of traffic. Additional internal access roads will likely be needed to provide access to additional parcels created by future land divisions. All internal backbone roads will be constructed by the applicant as the Plan Area builds out. The Street “A”/Abbott Street intersection and the Dayton Street/Harris Road intersections will be signalized. The Street “B”/Harris Road intersection will be stop controlled.

Cross-sections for these roads are described in the Specific Plan, Master Parcel Map and in Section 2.10, Transportation and Circulation section of this EIR. The on-site circulation plan was prepared by the applicant’s engineer in consultation with City staff and the applicant’s traffic consultant.

Circulation access, efficiency and safety are key design considerations for an agricultural industrial center of the type envisioned. Large trucks and agricultural line trucks are expected to constitute a significant percentage of the vehicle trips to and from the Plan Area. On-site road widths, turning lane locations and queue lengths, access points, turning radii, on- and off-street parking and other circulation components must be planned and designed to account for the unique demands of trucks, while considering the needs of passenger vehicles. Key circulation planning goals include: maximizing efficiency of truck movement within the Plan Area through roadway design and directional signing; facilitating circulation safety among trucks, passenger vehicles, bicyclists, pedestrians, and transit vehicles; and minimizing operational impacts on adjacent Harris Road and Abbott Street. The applicant's traffic engineer provided key inputs to the circulation design process and the applicant consulted the City on several occasions to discuss circulation, bicycle, and pedestrian facility design issues.

**Off-Site Improvements.** At build out, development within the Plan Area could generate up to 16,219 vehicle trips per day. Vehicle trips will be distributed onto roadways throughout the Plan Area vicinity and beyond. To evaluate the potential impacts of adding a substantial volume of traffic to the roadway network, the applicant prepared a detailed traffic impact report which was peer reviewed by the City. The scope of the report was developed in consultation with the City, the County, Caltrans and the Transportation Agency for Monterey County (TAMC). Potential impacts on 46 intersections and 30 roadways (divided into 75 road segments including U.S. Highway 101) that are within the jurisdiction of the City, the County and/or Caltrans were evaluated. Please refer to Section 2.10, Transportation and Circulation, for more information.

Caltrans has been planning a series of improvements to U.S. Highway 101 in the vicinity of the Plan Area, including a new interchange and new flyovers. Caltrans prepared a project study report in 2003 for improvements to the segment of U.S. Highway 101 between the Airport Boulevard interchange in Salinas and Main Street overcrossing in the City of Chualar. In consultation with Caltrans and TAMC, the applicant's traffic engineer made an assumption that a future interchange could be located to the south of the Plan Area on Abbott Street. The analysis of Plan Area build out effects is in part based on this assumption.

Alternative transportation opportunities are provided for in the Specific Plan. Bus stops are proposed on both sides of Abbott Street along the Plan Area frontage; bicycle lanes are provided along the project side of Harris Road, and on both sides of Abbott Street, Street "A", Street "B" and the portion of Dayton Street south of Street "A". Additionally, sidewalks are provided on both sides of all internal public roadways and along the Harris Road and Abbott Street project frontages. Please refer to Section 2.10, Transportation and Circulation, for more detailed information on circulation improvements that are included in the applicant's project description and for information on broader circulation and access issues, impacts and mitigation measures.

## Utility Infrastructure Improvements

Future development will require the full range of urban services infrastructure including water supply, sanitary sewer, industrial wastewater, storm drainage and utilities (power, communications, etc.). The City will be the primary services provider (sanitary sewer conveyance, industrial wastewater conveyance and treatment, and storm drainage collection). Other service/utility providers will include Cal Water (water supply), the Monterey County Water Resources Agency (storm water conveyance of site runoff via the Reclamation Ditch), the Monterey Regional Water Pollution Control Agency (sanitary wastewater conveyance and treatment), and various utilities including PG&E (power).

**On-Site Improvements.** The applicant and/or individual site developers will construct all required on-site “backbone” infrastructure needed to connect the Plan Area to existing off-site service and utility infrastructure and to provide access to such infrastructure from each master parcel. In some cases, the applicant and/or individual site developers must construct or provide funding to construct off-site improvements needed to connect to existing utility systems. The applicant’s Engineer’s Report defines the type, location, and size of required service and utility infrastructure improvements. Please refer to Sections 2.11, Water Supply; 2.12, Sanitary and Industrial Wastewater; and 2.14, Other Issues, for more information on services and utility infrastructure components of the applicant’s project description, including the Engineer’s Report and Master Parcel Map.

**Off-Site Improvements.** Off-site sanitary sewer and industrial wastewater system improvements will be required to meet demand generated by development of the Plan Area. Sanitary wastewater conveyance mains would be extended to the west in Dayton Street to connect with existing off-site mains. Upsizing of off-site industrial wastewater conveyance mains and of an industrial wastewater pump station will be needed. Additional industrial wastewater treatment capacity will also be needed. The City has completed an analysis of options for providing additional capacity. These issues are discussed in Section 2.12, Sanitary and Industrial Wastewater.

Cal Water has determined that it will need sites both within the Plan Area and outside the Plan Area on which to construct new water supply, conveyance, and storage infrastructure. The new infrastructure is needed to supply new development within the Plan Area and to improve Cal Water’s overall system capacity. Cal Water has identified the need to construct a new 1,000,000 gallon water storage tank off-site on a parcel on Dayton Street near Harkins Road that is owned by Cal Water. Please refer back to [Figure 4](#), Aerial Photograph, for the location of that parcel. The parcel already contains other water infrastructure improvements including an existing storage tank. The tank site is within an industrial area and surrounded by industrial uses. Potential environmental effects of constructing this facility are described in relevant sections of Section 2.0, Environmental Setting, Impacts and Mitigation Measures.

## **Grading and Site Preparation**

The applicant's Engineer's Report contains information on grading requirements. The applicant's preliminary grading plan suggests that cuts and fills generally less than approximately three feet will be needed and would generally follow the existing topography. Fills in excess of three feet may be necessary at certain localized areas only. Grading of the "backbone roads" (primary internal roads that provide primary access to the individual master parcels) is expected to yield excess soil that would be temporarily stockpiled within the Plan Area and utilized over time as needed. At full build out, up to approximately 75,000 cubic yards of soil would be needed from off-site sources and must be imported to the Plan Area (RJA 2009).

## **Building Demolition**

The two existing residences and a farm equipment building located near the Abbott Street/Harris Road intersection will need to be demolished. The structures would be demolished with the phase of Plan Area development that requires mass grading in their vicinity. As discussed in Section 2.5, Cultural Resources, the buildings are not historic.

## **Agricultural Land Conservation**

The entire Plan Area is comprised of agricultural land that is classified as Prime Farmland. As discussed in Section 2.2, Agriculture, conversion of Prime Farmland to urban uses is a significant, unavoidable impact of the proposed project. In 2008, the City adopted an Agricultural Land Preservation Program. The Program is intended to help implement General Plan policies that address agricultural land preservation and conservation. The Agricultural Land Preservation Program identifies mitigation for loss of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland that is likely to result from conversion of farmlands to urban uses. Mitigation generally consists of payment of mitigation fees and establishment of agricultural conservation easements.

Independent of mitigation requirements specified in the Agricultural Land Preservation Program, the applicant is proposing an important action to minimize potential for future conversion of agricultural lands located adjacent to the Plan Area. A 70-foot agricultural buffer easement would be created within the Plan Area along its southwestern boundary and a 20-foot easement would be created within the Plan Area along a portion of its frontage on Harris Road. The 20-foot easement is to be considered in combination with the width of the Harris Road right-of-way as the total buffer between developed uses in the Plan Area and adjacent agricultural uses. These portions of the Plan Area abut existing agricultural lands that are in active production. The purpose of the easements is to minimize potential land use conflicts with the adjacent on-going agricultural activities and to restrict the extension of non-Plan Area related

infrastructure across the buffers that might otherwise be used to facilitate future development of the adjoining agricultural lands.

## **1.4 LOCAL AND REGIONAL PLAN CONSISTENCY**

CEQA Guidelines section 15125(d), Environmental Setting, states that an EIR shall discuss any inconsistencies between a proposed project and applicable general plans and regional plans. This section includes a review of the proposed project's relationship to the General Plan, other land use related documents/agreements, and to regional plans and identifies whether inconsistencies with these plans may exist.

### ***City of Salinas General Plan and Greater Salinas Area Memorandum of Understanding***

#### **City of Salinas General Plan**

Development of the Plan Area is not contemplated in the General Plan. At the time the 2002 General Plan was adopted, the Plan Area was not included in the City's SOI, nor did the City anticipate that a request for its annexation to the City would be made over the short-term. Therefore, the General Plan does not include policy or planning approaches that apply to the Plan Area. However, the General Plan does address the City's anticipated growth needs and identifies a number of Future Growth Areas to which new urban development should be directed.

The General Plan contains a range of land use, growth management, economic development and public services policies designed in part to guide the type, location, rate and quality of development within the General Plan planning boundary. While none of these apply directly to the Plan Area, they are an indication of the key issues the City Council will consider in its deliberations about the proposed project. General Plan Land Use Element policies that are most relevant to the proposed project address the need to achieve a balance of land uses in the City, locate new urban development away from productive agricultural lands, maintain compact urban form, maintain agriculture as the primary industry in the City, encourage new businesses that are ecologically sensitive and promote stable year-round jobs that are high-paying, maintain a competitive supply of sites for businesses and manufacturers seeking appropriate development locations, and ensure adequate provision of public services and utilities needed to meet demands of new development.

California Government Code section 65454 requires that a specific plan be consistent with the applicable general plan. The City evaluated the consistency of the Specific Plan with relevant policies of the General Plan. The proposed project is considered to be consistent with the policies. Each subsection of Section 2.0, Environmental Setting, Impacts and Mitigation Measures, includes a General Plan subsection which identifies General Plan policies that are particularly applicable to the topic being evaluated.

### **Greater Salinas Area Memorandum of Understanding**

While the City did not contemplate annexing the unincorporated portion of the Plan Area and therefore did not include that area as a future growth area in the 2002 General Plan, a subsequent agreement between the City and the County describes the intent of each agency to consider annexation of the area and identifies framework conditions under which annexation could be considered. In 2006, the City and the County adopted the Greater Salinas Area Memorandum of Understanding (GSA MOU). The GSA MOU sets forth a framework for cooperation between the County and the City to consider and manage the City's potential growth into unincorporated areas adjacent to the City. The following excerpt from the Preface of the GSA MOU identifies its general intent:

This Memorandum of Understanding (MOU), by and between the County of Monterey (County) and the City of Salinas (City), is to set forth certain agreements between the parties to express their intent to jointly pursue action to assure orderly and appropriate land use development in the area designated in the General Plan of Monterey County as the Greater Salinas Area Plan area and in the City of Salinas. Specific objectives to be achieved through the implementation of the land use and associated policies included in this MOU are the preservation of certain agriculture land, the provision of future growth areas, and the provision of adequate financing for the services and facilities of benefit to the residents of the Greater Salinas Area Plan area and the City.

The GSA MOU identifies areas that both the City and County agree should be considered for annexation into the City. The unincorporated portion of the Plan Area is one such area and is described in the GSA MOU specifically as the "Unikool" site. The GSA MOU also defines that development of the Unikool site should be:

...for the exclusive purpose of agricultural processing and processing capacity (Unikool), subject to the establishment of appropriate agricultural conservation easements.

With the adoption of the GSA MOU, both the City and the County acknowledged that additional development outside the City's Future Growth Areas described in the 2002 General Plan would be considered subject to amendment of the City's SOI and annexation of such areas to the City. Further, since the GSA MOU specifically identifies that the "Unikool" site be developed with agricultural processing related uses, by signing the agreement the City acknowledged its intention to consider only agriculture related types of uses. The GSA MOU also provides direction for a range of growth related issues including agricultural mitigation, traffic impacts and storm drainage that are also embodied in the General Plan.

Because the applicant is proposing a general plan amendment, a rezoning, an SOI amendment, and an annexation that would enable development of the site with uses that are consistent with the growth/land use intent described in the GSA MOU, the proposed project is considered to be consistent with the City's vision for growth and land use.

### ***Monterey County Local Agency Formation Commission***

As stated in LAFCO's enabling legislation, LAFCO is charged with the logical formation and determination of local agency boundaries to promote orderly development and to balance development with the "sometimes competing state interests of discouraging urban sprawl, preserving open-space and prime agricultural lands, and efficiently extending government services" (Government Code Section 56001). The Act states the Legislature's intent that each LAFCO establish written policies and procedures and exercise its powers to encourage and provide planned, well-ordered, efficient urban development patterns with appropriate consideration of preserving open-space and agricultural lands within those patterns (Government Code Section 56300) (Thomas McCue, LAFCO, email communication on March 25, 2008).

In response to the NOP, LAFCO submitted a comment letter that summarizes issues it would like to see addressed in the EIR. The issues include assessment of agricultural resources, land use and planning and the proposed project's consistency with LAFCO policies and standards for sphere of influence amendments and annexations, impacts on public services including attachments to and detachments from special districts, cumulative impacts, and alternatives.

The proposed SOI, annexation of the unincorporated portions of the Plan Area to the City, and attachment/detachment of the same area to/from the service area of two special districts are within the purview of LAFCO. Consequently, LAFCO will act as a Responsible Agency for this EIR. If the proposed project is conditionally approved by the City, the City will then request LAFCO to consider approval of the proposed Sphere of Influence amendment, annexation, and service district detachments/attachments in accordance with local LAFCO policies and the requirements of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

LAFCO will use this EIR as a basis for making CEQA findings related to these actions. For this reason, LAFCO has requested that the EIR include a discussion of the proposed project's relationship to LAFCO policies and standards. These are embodied in LAFCO's "Standards for the Evaluation of Proposals" for annexations and in LAFCO's "Sphere of Influence Policies and Criteria". The proposed project's relationship to relevant LAFCO policies and standards is summarized below. In some cases, the standards are partially paraphrased for brevity. *The standards below are not numbered consecutively, but rather as numbered in each of the respective LAFCO documents from which they are quoted. This is done for ease of reference to those documents.*

## **Standards for the Evaluation of Proposals**

### **Determination of Boundaries Standards:**

2. To the greatest extent possible, boundaries should follow existing political boundaries and natural or man-made features such as rivers, lakes, railroad tracks, and freeways. Where boundaries do not meet this standard, the proponent shall justify the reasons for nonconformance;
3. Boundaries should not be drawn to create an island, corridor or strip; and
4. Boundary lines of areas proposed to be annexed shall be located so that all streets and rights-of-way will be placed within the same jurisdiction as the properties which abut thereon.

Conformance: The boundaries of the proposed SOI amendment and annexation areas are defined by existing parcel lines and existing roadways. The proposed boundaries do not create an island or a strip and in fact, will eliminate an existing island or strip. Streets adjacent to the Plan Area are included in the proposed annexation. The proposed project is consistent with the noted standards.

### **Duplication of Authority to Perform Similar Functions Standards:**

1. The proposal should minimize the number of local agencies and promote the use of multi-purpose agencies.

Conformance: The proposal would not create new local agencies. The unincorporated portion of the Plan Area would be detached from the Monterey County Resource Conservation District and the Salinas Rural Fire Protection District. It would be annexed to the Monterey Regional Water Pollution Control Agency service area. All other requisite services would be provided by the City. The proposed project is consistent with the standard.

**Conformance with City or County General and Specific Plans Standards:**

1. Each proposal should be consistent with the appropriate city or county general and specific plans. Where the proposal does not abide by these plans, the proponent shall specify the reasons for plan non-conformance.

Conformance: The proposal includes an amendment to the City's General Plan to include the unincorporated portion of the Plan Area within its boundaries and designate the Plan Area as General Industrial. The City's conditional annexation approval and LAFCO's subsequent annexation approval would remove the unincorporated portion of the Plan Area from the County's jurisdiction. An assessment of the project's consistency with the City's General Plan has been conducted; no inconsistencies were identified. The proposed use of the Plan Area is consistent with the GSA MOU as previously described. The proposed project is consistent with the noted standard.

**Spheres of Influence Standards:**

1. Proposals shall be consistent with the spheres of influence for the local agencies affected by those determinations;
4. When a proposal is inconsistent with the adopted sphere of influence, the applicant shall justify reasons for amending the sphere of influence; and
5. Proposals involving changes of organization or reorganization affecting city boundaries shall comply with the Urban Services Area and Urban Transition Area designations.

Conformance: The proposed project includes a request for City consideration and LAFCO approval of an amendment of the City's SOI. The request is being made based on the GSA MOU, in which the City and the County agree to consider annexation of the "Unikool" site under specific conditions. The SOI amendment would facilitate the logical extension/provision of City and other agency services to the Plan Area and avoid the need to create new or duplicative services, consistent with the GSA MOU. Approval of the SOI amendment would eliminate any potential inconsistencies with the City's adopted SOI. The unincorporated portion of the Plan Area is not within the City's SOI; therefore, it is not currently within an Urban Services Area or Urban Transition Area. The proposed project is consistent with the noted standards.

**Environmental Impact Assessment Standards:**

1. Proposals involving changes of organization or reorganization shall be considered by LAFCO; and

2. LAFCO environmental staff shall review the potential environmental impacts of proposals involving changes of organization or reorganization and considered by the Commission.

Conformance: This program EIR considers the environmental effects of future development of the Plan Area as envisioned in the Specific Plan including evaluations of the ability of the City and other service agencies/districts to provide public and utility services to the area to be annexed.

While LAFCO has requested that issues related to service district detachments be addressed in this EIR, effects of such detachments are not a CEQA issue per se. It is acknowledged that detachments that would occur. This program EIR can be utilized by LAFCO as the basis for making CEQA findings for the proposed SOI amendment, annexation, and attachment/detachments. The proposed project is consistent with the noted standards.

**Economics, Service Delivery, and Development Patterns Standards:**

2. The Commission shall discourage proposals that have adverse financial impacts on the provision of governmental services or would create a relatively low revenue base in relationship to the cost of affected agencies;
4. Applications must indicate that the affected agencies have the capability to provide service; territory shall be annexed to a city or special district only if such agency has or soon will have the capability to provide service;
5. With submission of a resolution of application, the local agency shall submit a plan for providing services within the affected territory; and
6. The Commission discourages proposals which will facilitate development that is not in the public interest due to topography, isolation from existing developments, premature intrusion of urban-type developments into a predominantly agricultural area, or other pertinent economic or social reason.

Conformance: An analysis of fiscal impacts of the proposed project has been prepared. The analysis finds that the project will have net positive fiscal effects. A plan for services will be prepared. Both analyses will be submitted to LAFCO as part of the City's Resolution of Application. The ability of service providers to serve the Plan Area is described in Sections 2.9, Public Services; 2.11, Water Supply; and 2.12, Wastewater and Industrial Wastewater. The City and other service providers have the ability to provide needed services. The proposed project is located on land that is essentially level and located adjacent to existing urban development within the City. The proposed project includes provisions for prohibiting future conversion of adjacent agricultural land (consistent with the GSA MOU). The proposed project is consistent with the standards.

**Phasing Standards:**

1. The Commission, in furtherance of its objectives of preserving prime agricultural land, containing urban sprawl, and in providing a reasonable assurance of a city/district's ability to provide services shall consider the appropriateness of phasing annexation proposals which include territory that is not within a city/district's urban serve area and has an expected build out over a period longer than five to seven years.

Conformance: The applicant has not proposed a specific phasing program. Development will occur incrementally based on demand. The applicant proposes that existing agricultural activities be maintained within undeveloped portions of the Plan Area for as long as feasibly possible. Issues relating to sprawl and services provision should not create a need for phasing; the Plan Area is contiguous with existing urban development and the City and other services providers have the capacity to serve future development without the need for phasing. The proposed project is consistent with the noted standard.

**Open Space and Agricultural Land Standards:**

2. This Commission will attempt to guide the provision of governmental services and development to areas other than those classified as prime agricultural land as defined in section 56064 of the Government Code, except where such development would promote the planned, orderly, and efficient development of that area; and
3. The Commission encourages and will assist to implement the development of existing vacant or non-prime agricultural land for urban uses within an agency's existing jurisdiction or within the agency's Sphere of Influence before it will consider with favor or will approve any proposal which would allow for or lead to the development of existing open space land for non-open space uses which are outside of the agency's existing jurisdiction or outside of an agency's Sphere of Influence.

Conformance: Standards 2 and 3 are directly related and are considered together. The proposed project is planned on soils that are considered Prime Farmland. The area proposed for annexation is bordered on two sides and partially on a third side by land within the city limits and the City's SOI. Fundamental urban services and utility infrastructure is available and/or can be made available through standard mitigation requirements as described in Sections 2.8, Hydrology and Storm Drainage; 2.9, Public Services; 2.11, Water Supply; and 2.12, Wastewater and Industrial Wastewater.

Section 3.5, Alternatives, includes discussion of alternative project locations located within the City's SOI. All of the alternative locations evaluated contain Prime Farmland, Farmland of Statewide Importance, and/or Unique Farmland as do most other lands in the vicinity and region. Hence, it is likely that development of the proposed project at any alternative project

location would result in loss of important farmlands. Loss of Prime Farmland would be a significant and unavoidable impact of the proposed project. The location of the proposed project is therefore not inconsistent with the standards.

The nature of the proposed project also must be considered. The Specific Plan limits uses within the Plan Area to those that support agricultural production. Thus, the proposed project should be considered an agricultural land use. As stated previously, the proposed project would accommodate activities that are fundamental to the agricultural sector and economic viability of agricultural commodity production and the agricultural sector in general. Conversion of the Plan Area from Prime Farmland/active agricultural cultivation to a developed use is being proposed in large part to provide added value to agricultural commodities that otherwise may not be captured. By doing so, the economic viability and value of agricultural land in Monterey County is enhanced. This in turn may be a disincentive to future conversion of other valuable agricultural lands to non-agricultural use.

### **Sphere of Influence Policies and Criteria**

7. The adopted sphere of influence shall reflect City and County General Plans, plans of regional agencies, growth management policies, annexation policies, resource management policies, and any other policies related to ultimate boundary or service area of an affected agency unless those plans or policies conflict with the legislative intent of the Cortese-Knox-Hertzberg Act of 2000 (Government Code Section 56000 et seq.).

Conformance: The unincorporated portion of the Plan Area was not considered a Future Growth Area in the General Plan. However, the GSA MOU reflects the City's intention (and County's concurrence) that this area be considered for future development with urban uses that support the agricultural sector, provided the City and County work together to address key development and resource management issues such as traffic, storm drainage, and agricultural land conversion. In combination with the fact that urban services can readily and logically be provided to the Plan Area, the request to amend the SOI and annex the site is considered consistent with the policy.

8. Extension of urban type services promotes urban development and such development belongs in cities or areas of development concentration in the unincorporated area of Monterey County. In evaluating proposals involving urban development requiring an urban level of governmental services, the Commission will discourage the formation of new special districts or premature annexation of territory within existing city spheres of influence or logical expansion area. The Commission will discourage boundary change proposals involving urban development outside adopted city spheres of influence that have the potential to negatively impact prime agriculture or open space lands, public service capacity, existing local governmental agencies, or generally represent illogical growth patterns.

Conformance: Provision of an urban level of government services to the unincorporated portion of the Plan Area will not result in the need for new special districts. Annexation of the unincorporated portion of the Plan Area is not considered premature for reasons described in the conformance evaluation for Policy 7 above. As discussed previously, the proposed project would result in the loss of Prime Farmland. However, there are no other sites within the City's SOI in which the project could be accommodated without significant impacts resulting from conversion of Prime Farmland to urban use. Services and utilities are either available or can be extended/expanded to the Plan Area in a logical manner. The unincorporated portion of the Plan Area is bordered on one side and partially on a second side by existing development located within the city limits that is serviced by the City and other existing special districts. A third side is bordered by land already within the City. The request to amend the SOI and annex the site is considered consistent with the policy.

### ***Regional Transportation Plan***

TAMC is responsible for preparing and regularly updating a long-range transportation plan for Monterey County. The *2005 Monterey County Regional Transportation Plan* is used as the basis for identifying and planning for needed transportation projects in Monterey County and for programming how local, state, and federal transportation funds are to be allocated to transportation projects. The planning period for the Regional Transportation Plan is twenty-five years.

Among other information, the Regional Transportation Plan also contains goals and policies for implementing the plan and includes a list of programmed projects and their funding status. Consistency with the Regional Transportation Plan is typically based on whether or not a proposed project could impede the implementation of any of the transportation projects listed in the Regional Transportation Plan. There are no projects in the Regional Transportation Plan proposed for the roadways located adjacent to the Plan Area (Harris Road and Abbott Street) with which improvements proposed under Plan Area build out would conflict.

TAMC has established a Regional Development Impact Fee Program in Monterey County. The fee is a mechanism to generate funds to implement a number of priority countywide projects, most of which are identified in the Regional Transportation Plan. TAMC recently completed an updated Nexus Study to identify the costs of the regional improvements and to identify a regional impact fee to be collected from new development (Kimley-Horn 2008). The fee is intended to account for the proportional impact of new development on regional transportation infrastructure. The City has approved an ordinance requiring that new development pay the regional impact fee. Developers of projects within the Plan Area will be required to pay the regional impact fee as mitigation for the incremental cumulative impact of their projects on the regional system. Caltrans considers payment of the TAMC regional fee as mitigation for a

project's cumulative impacts on facilities over which Caltrans has jurisdiction. Hence, the proposed project is consistent with TAMC's regional improvement program.

Please refer to Section 2.10, Transportation and Circulation, for more information on circulation impacts of the proposed project and its relationship to facilities addressed in the Regional Transportation Plan.

## ***Air Quality Management Plan***

Consistency of commercial/industrial projects with the Monterey Bay Unified Air Pollution Control District's *2008 Air Quality Management Plan for the Monterey Bay Region* (AQMP) is determined by comparing the estimated current population of the jurisdiction in which a project is located with the applicable population forecast in the AQMP. If the estimated current population does not exceed the forecast, indirect emissions associated with the project are deemed to be consistent with the AQMP.

The Association of Monterey Bay Area Governments makes and tracks population projections for the City of Salinas and the projections are used in the AQMP. Further, the Association of Monterey Bay Area Governments is charged with making determinations of commercial and residential project consistency with the AQMP. The Association of Monterey Bay Area Governments was requested to make this determination for the proposed project. It was found that the proposed project is consistent with the AQMP. The Association of Monterey Bay Area Governments' letter of project consistency is included in [Appendix B](#).

## **1.5 EIR USES AND APPROVALS**

As mandated by CEQA Guidelines section 15124(d), this section contains a list of agencies that are expected to use the EIR in their decision-making, and a list of the approvals for which the EIR will be used. These lists include information that is known to the Lead Agency.

### ***Local Agencies***

The City of Salinas and LAFCO are the two primary local agencies expected to use this EIR in their consideration of approvals being requested by the applicant. The following is a list of the approvals required from these and other agencies.

#### **City of Salinas**

- Certification of the EIR
- General Plan Amendment

- Prezoning/Rezoning
- Adoption of the Specific Plan
- Resolution of Application to LAFCO
- Master Parcel Map
- Demolition Permit

### **Monterey Bay Unified Air Pollution Control District**

- Demolition Permit

### **Monterey County Health Department**

- Water Well Destruction Permit

### **Local Agency Formation Commission**

- Consideration of the City-certified Salinas Ag-Industrial Center EIR
- SOI amendment
- Annexation of a portion of the Plan Area
- Annexation of segments of Abbott Street and Harris Road
- Annexation to the Monterey Regional Water Pollution Control Agency service area
- Detachments from the Monterey County Resource Conservation District and Salinas Rural Fire Protection District

### ***Regional and State Agencies***

The following regional and state agencies and private entities may utilize this EIR in their consideration of approvals that may be needed to enable future development within the Plan Area:

- California Water Service Company
- Monterey Regional Water Pollution Control Agency
- Monterey County Water Resources Agency
- Central Coast Regional Water Quality Control Board

## 1.6 TERMINOLOGY USED IN THE EIR

### ***Characterization of Impacts***

This EIR uses the following terminology to denote the significance of environmental impacts:

- “No impact” means that no change from existing conditions is expected to occur;
- A “less than significant impact” would cause no substantial adverse change in the physical environment, and no mitigation is recommended;
- A “significant impact” or “potentially significant impact” would, or would potentially, cause a substantial adverse change in the physical environment, and mitigation is required; and
- A “significant and unavoidable impact” would cause a substantial change in the physical environment and cannot be avoided if the project is implemented; mitigation may be required, but will not reduce the impact to less than significant levels.

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## 2.0

# ENVIRONMENTAL SETTING, ANALYSIS, IMPACTS, AND MITIGATION MEASURES

## 2.1 AESTHETICS

The following discussion is based on information obtained from the *City of Salinas General Plan*, the *City of Salinas General Plan FEIR*, the *Salinas Ag-Industrial Center Specific Plan*, the *City of Salinas Municipal Code*, and *Scenic Highway Guidelines* (Caltrans 2008).

### ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

## ***Policy and Regulatory Setting***

### **City of Salinas General Plan**

**Policy CD-1.2:** Maintain Salinas as a city with sharply defined edges between urban use and surrounding agricultural activities.

**Policy CD-1.3:** Maintain the distinction of the City's urban/rural interface by using roadway segments and/or natural features and tree plantings to form the boundary between urban development and open space or agriculture.

**Policy CD-1.4:** Use landscaping, design schemes and signing to improve the image and distinct identity of the City, its neighborhoods and its major gateways.

**Policy CD-1.7:** Design City-owned land and U.S. Highway 101 right-of-way landscaping to make Salinas interesting and attractive as seen from the highway.

**Policy CD-1.8:** Apply high-quality design standards to projects visible from U.S. Highway 101.

**Policy CD-1.9:** Improve the appearance of land designated as Arterial Frontage.

**Policy CD-2.2:** Minimize potential light and sound impacts of new development on surrounding areas.

**Policy CD-2.8** Avoid large unlandscaped parking areas and blank building walls facing streets or adjoining properties.

**Implementation Program CD-2:** Strengthen the City's Design Guidelines and require compliance to enhance the City's visual appeal and ensure compatible, aesthetically pleasing development with particular emphasis on: 1) historic areas of the community; 2) properties visible from U.S. Highway 101.

**Implementation Program CD-3:** The City's Lighting Ordinance shall be improved to ensure that: 1) all future outdoor lighting include cut-off lenses to minimize light dispersion above fixture head; 2) a lighting study is required to be performed when appropriate to ensure adequate light levels, while not exceeding industry standards; and 3) sky glow is reduced.

**Implementation Program CD-5:** Review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the project's incorporation of the Traditional Neighborhood Development (TND) characteristics, and the project's potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g. bulk, shadow/access to light, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.

**Urban/Agricultural Edges.** According to the General Plan, a primary goal of the Community Design Element is maintaining Salinas' sharply defined edges. The City works to preserve these edges by using roadway segments to form distinct boundaries between urban and agricultural uses. The City also uses natural features, tree plantings, and agricultural buffers to form the boundary between urban development and open space or agriculture to prevent incompatibilities between agricultural and non-agricultural land uses.

**Visibility from U.S. Highway 101.** General Plan policy CD-1.8 states the following, "apply high-quality design standards to projects visible from U.S. Highway 101". There are several view corridors of the community visible from U.S. Highway 101. The General Plan outlines the following four primary views of the City available from U.S. Highway 101: agricultural views in the northern portion of the General Plan planning area; views of the Northridge Shopping Center area, the Auto Center, and Westridge Center; long vistas into Carr Lake; and views of potential office and commercial development in the central portion of the City (General Plan, page CD-13). The Plan Area is not located in any of these areas.

**Gateway Overlay Districts.** The General Plan designates five "gateway" areas in the City (General Plan, page CD-11). These gateway areas are zoned Gateway Overlay Districts and are subject to stricter land use regulations and development standards. The Gateway Overlay District nearest to the Plan Area is at the Highway 101/Sanborn Road interchange, approximately one mile to the north. Since the Plan Area is not within a Gateway Overlay District, related design standards do not apply.

## **City of Salinas Municipal Code**

Regulations pertaining to lighting and glare are found in several locations in Chapter 37, Zoning, of the Municipal Code. Article III, Base District Regulations, Division 5, Section 37-30.330, Design Standards, provides design standards specifically for industrial development. These

standards address lighting for security purposes, minimizing reflective surfaces at the ground level, and avoiding roof treatments that generate glare. Section 37-3.330(l) provides specific lighting design standards. Article V, Supplemental Regulations, includes performance and design standards for uses within all zoning districts. Sections 37-50.180(b) and 37-50.480 include supplemental regulations pertaining to outdoor lighting; limiting glare from glass and roofs; shielding parking lot, security, and loading area lighting to limit its splay to off-site properties; and prohibiting lighting that could interfere with the operation of safe movement of vehicles.

The City typically requires that project applicants prepare a photometric analysis to demonstrate that lighting from a proposed project will not adversely affect off-site properties. The analysis must be submitted for review and approval by the City prior to issuance of a building permit.

### **Caltrans Scenic Highways**

Caltrans administers the Corridor Protection Program as outlined in the *Scenic Highway Guidelines* (Caltrans, 2008). According to these guidelines, development along designated state scenic corridors is subject to specific land use regulations and design standards. None of the roadways adjacent to the Plan Area are designated as scenic highways by Caltrans; therefore, related design guidelines do not apply to proposed development within the Plan Area.

### **Proposed Specific Plan Policies and Standards**

The Specific Plan contains design-related goals, policies and development standards and, in particular, Chapter 4 includes a description of the vision and planning and design principals for Plan Area development. The goals, policies and development standards reflect the applicant's belief that in an agricultural-industrial center, form and appearance are lesser priorities than functionality and that the timely and efficient implementation of projects with the unique design needs of agricultural-related industries is critical.

Design principles address overall Plan Area design, individual site design, architecture, parking and circulation, landscaping, walls and fences, screening, lighting, and signs. Chapter 4 also includes goals and policies for enhancement of public streetscapes within the Plan Area and along the Abbott Street project frontage, and to buffer the uses within the Plan Area from adjacent agricultural uses.

The Specific Plan includes a Master Landscape Program. This program establishes the framework and guidelines for the design and maintenance of landscaping and agricultural buffers.

Chapter 5 of the Specific Plan includes a description of the design and development regulations proposed to implement development in the Plan Area. Many of these regulations are

modifications of standards contained in Articles III and V of the Zoning Code that are proposed to create the development design flexibility the applicant seeks. The Development Regulation Handbook in Appendix E of the Specific Plan includes a detailed “accounting” of the applicant’s proposed modifications.

## ***Environmental Setting***

### **Existing Visual Character**

**Plan Area.** The Plan Area is currently and has historically been in active agricultural use. Lettuce, cauliflower, and broccoli are the primary cultivated crops. There are two small residences and an equipment storage building located at the southwest corner of the Harris Road/Abbott Street intersection. An above-ground diesel fuel tank is located adjacent to the homes and farm equipment is also stored in this location.

The project site is located on the southern urban edge of the City. Agricultural lands are located adjacent to the south and southwest of the project site, and across Abbott Street and U.S. Highway 101 to the east. Overall, the site and much of the surrounding lands retain visual character that is typical of agricultural lands located adjacent to the City of Salinas and throughout the Salinas Valley.

Industrial and commercial uses within the City are located adjacent to the site to the north and northwest. An incorporated “peninsula” of industrial and commercial uses is located on the south side of Harris Road adjacent to the site.

**Cal Water Storage Tank Site.** This EIR also describes the environmental effects of constructing a new water storage tank on an off-site parcel owned by Cal Water. This off-site parcel is approximately one quarter mile west of the Plan Area on Dayton Street near Harkins Road within an industrial area. The Cal Water site is currently developed with a 700,000 gallon treatment facility, a 1.5 million gallon water storage tank, and several smaller associated buildings and structures. The existing treatment facility is located in the northeastern quadrant of the parcel and is 60-feet in diameter and 32-feet in height. The existing water storage tank is located in the southwestern quadrant of the Cal Water parcel and is 88-feet in diameter and 32-feet in height and beige in color. The Cal Water parcel is surrounded by General Industrial uses.

### **Visibility of Plan Area**

The Plan Area is principally visible from U.S. Highway 101, Abbott Street, and Harris Road. The greatest frequency of views of the Plan Area is from U.S. Highway 101. Views to most of the Plan Area from the highway are largely unobstructed, especially for northbound motorists. Views across the site are of mountains in the distance, agricultural fields, and industrial

development along the northwestern, northeastern, and southeastern boundary of the Plan Area. Views from Abbott Street, which is classified in the General Plan as a Major Arterial, are similar to those from U.S. Highway 101, but the frequency of views is lower due to lower traffic levels on this roadway. Views from Harris Road are also unobstructed. Views across the Plan Area are of mountains on the far side of Salinas Valley, U.S. Highway 101, and existing industrial development located adjacent to the Plan Area as described above.

Please refer back to [Figure 5, Plan Area Photographs](#), for representative existing views of and through the Plan Area.

Since the Plan Area is highly visible from U.S. Highway 101, its development would create a new expanded urban edge of the City. Sensitive development design is appropriate to the extent practical given that industrial uses have functional design requirements that generally take priority over aesthetic considerations.

## ***Project Analysis***

### **Scenic Vistas**

The City has not defined scenic vistas in other portions of the City, nor has the County defined the Plan Area as being within a scenic vista. Neither the views of the Plan Area nor views through or over the Plan Area are unique; therefore, development of the Plan Area as proposed would have no impact on a scenic vista.

### **Scenic Resources within a Scenic Highway**

U.S. Highway 101 is not designated as a state scenic highway and the Plan Area is not in a state designated scenic corridor. The Plan Area would not be subject to the regulations and design standards applicable to development within a scenic highway corridor. The site contains no unique scenic features. The proposed project would, therefore, have no impact on scenic resources within a state designated scenic highway.

### **Change in Visual Character – Plan Area**

Development of the Plan Area as proposed would result in a substantial change in the existing visual character of the site; however, based on existing conditions and the design standards described in the Specific Plan that would apply to new development, the change is not considered to be significant and adverse.

Agricultural land used for agricultural crop production generally is considered to have a desirable aesthetic character. Loss of the agricultural character of the Plan Area will therefore result in the loss of an aesthetic resource. However, the magnitude of the loss is lessened by the fact that views of agricultural lands in the vicinity and broader Salinas Valley are common and that the Plan Area is located between two existing industrially developed areas that exhibit strong urban visual character. Future development within the Plan Area represents an extension of an existing urban edge rather than introduction of urban development into an area of unique aesthetic character that is uninfluenced by the visual effects of urban development.

Policies and implementation programs in the General Plan call for high quality design standards for development visible from U.S. Highway 101, as well as the strengthening of the City's Design Guidelines to enhance the City's visual appeal and ensure compatible, aesthetically pleasing development on properties visible from U.S. Highway 101.

**Specific Plan Design Standards and Their Effect.** As has been noted, the applicant has indicated in the Specific Plan that the priority for agricultural industrial development is to ensure its functionality. Aesthetics must be considered, but even with the implementation of design standards, the intense urban/industrial visual elements of development cannot be substantially screened or masked. The Specific Plan includes a wide range of design standards that are intended to reduce the aesthetic impacts of industrial development to the extent practical while not negatively impacting development functionality.

As previously described, the Specific Plan includes extensive standards for landscaping, lighting, architectural design, placement and screening of buildings, etc. These standards would, among other benefits, enhance streetscapes, provide buffering and screening, break up views of unarticulated industrial buildings and large continuous pavement areas, and enhance entries to the Plan Area. Architectural design standards address issues such as building siding textures and colors, articulation of building facades, wall elevations, windows, entryways, building elevations, and the screening of mechanical equipment.

Architectural design standards, equipment screening standards, and landscaping standards are among the most important factors in reducing visual impacts of development as seen from U.S. Highway 101, Abbott Street, and Harris Road. One of the most important design features described in the Specific Plan is the use and placement of landscape buffers along all public roads throughout the Plan Area, including the Plan Area frontages with Abbott Street and Harris Road. Landscaped areas with a minimum width of 22 feet will be placed along all of these street frontages. These areas will be planted with a variety of landscape materials and will serve as the primary mechanism for screening buildings and other improvements from view. [Figure 10, Landscape and Agricultural Buffer Easements](#), illustrates the location of the landscape buffers. Representative cross-sections of the landscape buffers can be found in the Specific Plan. The landscape buffers along Abbott Street and Harris Road would serve to reduce visual impact of

development as viewed from the noted locations. The standards for design, implementation, and maintenance of landscape buffers will be elaborated in a Master Landscape Program for the Plan Area.

The design standards and policies contained in the Specific Plan meet the intent of the City's design policies and standards as articulated in the General Plan given the industrial nature of the proposed project.

### **Change in Visual Character - Cal Water Site Improvements**

The proposed off-site water storage tank will be 73 feet in diameter and 32 feet in height, and is to be sized at one million gallons. The tank will be smaller in terms of volume and overall dimensions than the existing storage tank on the Cal Water site. Neither the Cal Water parcel nor the adjacent parcels contain valuable visual resources. The site is developed with water system infrastructure and adjacent sites are developed with industrial uses, making the on-site development compatible with that of the surrounding area. Therefore, construction of the new tank would have a less than significant impact resulting from a change in visual character of the site or its surroundings.

### **Light and Glare**

Future development within the Plan Area will create new sources of light and glare. Due to the Plan Area's proximity to U.S. Highway 101, if measures are not implemented to minimize the creation of substantial sources of light and glare and the casting of light and glare skyward and outside of the Plan Area, nighttime views from the highway and other areas could be adversely affected.

Development within the Plan Area will require lighting in many forms that range from street lighting to building, signage, and security illumination. The Specific Plan includes regulations and standards to reduce the impact of lighting from the Plan Area. These standards include, but are not limited to, requirements that lighting should be adequate but not overly bright, and that all lighting should be shielded to confine light spread within the site boundaries and "sky-glow" impacts. The development standards also require that lighting shall be maintained at all times to the standards approved for the site. Additionally, the Specific Plan defines design elements that should be avoided due to their potential aesthetic and glare effects. These include highly reflective surfaces at the ground story or highly reflective surfaces that create glare on roof top equipment. The Zoning Code includes a range of design standards that pertain to glare and outdoor lighting, such as the restrictions on the use of mirror or highly reflective glass, the required use of cutoff optics, and maximum heights for mounted and freestanding parking lot lights.



Not to scale.

Source: EMC Planning Group Inc. 2009,  
Ruggeri Jensen Azar 2009

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Development within the Plan Area must be consistent with the City's design standards and the Specific Plan standards, both of which are designed to reduce potential light and glare effects of new development. Therefore, potential light and glare impacts are considered to be less than significant.

## ***Impacts and Mitigation Measures***

**No Impact – Substantial Adverse Effect on Scenic Vista:** Neither the City nor the County have defined locations of scenic vistas that would be adversely affected by development of the Plan Area. Views of and through the Plan Area are not unique to the vicinity or region. Consequently, development of the Plan Area as proposed would have no impact on a scenic vista. No mitigation measures are necessary.

**No Impact – Adverse Effects on a State Scenic Highway:** U.S. Highway 101 is not designated as a state scenic highway in the area of the proposed project. Therefore, the proposed project will have no impact on scenic resources within a state designated scenic highway. No mitigation measures are necessary.

**Less than Significant Impact – Change in Visual Character:** Development of the Plan Area will result in a substantial change in the visual quality and character of the site as seen from adjacent streets and U.S. Highway 101. This change would occur with the conversion of the site from agricultural crop production to any form of urban development. The effects of the change can be reduced through sensitive development design. The Specific Plan includes a range of policies, design standards, and development standards that address visual sensitivity. The Zoning Code provides additional development standards. Given the industrial nature of the project and the fact that future development must be consistent with design standards and development standards contained in the Specific Plan and Zoning Code, the visual impact of new development is considered less than significant. No mitigation measures are necessary.

**Less than Significant Impact – Impact of Light and Glare on Nighttime Views:** Development in the Plan Area will create new sources of light and glare. The Specific Plan includes several policies and design standards intended to minimize the impact of sources of light and glare. Implementation of these standards, plus the requirement that new development be consistent with the Zoning Code standards pertaining to light and glare should ensure that the potential for light and glare impacts is less than significant. No mitigation measures are necessary.

## 2.2 AGRICULTURAL RESOURCES

The following discussion is based on information obtained from the *City of Salinas General Plan*, *City of Salinas General Plan FEIR*, *Monterey County Crop Report 2007* (Monterey County Agricultural Commissioners Office 2008), *Monterey County Soils Survey* (SCS 1978), and the *Monterey County Important Farmlands Map* (Department of Conservation 2006). The analysis in this section focuses on consistency of the proposed project with General Plan policies and programs adopted to protect farmland, impacts from direct loss of important farmland, and land use conflicts with adjacent agricultural uses.

The California Department of Conservation submitted a response letter to the NOP. The primary comment focused on mitigation approaches for loss of farmland.

### ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

### ***Policy and Regulatory Issues***

#### **City of Salinas General Plan**

**COS-10. Buffers.** Encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.

**COS-11. “Right-to-Farm” Notices.** Consistent with the County of Monterey’s “Right-to-Farm” Ordinance, and the County of Monterey

Draft General Plan Policy LU-7.8 and Actions LU-7.b and LU-7.c, revise the City's Zoning Ordinance to require the recordation of a Right-to-Farm Notice as a condition of discretionary permit approval for development within 1,000 feet of an established agricultural operation. The purpose of the Notice is to acknowledge that residents in the area may experience inconveniences and discomfort associated with the normal farming and grazing activities, such as noise and dust. The Notice shall specifically state that a variety of activities may occur that may be incompatible with the proposed development and that an established agricultural operation in full compliance with applicable laws, shall not be considered a nuisance due to changes in the surrounding area. The Notice shall also state that a person's right to recover under a nuisance claim against these activities may be restricted.

**COS-12. Land Conservation Easements.** The City will work with the County of Monterey, and other local jurisdictions to create and implement an agricultural land conservation easement program including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank.

### **City of Salinas Municipal Code**

**Sec. 37-50.220. Right to Farm.** The City adopted Municipal Code Section 37-50.220 to demonstrate the City's support for the preservation of agricultural land and operations, limit the effects of land use conflicts created by the proximity of urban development to agricultural operations located in and adjacent to the city, and provide notice to purchasers, property owners, and tenants of nonagricultural property and uses of their proximity to agricultural land and operations that they may experience inconveniences and discomforts related to normal farming activities. As a condition of all discretionary review application approvals, the City requires specific deed restriction language to be recorded on any land located within one thousand feet of agricultural land, agricultural processing, or agricultural farming operations to notify any purchaser, property owners, or tenants of the right to farm.

### **Greater Salinas Area Memorandum of Understanding**

In 2006, the City and the County adopted the Greater Salinas Area Memorandum of Understanding (GSA MOU) to allow for annexation and development of parcels outside of the future growth area shown in the 2002 General Plan. The GSA MOU sets forth a framework for cooperation between the County and the City to manage the City's growth into specifically

identified unincorporated areas adjacent to the City. The project parcels were designated in the GSA MOU to be developed with agricultural processing related uses. The GSA MOU provides direction for a range of growth related issues including agricultural land mitigation. It specifically addresses agricultural issues for the Plan Area (“Unikool” site), stating that the site may be developed subject to the establishment of agricultural conservation easements.

### **City of Salinas Agricultural Land Preservation Program**

As part of the City’s continued implementation of the Salinas General Plan and required City follow-up to the GSA MOU, the City adopted an Agricultural Land Preservation Program (ALP) in April 2008. The ALP was developed in consultation with the County. The ALP is intended to support the implementation of key principles and mitigation measures expressed in the General Plan including:

- Cooperation with the County
- Priority to Redevelopment and Infill projects
- Right to Farm Notices
- Buffers between Agricultural and Non-Agricultural Uses
- Agricultural Land Conservation Easement Program

The ALP identifies mitigation for agricultural lands expected to convert to urban uses based on their location. For development to the north and east of Highway 101, within the City’s planned growth direction, no agricultural conservation easements are required, but a mitigation fee of \$750 per acre is required for conversion of agricultural land currently designated Prime Farmland or Farmland of Statewide Importance. For development of lands to the west and south of the City identified in the GSA MOU, mitigation must include the dedication of agricultural conservation easements to provide for permanent protection of agricultural land. Payment of a mitigation fee is not a mitigation option. All other GSA MOU identified growth areas to the south and west of Highway 101, including the Fresh Express annexation project area, the Westside Bypass area as generally shown on Exhibit C to the GSA MOU and development in the Boronda Redevelopment project are subject to their own separate environmental review and appropriate mitigation measures. The ALP also describes uses to which agricultural mitigation fees may be applied (City of Salinas 2008).

The proposed project already includes agricultural buffer easements. These easements, which are different than an agricultural conservation easement, support agricultural land preservation in a manner that is different than the agricultural conservation easement approach described in the

ALP. Please refer to the “Proposed Buffer Easements” discussion in the Analysis section below and to Section 3.2, Growth Inducing Impacts, for further information.

## **State Agricultural Protection Programs**

**Williamson Act.** The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the State via the Open Space Subvention Act of 1971 (Department of Conservation 2002).

According to Monterey County Williamson Act records, none of the parcels within the Plan Area are under a Williamson Act contract.

## **Proposed Specific Plan Policies and Standards**

The Specific Plan contains goals and policies that address loss of agricultural land and potential conflicts with adjacent agricultural uses. These are largely in response to agricultural conservation policies contained in the General Plan and to the need to address agricultural buffers as specified in the GSA MOU.

**Goal 3-2:** Minimize adverse impacts to the surrounding agricultural lands.

**Policy 3-3:** Create an agricultural buffer easement along the Plan Area boundaries that abut agricultural land in order to minimize land use conflicts and avoid inducing conversion of agricultural land to urban uses.

**Goal 7-1:** Preserve existing agricultural land within Monterey County.

**Policy 7-1:** Record the Agricultural Buffer Easement Deed over and across the southwest boundary and a portion of the southeast boundary of the Plan Area, prior or concurrent with filing of the first Parcel Map.

**Goal 7-2:** Discourage the urbanization of County agricultural lands adjacent to the Plan Area, and establish measures to minimize conflicts between adjacent agricultural activities and operations within the Plan Area.

**Policy 7-2:** Establish an easement area over Plan Area land at the industrial/agricultural interface along the southwest boundary and a portion of the southeast boundary by recording Agricultural Buffer Easement Deed(s) prior to or concurrent with the filing of the first Parcel Map.

**Policy 7-3:** Limit the type of vegetation allowed within Agricultural Buffer Easements to low-lying shrubs and drought tolerant grasses that will not cast shadows or disperse seeds into adjacent cropland.

**Policy 7-4:** Individual Developers of sites within the Plan Area that are within 1,000 feet of active agricultural land shall be required to execute a right-to-farm agreement.

## ***Environmental Setting***

### **Economic Value of Agriculture in Monterey County**

Agriculture, including crop farming and livestock grazing, is the largest industry in Monterey County and contributes a significant amount to the county's economy. With a gross production value of approximately \$3.8 billion in 2007, the value of Monterey County agricultural commodities increased 9.5 percent over 2006 (Monterey County Agricultural Commissioner 2008). Approximately 1.3 million acres of land within the county are dedicated for agricultural use. Most of this area (approximately 80 percent) is used for grazing. Monterey County is a leading producer of lettuce, artichokes, grapes, and strawberries. The most productive and lucrative farmlands in the county are located in the North County, Greater Salinas, and Central Salinas Valley areas. Agriculture employed approximately 35,500 employees in the County in 2000, totaling 21.5 percent of the County's employment, and generating nearly \$2.9 billion for the region (City of Salinas 2002).

There were approximately 1,306,932 acres in agricultural production in Monterey County in 2004 and 1,301,719 acres in 2006. According to the California Department of Conservation, 12,147 acres of agricultural land were converted to other uses during the 2004-2006 Important Farmlands mapping cycle. Approximately 532 acres, or 4.4 percent of land converted was for urban uses (CDC 2006).

### **Farmland Value Assessment Methods**

**Land Capability Classification (LCC).** The United States Department of Agriculture (USDA) Natural Resource Conservation Service classifies each soil type in a land capability classification. The LCC indicates the suitability of soils for most kinds of crops. Groupings are

made according to the limitations of the soils when used to grow crops and the risk of damage to soils when they are used in agriculture. Soils are rated from Class I to Class VIII, with soils having the fewest limitations receive the highest rating (Class I). Specific subclasses are also utilized to further characterize soils. The land capability classification shows, in a general way, the soils suitability for most kinds of farming.

**Storie Index Rating.** The USDA Natural Resources Conservation Service uses the Storie index rating system to numerically express (from 0, lowest, to 100, highest) the relative degree of suitability and value of a soil map unit for general intensive farming purposes. The rating is based on soil profile characteristics; texture of the surface horizon; slope; and other conditions, such as high water table, risk of erosion, and high alkalinity.

**Important Farmlands Mapping Program.** Under the Farmland Mapping and Monitoring Program, pursuant to California Government Code section 65570, the California Department of Conservation publishes an important farmlands map and a list of soil types that qualify for determination as important farmlands. The map does not necessarily reflect the general plan or zoning designations, city limit lines, changing economic or market conditions or other land use policies.

The Farmland Mapping and Monitoring Program defines Prime Farmland as land with the best combination of physical and chemical characteristics able to sustain long-term production of agricultural crops. The land must have been used for production of irrigated crops some time during the four years prior to the mapping date. Farmland of Statewide Importance is land with a good combination of physical and chemical characteristics for agricultural production, having only minor shortcomings, such as less ability to store soil moisture, compared to prime farmland. Unique Farmland is farmland of lesser quality soils but used for production of the state's leading agricultural crops. This land is usually irrigated, but can include some non-irrigated orchards or vineyards appropriate in certain climatic zones of California.

**Land Evaluation and Site Assessment (LESA).** The LESA Model was developed by the California Department of Conservation to describe a site's agricultural value. The LESA Model uses a variety of factors (soil characteristics, water availability, surrounding land uses, and farmland protection status) to arrive at a set of scores ("Land Evaluation" and "Site Assessment"). According to the California Department of Conservation, loss of Prime Farmland or Farmland of Statewide Importance with a LESA score of 80 to 100 points is considered a significant adverse impact. The loss of agricultural land with a LESA score of between 60 and 79 is considered significant if either the Land Evaluation or the Site Assessment subcategories have scores of 20 or better. The loss of agricultural land with a LESA score of between 40 and 59 is considered significant if both the Land Evaluation and the Site Assessment subcategories have scores of 20 or better.

## Project Site Soils

The project site contains several soil types, presented and described in the Soil Survey of Monterey County, California (Soil Conservation Service 1978). Understanding the soils at the project site provides insight as to the quality of each soil for agricultural production. The soil types found within the Plan Area are described below and illustrated in [Figure 11, Plan Area Soils](#).

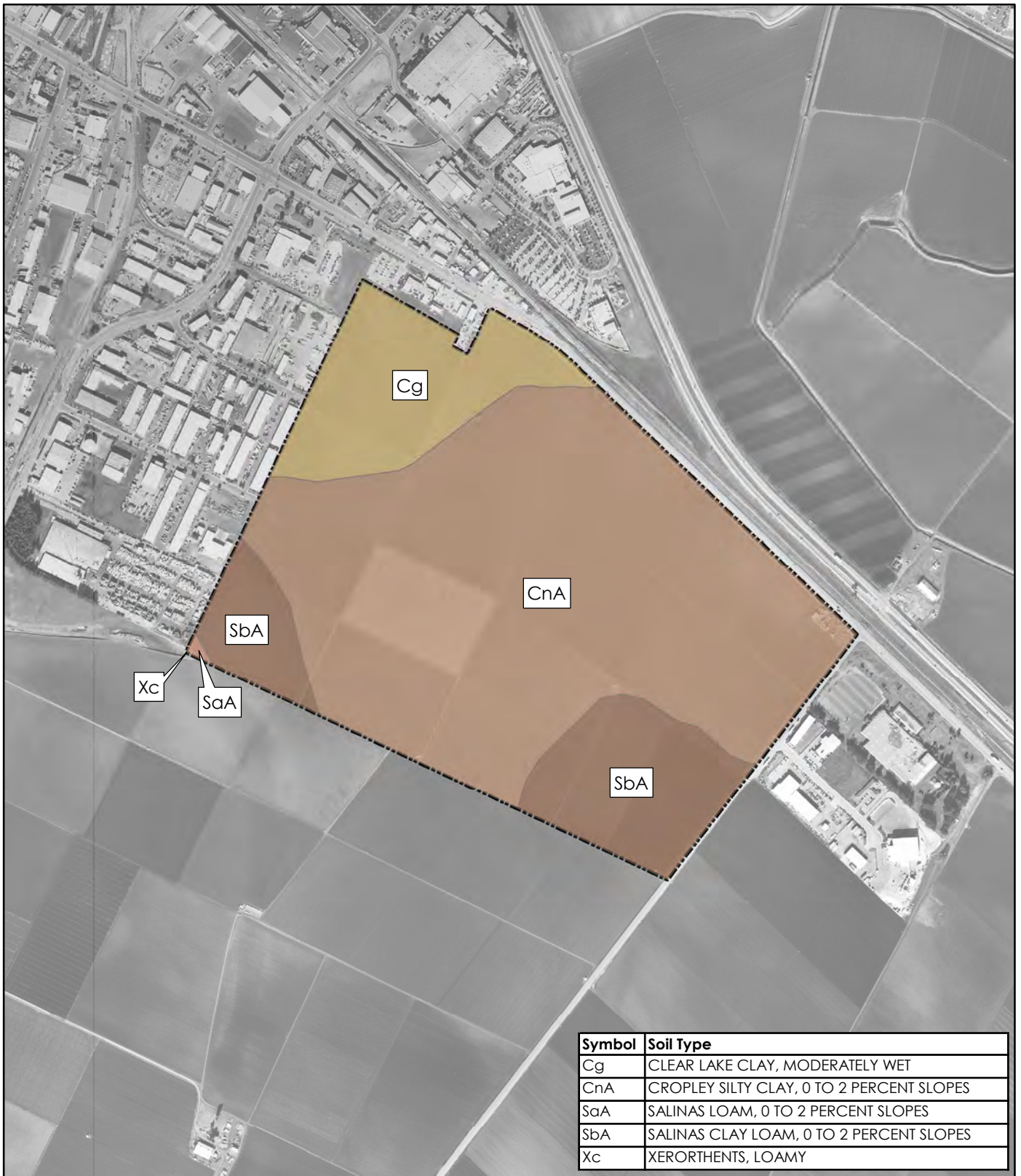
**Cropley Silty Clay, 0-2 Percent Slopes.** Approximately 69 percent of the project site is Cropley silty clay, 0-2 percent slopes. Cropley silty clay, 0-2 percent slopes, is found on alluvial fans, flood plains, and in basins. Runoff is slow and the erosion hazard is minimal. Permeability is slow, and the available water capacity is eight to ten inches. Roots penetrate to a depth of more than 60 inches. This soil has a high shrink-swell limitation that causes severe hazards for building sites, roads, and structures. This soil is mostly used for irrigated row and field crops, especially celery and lettuce. It is considered a Class II soil under the LCC Index.

**Salinas Clay Loam, 0-2 Percent Slopes.** Approximately 16 percent of the project site is comprised of Salinas clay loam, 0-2 percent slopes. Salinas loam, 0-2 percent slopes is found on low terraces. Runoff is slow, and the erosion hazard is minimal. Permeability is moderately slow, and roots penetrate to a depth of more than 60 inches. This soil is used for irrigated field and row crops, dry land grain, or pasture. It is considered a Class I soil under the LCC Index.

**Clear Lake Clay, Moderately Wet.** Approximately 14 percent of the project site is Clear lake clay, moderately wet. Clear lake clay, moderately wet, is found on flood plains and in basins. Runoff is very slow, and there is no erosion hazard. Roots can penetrate to a depth of more than 60 inches. Permeability is slow and the water table is at a depth of 18 to 36 inches unless the soil is drained. This soil is mostly used for intensively irrigated row crops, principally celery, lettuce, broccoli, and cauliflower. It is considered a Class II soil under the LCC Index.

**Xerothorents, Loamy.** Less than one percent of the project site is Xerothorents, loamy. Xerothorents, loamy, are found on bluffs and banks along major rivers, on escarpments of terraces, on fans or alluvial plains, and along drainage ways. Runoff and the erosion hazard vary considerably over very short distances. Permeability is moderately slow. Roots can penetrate to a depth of more than 60 inches. This land is used for annual range or is left idle. It is considered a Class VI soil under the LCC Index.

**Salinas Loam, 0 to 2 Percent Slopes.** Less than one percent of the project site is Salinas Loam, 0-2 percent slopes. This soil is found on river terraces. Runoff is slow, and the erosion hazard is slight. The available water capacity is 10 to 12 inches. This soil type is used mostly for irrigated row and field crops in the Salinas Valley. It is considered a Class I soil under the LCC Index.



0 1,000 feet

### Legend



Plan Area Boundary

Source: EMC Planning Group Inc. 2008, Monterey County GIS 2006,  
Soils SSURGO Data 1999, Orthophotos 1999

Figure 11

## Plan Area Soils



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## Project Site Farmland Value

According to Figure 5.9-1, Important Farmlands, in the General Plan FEIR, the Plan Area is classified as Prime Farmland.

## Site and Surrounding Land Uses

The Plan Area has historically been utilized for row crop agriculture and is currently used for the production of lettuce and other row crops. Lands adjacent to the Plan Area include row crop agriculture and industrial development. [Figure 4](#), Aerial Photograph, in Section 1 of this EIR shows the surrounding land uses. Active agricultural lands are located adjacent to the site on the southwest and southeast. Industrial uses are located adjacent to the site on the northwest, northeast, and southeast.

## Project Analysis

### Loss of Important Farmland

The proposed project would result in conversion of 257 acres of Prime Farmland used for production of row crops to an urban use that is limited to agricultural support uses.

**LESA Analysis.** As noted previously, the LESA model is an analytical tool that is used throughout the state, at the discretion of a Lead Agency, to rate the relative quality of land resources based upon specific measurable features. The model's results can be used to determine whether loss of agricultural land is a significant impact. A LESA Model analysis was prepared for the Plan Area. The results of the analysis are included in [Appendix C](#), LESA Analysis. The Plan Area has a total LESA score of 78.36. The Land Assessment subscore is 34.86 and the Site Assessment subscore is 43.5. Based on the thresholds of significance established in the *California Agricultural Land Evaluation and Site Assessment Model Instruction Manual* (California Department of Conservation 1997), the loss of agricultural land would be considered significant.

As discussed in the General Plan FEIR, the City recognizes the many inherent benefits of maintaining agricultural land uses. Agriculture is the City's economic base and also provides a variety of job opportunities, helps to preserve rural character, and maintains open space. The City acknowledges that there is also a need to balance agricultural land with other land uses that are needed if agriculture is to survive. This includes housing and services for farmworkers and land for agricultural support industries, such as those proposed by the applicant. The proposed project would accommodate activities that are fundamental to the agricultural sector and economic viability of agricultural commodity production. Conversion of the Plan Area from active agricultural cultivation to a developed use is being proposed in large part to provide added value to agricultural commodities that otherwise may not be captured. By doing so, the

economic viability and value of agricultural land in Monterey County is enhanced. This in turn may be a disincentive to future conversion of other valuable agricultural farmlands to non-agricultural use.

**Proposed Buffer Easements.** Activities on agricultural land located adjacent to the Plan Area on the southwest and southeast would have the potential to conflict with the proposed industrial uses in the absence of measures designed to minimize such conflicts. Conflicts may arise due to chemical application, noise and/or exhaust from motorized farm equipment, odors, and dust from soil disturbance during tilling, cultivation, or other activities.

A common approach to mitigating conflicts between agricultural activities and surrounding sensitive uses is to establish an acceptable buffer that separates the incompatible uses. While agricultural industrial uses are not considered sensitive, nuisances to such uses from agricultural activities can still occur. To help reduce the potential for nuisance conflicts, the applicant has agreed to establish and maintain a 70-foot wide agricultural buffer easement along the southwest Plan Area boundary and a 20-foot wide agricultural buffer easement along the southeast Plan Area boundary. The overall buffer between the Plan Area and agricultural uses to the southeast includes the proposed 20-foot buffer easement and the Harris Road right-of-way, thus making the separation between uses much greater. Please refer back to [Figure 10, Landscape and Buffer Easements](#), for the location of these buffers.

The buffer easements will be conveyed by a separate recorded document, and are also shown on the Master Parcel Map for the Plan Area. Draft buffer easement language is contained in Appendix F of the Specific Plan. Allowed uses within the buffer include access streets or roadways, utilities serving the project site, parking areas, industrial-related storm runoff ponds or retention basins, security fencing and landscaping. Landscaping will include irrigation systems, a minimum 60-foot setback for tree planting, and low-growing shrubbery, grasses, and earthen berms that will not cast shadows or disburse seeds onto adjacent cropland.

**Right-to-Farm Ordinance.** Right-to-farm ordinances are utilized to disclose nuisances from agricultural operations to owners/users of adjacent land being proposed for non-agricultural uses. Such ordinances establish the right of farmers to continue with the agricultural activities on land adjacent to sensitive land uses. Deed restrictions notify all future buyers of adjacent property that there is a right to farm on the adjacent land. The restriction lists the type of operations and possible nuisances or inconveniences that can be associated with agricultural activities and notifies buyers that they must accept such nuisances. Generally, the agricultural commissioner tries to resolve any conflicts that arise. As described previously, the City has adopted a right-to-farm ordinance (Section 37-50.220, Right-to-Farm of the City of Salinas Municipal Code) for the purpose of reducing agricultural land use conflicts. The Specific Plan includes a policy which requires noticing consistent with the City's Municipal Code requirement.

Implementation of the proposed Specific Plan agricultural buffer easement policy and the Specific Plan right-to-farm policy are consistent with General Plan policies and General Plan FEIR mitigation measures that address right-to-farm notification requirements and agricultural buffers. Implementation of the Specific Plan policies will reduce the potential impact associated with the compatibility of agricultural uses with urban uses to a level less than significant.

## ***Impacts and Mitigation Measures***

**Significant and Unavoidable Impact - Direct Loss of Prime Farmland.** Approximately 257 acres of Prime Farmland would be converted to agricultural-industrial uses that preclude continued cultivation and agricultural crop production. This is a significant, unavoidable impact. There are no mitigation measures that would reduce this impact to a less than significant level. As described in the Policy and Regulatory Setting section above, the City has adopted an Agricultural Land Preservation Program to implement the City's overall approach for conserving agricultural lands. The project applicant must comply with the requirements contained in the ALP. Implementation of the following mitigation measure will partially mitigate the significant impact, but will not reduce the impact to a less than significant level.

### **Mitigation Measure**

AG-1. The applicant shall dedicate agricultural conservation easements to permanently protect agricultural land consistent with the City's Agricultural Land Preservation Program. The City Attorney shall verify that easements have been dedicated prior to approval of the Specific Plan.

**Less than Significant Impact – Indirect Conversion of Adjacent Agricultural Land.** Activities on agricultural land located adjacent to the Plan Area could conflict with uses within the Plan Area. If this were to occur, pressure to convert the adjacent farmlands to non-agriculture use could result. To reduce the potential for land use conflicts, the project applicant proposes to establish and maintain a 70-foot agricultural buffer along the southwest boundary of the Plan Area and 20-foot buffer along the southeast boundary of the Plan Area, which, when added to the Harris Road right-of-way also creates a minimum 70-foot wide buffer. The buffers also serve to prevent extension of urban infrastructure into adjacent agricultural lands. Establishment of these buffers and compliance with the City's right-to-farm ordinance as specified in Specific Plan policy will ensure that the potential for farmland conversion is minimized or avoided. No mitigation measures are required.

## 2.3 AIR QUALITY

Information in this section is drawn primarily from the Monterey Bay Unified Air Pollution Control District's (MBUAPCD) *2008 Air Quality Management Plan for the Monterey Bay Region*, and *CEQA Air Quality Guidelines* (2008).

A response to the NOP was received from the MBUAPCD. The MBUAPCD provided comments that addressed a range of issues including operational and construction emissions and permitting requirements for stationary emissions sources.

### ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

### ***Policies and Regulations***

#### **Federal**

The federal Clean Air Act (CAA), adopted in 1970 and amended in 1990, provides the basis for federal air quality standards. The CAA is implemented by the U.S. Environmental Protection Agency. The CAA established two types of national air standards: primary and secondary. Primary standards set limits to protect public health, including the health of sensitive persons such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

## State

The Lewis-Presley Air Quality Management Act, adopted in 1976 and amended in 1987, and the California Clean Air Act (CCAA), adopted in 1988 and amended in 1992, provide the basis for air quality regulation in the state, particularly maintaining ambient air quality standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and particulate matter, collectively referred to as “criteria pollutants.” The California Environmental Protection Agency Air Resources Board (ARB) is responsible for coordinating air quality attainment efforts, setting standards, conducting research and creating solutions to air pollution.

The state has initiated several programs that reduce emission of greenhouse gases (GHG). These programs include long-standing building energy efficiency standards and vehicular fuel efficiency standards and emission control programs, and more recent efforts specifically targeted at GHG reductions for the purpose of addressing global warming.

**Standards for Criteria Air Pollutants.** In general, criteria pollutants are pervasive constituents, such as those emitted in vast quantities by the combustion of fossil fuels. Both the State of California and the federal government have developed ambient air quality standards for the identified criteria pollutants, which include ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and suspended particulate matter 10 microns or less (PM<sub>10</sub>), and 2.5 microns or less (PM<sub>2.5</sub>). [Table 3, Federal and State Ambient Air Quality Standards](#), lists state and federal ambient air quality standards for criteria air pollutants. The State standards generally have lower thresholds than the federal standards, yet both are applicable to the proposed project. When thresholds are exceeded at regional monitoring stations, an “attainment plan” must be prepared that outlines how an air quality district will achieve compliance. Generally, these plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods.

## Monterey Bay Unified Air Pollution Control District

The MBUAPCD exercises its jurisdiction within the North Central Coast Air Basin (hereinafter referred to as “air basin”), which includes Monterey, Santa Cruz, and San Benito counties. The MBUAPCD is charged with regulatory authority over stationary sources of air emissions, monitoring air quality within the air basin, providing guidelines for analysis of air quality impacts pursuant to CEQA, and preparing an air quality management plan or Clean Air Plan. ARB also grants air districts explicit statutory authority to adopt indirect source regulations and transportation control measures, including measures to encourage the use of ridesharing, flexible work hours, or other measures that reduce the number or length of vehicle trips.

**Table 3 Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards <sup>1</sup>		Federal Standards <sup>2</sup>			
		Concentration <sup>3</sup>		Primary <sup>3,4</sup>		Secondary <sup>3,5</sup>	
		ppm	µg/m <sup>3</sup>	ppm	µg/m <sup>3</sup>	ppm	µg/m <sup>3</sup>
Ozone	1 Hour	0.09	180	-		-	
	8 Hour	0.07	137	0.075	147	0.075	147
PM <sup>10</sup>	24 Hour		50		150		150
	Annual		20		-		-
PM <sup>2.5</sup>	24 Hour	No Separate State Standard			35		35
	Annual		12		15		15
Carbon Monoxide (CO)	8 Hour	9	10,000	9	10,000	-	-
	1 Hour	20	23,000	35	40,000	-	-0
Nitrogen Dioxide (NO <sub>2</sub> )*	Annual	0.030	57	0.53	100	0.53	100
	1 Hour	0.18	339	-	-	-	-
Sulfur Dioxide (SO <sub>2</sub> )	Annual	-	-	0.030	80	-	-
	24 Hour	0.04	105	0.14	365	-	-
	3 Hour	-	-	-	-	0.5	1,300
	1 Hour	0.25	655		-		-
Lead <sup>6</sup>	30 Day Average		1.5		-		-
	Rolling 3-month		-		0.15		0.15
	Calendar Quarter		-		1.5		1.5
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km. - visibility of 10 miles or more due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards			

Sulfates	24 Hour		25	
Hydrogen Sulfide	1 Hour	0.03	42	
Vinyl Chloride <sup>6</sup>	24 Hour	0.01	26	

**Source:** California Air Resources Board, November 17, 2008

**Note:** \*The Nitrogen Dioxide ambient air quality standard was amended on February 22, 2007, to lower the 1-hr standard to 0.18 ppm and establish a new annual standard of 0.030 ppm. These changes become effective after regulatory changes are submitted and approved by the Office of Administrative Law, expected later this year.

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
5. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
6. The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

**Attainment Status of the Air Basin.** ARB is required to designate areas of the state as attainment, non-attainment, or unclassified with regard to its compliance with state standards for criteria air pollutants. An “attainment” designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A “non-attainment” designation indicates that a pollutant concentration violated the standard at least once, excluding an “unclassified” designation which signifies that available data does not support either an attainment or non-attainment status. The CCAA divides districts into moderate, serious, and severe air pollution attainment categories, with increasingly stringent control requirements mandated for each category.

Ambient air quality in the air basin is monitored at several monitoring stations. On several occasions in recent years, the ozone and PM<sub>10</sub> standards have been exceeded at ambient air

quality monitoring stations in the air basin. The air basin does not meet the state ambient air quality standards for ozone or particulate matter (PM<sub>10</sub>). The ozone attainment status is currently “non-attainment” and the particulate matter attainment status is currently “non-attainment.” Non-attainment infers that the air basin has had less than three exceedences at any one monitoring station. All other pollutants are not considered to have a non-attainment status relative to established state and federal thresholds. [Table 4, North Central Coast Air Basin Attainment Status](#), identifies the current status within the NCCAB for each criteria pollutant.

**Table 4 North Central Coast Air Basin Attainment Status**

Pollutant	State	Federal
Ozone (O <sub>3</sub> ) – 8 hour	Nonattainment <sup>1</sup>	Attainment <sup>2</sup>
Inhalable Particulates (PM <sub>10</sub> )	Nonattainment	Attainment
Fine Particulates (PM <sub>2.5</sub> )	Attainment	Unclassified/ Attainment <sup>3</sup>
Carbon Monoxide (CO)	Monterey Co. – Attainment San Benito Co. – Unclassified Santa Cruz Co. – Unclassified	Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	Attainment	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Attainment	Attainment

*Source:* MBUAPCD 2009

*Notes:* <sup>1</sup> Effective July 26, 2007, the ARB designated the MCCAB a nonattainment area for the State ozone standard, which was revised in 2006 to include an 8-hour standard of 0.070 ppm.

<sup>2</sup> On March 12, 2008, EPA adopted a new 8-hour ozone standard of 0.075 ppm, while temporarily retaining the existing 8-hour standard of 0.08 ppm. EPA is expected to issue new designations by March 2010.

<sup>3</sup>In 2006, the Federal 24-hour standard for PM<sub>2.5</sub> was revised from 65 to 35 ug/m<sup>3</sup>. Although final designations have yet to be made, it is expected that the NCCAB will remain designated unclassified/attainment.

**Air Quality Management Plan.** The MBUAPCD 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 MBUAPCD adopted the Monterey Bay Unified Air Pollution Control District Air Quality Management Plan (AQMP) in 1991 and several updates in subsequent years. The AQMP presents measures to control emissions of volatile organic carbons (VOC) from stationary and mobile sources in order to meet the ozone standard mandated by the CCAA. In 2006 the ARB made the AAQS more stringent by adding an 8-hour ozone average to the standard.

Although the air basin achieved the 1-hour standard in 2006, it failed to meet the new 8-hour standard and the ARB designated the air basin a nonattainment area for the State AAQS for ozone. In August 2008 the MBUAPCD adopted an updated AQMP that focuses on achieving the new 8-hour ozone standard. Five control measures from the 2004 AQMP, whose development was suspended because the 1-hour standard had been met, have been re-introduced in the 2008 AQMP. These five measures are:

- A1 - Solvent Cleaning Operations;
- A2 - Degreasing Operations;
- A3 - Spray Booths - Miscellaneous Coatings and Cleanup Solvents;
- A4 - Adhesives and Sealants; and
- A5 - Natural Gas-Fired Fan-Type Central Furnaces and Residential Water Heaters.

For 2010, the combined emission reductions from these measures are estimated to be 1.65 tons per day of VOC and 0.17 tons per day of NO<sub>x</sub>. The 2008 AQMP also updates the description of the area's Transportation Control Measures (TCMs), as well as grant activity under AB 2766 and the Moyer mobile source emission reduction programs. The AQMP further proposes to evaluate any co-pollutant benefits in terms of reducing ozone precursors achieved under AB 32.

**MBUAPCD CEQA Air Quality Guidelines (2008).** The MBUAPCD prepared its CEQA air quality guidelines to assist lead agencies in the preparation of CEQA document air quality analysis. The air quality analysis of an EIR for a specific plan should focus on cumulative effects and defer any unknown impacts to subsequent EIRs or negative declarations. When comparing a specific plan to an adopted plan or policy, the analysis should examine the existing physical conditions at the time the NOP is published as well as potential future conditions discussed in the existing plan (CEQA Guidelines §15125(e)). The EIR should focus on the project's cumulative air quality impact on regional ozone and its localized impact on carbon monoxide levels. A specific plan's cumulative impact should be analyzed by determining its consistency with the AQMP (MBUAPCD; CEQA Guidelines Section 5.5). Its localized impact should be assessed by identifying whether build-out would create or substantially contribute to carbon monoxide "hotspots" where federal or state AAQS are exceeded (MBUAPCD CEQA Guidelines Section 5.4).

***Standards for Carbon Monoxide.*** Typically, areas of high CO concentrations or "hot spots" are associated with emissions in excess of 550 pounds per day and signalized intersections operating at LOS E or LOS F (MBUAPCD CEQA Guidelines page 5-8).

**Standards for  $PM_{10}$ .** The MBUAQMD CEQA Guidelines consider emissions of 82 pounds per day or greater of  $PM_{10}$  from construction activity to be significant; this typically equates to general construction activity over an area of at least 8.1 acres per day, or grading/excavation over an area of at least 2.2 acres per day.

**Toxic Air Contaminants Cancer Risk.** An incremental risk of ten excess cancer cases per million at the Maximally Exposed Individual (or MEI) would result in a significant impact. The ten-in-one-million risk level is used by the Air Toxics “Hot Spots” (AB 2588) program and California’s Proposition 65 as the public notification level for air toxic emissions from existing sources.

## **Salinas General Plan**

**Policy COS-6.1:** Cooperate with the Monterey Bay Unified Air Pollution Control District to implement the Air Quality Plan.

**Policy COS-6.2:** Implement measures to protect air quality that may be required to mitigate the effects of population growth.

**Policy COS-6.3:** Encourage development design that maintains air quality and reduces direct and indirect emissions of air contaminants.

**Policy COS-6.4:** Support alternative modes of transportation, such as walking, biking and public transit, and develop bike- and pedestrian-friendly neighborhoods to reduce emissions associated with automobile use.

## **Proposed Specific Plan Policies and Standards**

### **Goals and Policies**

**Goal 6.3:** Reduce vehicle trip numbers thereby reducing air emissions and the potential effect of the development on Climate Change.

**Policy 6-8:** Provide a circulation system that accommodates and encourages the use of alternative transportation modes.

**Policy 6-9:** Provide Americans with Disabilities Act (ADA) compliant sidewalks on the developed side of all Specific Plan roads.

**Policy 6-10:** Connect sidewalks within the Plan Area to existing public pedestrian facilities.

**Policy 6-11:** Provide bike lanes on backbone roads within the Plan Area.

**Policy 6-12:** Connect bike lanes within the Plan Area to existing public bicycle facilities.

**Policy 6-13:** Provide bike racks adjacent to employee/visitor parking areas.

**Policy 6-14:** Provide a bus shelter along the Abbott Street frontage in both the north- and south-bound directions with accompanying connections to sidewalks and crosswalks.

**Goal 7-4:** Reduce potential impact to climate change by offsetting/reducing carbon dioxide emissions.

**Policy 7-8:** Practice facility operation measures that aid in efficient energy usage.

**Policy 7-9:** Practice construction and management measures that use recycled materials and reduce exhaust and emissions.

**Policy 7-10:** Encourage the use by employees of alternate transportation modes through prioritizing the accommodation of such modes within the Plan Area design elements.

**Development Regulations.** The Specific Plan includes numerous development regulations to implement the goals and policies cited above. These include the following:

- 5.6 f) 1) B). Use light colored, solar-reflecting roofing materials for flat-roofed industrial buildings with roof areas of 5,000 square feet or more.
- 5.6 g) 8). For sites with 10 or more required employee/visitor parking spaces reserve at least 10 percent for carpools and alternative fuel vehicles and provide an alternative fueling system, such as an electric vehicle charging areas, for at least one employee/visitor vehicle.
- 5.6 kk) 2). Provide energy efficient design or features including
  - Fundamental commissioning of the building energy system for the office / employee areas of the building;
  - Use zero CFC-based refrigerants for major HVAC&R units;

- Install high efficiency lighting in all employee / visitor areas, and whenever practicable in other building areas and outdoors;
  - Complying with the ASHRAE Advanced Energy Design guide for Small Office Building 2004 for office employee / visitor areas of buildings;
  - Allow photovoltaic panels, wind turbines, solar water heaters, fuel cells, and other renewable energy sources on roofs and in other areas of sites;
  - Encourage food processing and related facilities to adopt Industrial Best Practices per the California Energy Commission's "California's Food Processing Industry Energy Efficiency Initiative: Adoption of Industrial Best Practices."
- 5.6 kk) 3). Divert construction waste from landfills.
  - 5.6 kk) 4). Maximize recycled-content building products.
  - 5.6 kk) 5). Ensure good indoor air quality.

## ***Environmental Setting***

### **Regional Climate and Topography**

The air basin lies along the central coast of California covering an area of approximately 5,159 square miles. The air basin is comprised of several interconnected valleys: a portion of the Santa Clara Valley; San Benito Valley; Salinas Valley, and Carmel Valley. The semi-permanent high-pressure cell in the eastern Pacific Ocean is the basic controlling factor in the climate of the air basin. In the summer, the high pressure cell is dominant and causes persistent west and northwest winds over the entire California coast. Air descends in the Pacific high-pressure cell forming a stable temperature inversion of hot air over a cool coastal layer of air. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. The warmer air aloft acts as a lid to inhibit vertical air movement.

The generally northwest-southeast orientation of mountain ridges restricts and channels the summer on-shore air currents. Surface heating in the interior portion of the Salinas and San Benito valleys creates a weak low pressure, which intensifies the on-shore airflow during the afternoon and evening.

In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The airflow is occasionally reversed in a weak offshore movement, and the relatively stationary air mass is held in place by the Pacific high-pressure cell, which allows pollutants to build up over a period of a few days. It is most often during this season that the north or east winds develop to transport pollutants from either the San Francisco Bay Area or the Central Valley into the air basin.

During the winter, the Pacific high-pressure cell migrates southward and has less influence on the air basin. Air frequently flows in a southeasterly direction out of the Salinas and San Benito valleys, especially during night and morning hours. Northwest winds are nevertheless still dominant in winter, but easterly flow is more frequent. The general absence of deep, persistent inversions and the occasional storm systems usually result in good air quality for the basin as a whole in winter and early spring.

### Air Pollutants and Their Effects on Human Health

The primary air quality problems in the air basin are ozone and PM<sub>10</sub>. The health effects of ozone and PM<sub>10</sub> pollutants, as well as diesel exhaust and asbestos toxic air pollutants, are discussed below. [Table 5, Common Air Pollutants](#), presents the sources and effects of common criteria air pollutants.

**Table 5 Common Air Pollutants**

Pollutant	Properties	Major Sources	Related Health & Environmental Effects
Ozone (O <sub>3</sub> )	Created by the chemical reaction between oxides of nitrogen and volatile organic compounds (VOC) in the presence of heat and sunlight. Ground level ozone is the principal component of smog.	<ul style="list-style-type: none"> <li>▪ Motor vehicle exhaust;</li> <li>▪ Industrial emissions;</li> <li>▪ Gasoline vapors;</li> <li>▪ Chemical solvents.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduced lung capacity; Irritation of lung airways and inflammation;</li> <li>▪ Aggravated asthma;</li> <li>▪ Increased susceptibility to respiratory illnesses (i.e. bronchitis).</li> </ul>
Reactive Organic Gases (ROG)	Precursor of ground-level ozone.	<ul style="list-style-type: none"> <li>▪ Petroleum transfer and storage,</li> <li>▪ Mobile sources;</li> <li>▪ Organic solvents.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Potential carcinogen (e.g. benzene);</li> <li>▪ Toxic to plants and animals.</li> </ul>

Sulfur Dioxides (SO <sub>x</sub> )	Sulfur oxide gases are formed when fuel containing sulfur such as coal and oil is burned and when gasoline is extracted from oil, or metals are extracted from ore.	<ul style="list-style-type: none"> <li>▪ Electric utilities (especially coal-burning);</li> <li>▪ Industrial facilities that derive their products from raw materials to produce process heat.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Respiratory illness, particularly in children and the elderly;</li> <li>▪ Aggravates existing heart and lung diseases.</li> </ul>
Nitrogen Oxides (NO <sub>x</sub> )	Generic form for a group of highly organic gases, all of which contain nitrogen in varying amounts. Many of the nitrogen oxides are odorless and colorless.	<ul style="list-style-type: none"> <li>▪ Motor vehicles;</li> <li>▪ Electric utilities;</li> <li>▪ Industrial, commercial, and residential sources that burn fuel.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Toxic to plants;</li> <li>▪ Reduced visibility;</li> <li>▪ Respiratory irritant.</li> </ul>
Suspended Particulate Matter (PM <sub>10</sub> )	Describes particles in the air, including dust, soot, smoke, and liquid droplets. Others are so small that they can only be detected with an electron microscope.	<ul style="list-style-type: none"> <li>▪ Motor vehicles,</li> <li>▪ Factories,</li> <li>▪ Construction sites,</li> <li>▪ Tilled farm fields,</li> <li>▪ Unpaved roads;</li> <li>▪ Wood burning.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Aggravated asthma;</li> <li>▪ Increases in respiratory symptoms;</li> <li>▪ Decreased lung function;</li> <li>▪ Premature death;</li> <li>▪ Reduced visibility.</li> </ul>
Carbon Monoxide (CO)	Colorless, odorless gas that is formed when carbon in fuel is not burned completely.	<ul style="list-style-type: none"> <li>▪ Fuel combustion;</li> <li>▪ Industrial processes;</li> <li>▪ Highly congested traffic.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Chest pain for those with heart disease;</li> <li>▪ Vision problems;</li> <li>▪ Reduced mental alertness;</li> <li>▪ Death (at high levels)</li> </ul>
Lead (Pb)	Metal, can become air-borne	<ul style="list-style-type: none"> <li>▪ Factories (smelters, lead acid batteries)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Neurological, kidney reproductive, and immunity disorders</li> <li>▪ Reduced blood oxygen capacity</li> </ul>

Source: MBUAPCD and EPA

**Ozone and Related Compounds.** Ozone (O<sub>3</sub>) is produced by chemical reactions, which are triggered by sunlight, involving nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROG) or volatile organic compounds (VOC). NO<sub>x</sub> are created during combustion of fuels, while reactive organic gases are emitted during combustion and evaporation of organic solvents. Since ozone is

not directly emitted to the atmosphere, but is formed because of photochemical reactions, it is considered a secondary pollutant. Ozone is a seasonal problem, occurring roughly from April through October.

Ozone is a strong irritant that attacks the respiratory system, leading to the damage of lung tissue. Asthma, bronchitis, and other respiratory ailments, as well as cardiovascular diseases, are aggravated by exposure to ozone. A healthy person exposed to high concentrations may become nauseated or dizzy, may develop a headache or cough, or may experience a burning sensation in the chest. Research has shown that exposure to ozone damages the alveoli (the individual air sacs in the lung where the exchange of oxygen and carbon dioxide between the air and blood takes place). Research has shown that ozone also damages vegetation.

Calculating VOC and NO<sub>x</sub> emissions from typical construction equipment is not necessary because temporary emissions of these ozone precursors have been accommodated in State- and federally-required air plans.

**Sulfur Oxides.** SO<sub>x</sub> gases are formed when fuel containing sulfur, such as coal and oil, is burned, when gasoline is extracted from oil, or metals are extracted from ore. SO<sub>2</sub> dissolves in water vapor to form acid, and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and their environment.

**Suspended Particulate Matter.** PM<sub>10</sub> is comprised of small, suspended particulate matter, 10 microns or less in diameter. The major components of PM<sub>10</sub> are dust particles, nitrates, and sulfates. PM<sub>10</sub> is directly emitted to the atmosphere as a byproduct of fuel combustion, wind erosion of soil and unpaved roads, and from construction or agricultural operations. Small particles are also created in the atmosphere through chemical reactions. Approximately 64 percent of fugitive dust is PM<sub>10</sub>. Minimal grading typically generates about 10 pounds per day per acre on average while excavation and earthmoving activities typically generate about 38 pounds per day per acre.

Although particles greater than 10 microns in diameter can cause irritation in the nose, throat, and bronchial tubes, natural mechanisms remove much of these particles. Particles less than 10 microns in diameter are able to pass through the body's natural defenses and the mucous membranes of the upper respiratory tract and enter into the lungs. The particles can damage the alveoli. The particles may also carry carcinogens and other toxic compounds, which can adhere to the particle surfaces and enter the lungs.

**Carbon Monoxide.** Carbon monoxide is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. Other non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all CO emissions nationwide. Higher levels of CO generally occur in areas with heavy traffic

congestion. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Carbon monoxide can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues. Carbon monoxide contributes to the formation of ground-level ozone.

**Lead.** Lead was formerly a major air pollutant of concern. Levels of lead in the air decreased 94 percent between 1980 and 1999, following the removal of lead from gasoline. Today, the highest levels of lead in air are usually found near lead smelters and a few other industrial and utility plants.

### **Toxic Air Pollutants**

Toxic air contaminants (TACs) are pollutants that may be expected to result in an increase in mortality or serious illness or may pose a present or potential health hazard. Health effects include cancer, birth defects, neurological damage, damage to the body's natural defense system, and diseases that lead to death. TACs can be separated into carcinogens and non-carcinogens.

**Diesel Emissions.** Diesel engines emit a complex mix of pollutants including NO<sub>x</sub>, particulate matter, and TACs. The most visible constituents of diesel exhaust are very small carbon particles or "soot," known as diesel PM. Diesel exhaust also contains over 40 cancer-causing substances, most of which are readily adsorbed on the soot particles. Among the TACs contained in diesel exhaust are dioxin, lead, polycyclic organic matter, and acrolein.

Short-term exposure is associated with variable irritation and inflammatory symptoms. Diesel engine emissions are responsible for a majority of California's estimated cancer risk attributable to air pollution. In 2000, ARB identified an average potential cancer risk of 540 excess cases per million people, statewide, from diesel PM. In addition, diesel PM is a significant fraction of California's particulate pollution. Assessments by ARB and U.S. EPA estimate that diesel PM contributes to approximately 3,500 premature respiratory and cardiovascular deaths and thousands of hospital admissions annually in California. Diesel exhaust contains several chemicals detrimental to visibility and vegetation (OEHHA).

Diesel exhaust is especially common during the grading stage of construction (when most of the heavy equipment is used), and adjacent to heavily trafficked roadways. New ARB regulations on construction and other off-road diesel equipment were to be phased in between 2010 and 2015 to reduce equipment emissions through the replacement or retrofit of heavily-polluting equipment, but implementation of these rules was delayed by recent legislation.

## Existing Plan Area Conditions

The Plan Area is currently and has historically been in agricultural use. Agricultural activities such as tilling, vehicular travel on unpaved farm roads, emissions from agricultural equipment (pumps, tractors, graders, sprayers, etc), and pesticide use are sources of fugitive dust, diesel emissions, and toxic air contaminants that contribute to air quality issues within the air basin. Equipment use and farming intensity varies throughout the year; therefore, it is difficult to quantify the actual amount of fugitive dust, diesel emissions, and toxic air contaminants released into the air basin due to the existing agricultural activities. Agricultural production is not regulated by the MBUAPCD.

## Sensitive Receptors

Although air pollution can affect all segments of the population, certain groups are more susceptible to its adverse effects than others. Children, the elderly, and the chronically or acutely ill are the most sensitive population groups. These sensitive receptors are commonly associated with specific land uses such as residential areas, schools, parks, retirement homes, and hospitals. The Plan Area is bordered by agricultural uses, industrial uses, and U.S. Highway 101 (refer to [Figure 4, Aerial Photograph](#), in Section 1). The nearest houses are a solitary farmhouse east of U.S. Highway 101 and a solitary house along Harkins Road (about 0.3 miles west of the Plan Area). No other sensitive receptors are located near the Plan Area. The largest concentration of residential uses is about one mile to the northwest of the Plan Area.

## Project Analysis

### Construction Emissions

Development of the Plan Area will take place based on market demand. While the applicant projects that build out will occur over an approximately five year timeframe, it is unknown which parcels within the Plan Area will be developed first or which areas will develop in what order. Consequently, the applicant has not proposed a specific phasing plan. For purposes of estimating construction emissions, build out is assumed to take place over a period of five years. Construction phase emissions are generated over the short-term as a result of construction activities. Construction emissions are generated from sources including heavy-duty construction equipment, asphalt for roadways, and dust from earthmoving activities (e.g., grading, trenching).

**Construction Dust.** Construction-generated PM<sub>10</sub> emissions vary substantially from day to day depending on the level of activity, the specific construction equipment used, and weather conditions. Construction emissions can substantially increase localized concentrations of PM<sub>10</sub>, for which the MBUAPCD is currently in nonattainment. The initial phases of construction

generate the highest emissions of PM<sub>10</sub> from fugitive dust because initial site preparation activities typically involve the most intense grading. During other construction phases, additional materials would be imported to the site including base rock, select soil/gravel for trenches and building pads, and asphalt for paving. Without controls, dust from construction would be transported off-site via wind erosion of unpaved surfaces or through soils tracked-out onto paved roads where PM<sub>10</sub> enters the air through the motion of passing cars and trucks. Although there are no development proposals at this time for construction within the Plan Area, grading of acreage in excess of established thresholds is likely given the large sites typically required by industrial uses. Therefore, it can be assumed that the short-term impacts from generation of PM<sub>10</sub> emission are likely to be significant.

**Construction Diesel Emissions.** Construction of future development projects within the Plan Area would utilize diesel-fueled heavy equipment. Diesel-powered trucks and equipment would emit substantial amounts of NO<sub>x</sub> and toxic TACs during the construction phase. Grading of the Plan Area is expected to produce the highest emissions of diesel particulate matter. Grading would involve cuts and fills generally less than three feet in depth, and the import of about 25,000 to 75,000 cubic yards of soil. It is anticipated that mass grading and infrastructure construction would occur over the entire Plan Area prior to development of individual parcels for a period of eight months starting in 2010. Truck travel and other construction equipment exhaust would also result in elevated levels of diesel particulate matter for short time periods. Assuming a capacity of 18 cubic yards of soil per truck, the truck trip generation associated with earthwork is estimated to be 52 daily truck trips over an eight month period. Truck trip generation associated with the delivery of paving materials is estimated to be 68 daily truck trips over an estimated period of six months. An additional 24 daily truck trips would be generated for the delivery of building materials, also for an estimated six month period (Higgins Associates 2008, page 45).

The MBUAPCD does not currently have thresholds that apply to construction diesel emissions; however, prolonged exposure of sensitive receptors to diesel particulates would be considered a significant impact. The increased health risks from diesel emissions (i.e., increased cancer risks) are calculated over a 70-year continuous exposure period at locations of sensitive receptors. Improved diesel engine technologies along with reformulated diesel fuel are expected to substantially lower the risk from diesel exhaust. Because there are very limited sensitive receptors near the Plan Area and the duration of exposure for any person working at adjacent industrial uses would logically be less than 70 years, the effects of diesel emissions would be less than significant.

## Operational Emissions

As previously noted, a specific development phasing plan has not been proposed by the applicant. For purposes of estimating operational emissions, build out and phasing assumptions have been made. Operational emissions would begin to occur once portions of the Plan Area are developed, and full operations are assumed to begin within about five years. This may be a conservative assumption and lead to conservative assessment of operational impacts. Increases in mobile source emissions associated with the future development would be primarily associated with employee commute trips and long-haul delivery/worker truck trips.

The URBEMIS 2007 air quality modeling program was used to predict quantities of volatile organic compounds (VOC), measured as ROG, NO<sub>x</sub>, and PM<sub>10</sub> emissions, that would be generated by operational (vehicle trips) and area sources. Sulfur related emissions are common to industrial activities and were evaluated as well. The URBEMIS emissions report is presented in [Appendix D. Table 6, Estimated Project-Related Operational Emissions](#), presents the air quality emissions associated with future build out of the Plan Area as determined by URBEMIS.

**Table 6 Estimated Project-Related Operational Emissions**

	MBUAPCD Thresholds	Project Emissions (lbs/day)	
		Summer	Winter
ROG	137 lbs/day (direct + indirect)	673.1	748.4
NO <sub>x</sub> as NO <sub>2</sub>	137 lbs/day (direct + indirect)	5,765.9	6,261.9
PM <sub>10</sub>	82 lbs/day (direct)	1,942.1	1,942.1
SO <sub>x</sub> as SO <sub>2</sub>	150 lbs/day (direct)	16.7	16.7

**Source:** MBUAPCD and EMC Planning Group Inc.

The URBEMIS emissions report is a “worst-case” scenario based on the size of the Specific Plan area (257 acres) and the daily trip generation rate (63.11 per acre) provided in the traffic impact analysis prepared by Higgins Associates. The default Industrial Park land use was used in the analysis since there are no individual development proposals outlining project specific uses at this time. Vehicle fleet mix and travel conditions were modified based on information provided in the traffic impact analysis, and are noted in the URBEMIS report. The URBEMIS analysis indicates that unmitigated build out of the Specific Plan would exceed the MBUAPCD thresholds for ROG, NO<sub>x</sub>, and PM<sub>10</sub>.

The emissions volumes shown in Table 6 are very conservative for important reasons. First, an assumption is made that all uses within the Plan Area would operate 12 months a year. Certain types of agricultural industrial uses that are likely to locate within the Plan Area, such as coolers, operate only seasonally. This reflects the fact that for many agricultural crops grown in the Salinas Valley, the primary growing season lasts approximately six months. Thus, potential uses such as cooler facilities would likely operate only about six months per year. The URBEMIS results therefore likely over-estimate total annual emissions. This conservative approach is consistent with the assumption made in the traffic impact analysis prepared for the project wherein potential impacts are based on “harvest” season conditions when agricultural activities in the Salinas Valley are at their peak and related traffic volumes are highest. A conservative approach was also taken to account for the potential that the entire Plan Area could be developed with agricultural industrial related uses that are not seasonal.

**Truck Emissions.** Diesel trucks would comprise a large percentage of the traffic to and from the Plan Area. The traffic impact analysis estimates that the proposed project would generate about 2,350 daily medium-heavy truck (14.4 percent of the total) and about 3,500 daily heavy truck trips (21.6 percent of the total). These trips would increase diesel exhaust emissions along the city’s truck routes leading to and from the Plan Area, and along U.S. Highway 101.

**Bike and Pedestrian Facilities.** The Specific Plan provides for bike lanes along the project side of Harris Road, and on both sides of Abbott Street, Street “A”, Street “B” and the portion of Dayton Street south of Street “A”. The bike lanes connect to existing City bicycle and pedestrian facilities, and to public transit facilities on Abbott Street that enable transit access to the Plan Area. Sidewalks are provided on both sides of all internal public roadways and along the Harris Road and Abbott Street project frontages. These bike and pedestrian facilities may encourage some employees to walk or bike to work, thereby reducing vehicle emissions.

**Green Building Measures.** Chapter 7 of the Specific Plan includes a range of “green building” standards that are in part designed to reduce generation of air emissions and greenhouse gases. Implementation of these standards would have a benefit on air quality by reducing air emissions. Please refer to Section 2.4, Climate Change, for an estimate of greenhouse gas emissions reductions that would result from these measures.

### Localized Concentrations of Carbon Monoxide

The primary mobile source pollutant of local concern is CO. Localized concentrations of CO are a direct function of vehicle idling time and thus, traffic flow conditions. CO concentrations close to congested roadways or intersections may reach unhealthful levels, affecting local sensitive receptors (e.g. residents, school children, hospital patients, and the elderly). Under normal

meteorological conditions, CO transport is extremely limited and disperses rapidly from the source.

Based on the URBEMIS modeling, daily emissions of CO would be about 6,000 pounds. The traffic impact analysis identifies six intersections that have overall un-mitigatable or potentially un-mitigatable operations of LOS E or LOS F at build out of the proposed project. Refer to Section 2.10, Transportation and Circulation for discussion of transportation and circulation issues. These intersections are potential “hot spots” for CO concentrations. The six intersections and their potential for significant CO effects are summarized in [Table 7, Potential High CO Concentration Hotspots](#).

**Table 7 Potential High CO Concentration Hotspots**

Intersection	Level of Service	Adjacent Uses	Hot Spot Potential
SR 68 (S. Main Street) / Blanco Road	LOS E (PM)	Commercial, Agriculture	No
Sanborn Road / Elvee Drive-U.S. Highway 101 SB Ramp	LOS F (PM)	Industrial, Freeway	No
Blanco Road / Sanborn Road / Abbott Street	LOS E (PM)	Commercial, Industrial	No
Harkins Street / Hansen Street	LOS F (AM, PM)	Industrial, Vacant	No
Harkins Street / Abbott Street	LOS E (AM, PM)	Industrial	No
Davis Road / Blanco Road	LOS F (PM)	Agriculture, Residential	Yes

*Source:* Higgins Associates, Ruggeri-Jensen-Azar

Only one of the six intersections has sensitive receptors in the vicinity. A residential neighborhood is located at the northeast corner of the Davis Road/Blanco Road intersection. The backyards of about four houses are within 20 to 60 feet of the roadway near this intersection; therefore, there is the potential for a significant effect from CO concentrations at this intersection.

The Caltrans CO screening protocol (appendix A manual method) was used to estimate CO concentrations at a distance of seven meters from this intersection (the nearest residential property line). Based on that screening, one-hour CO concentrations would be about 6.5 ppm and eight-hour concentrations would be about 3.9 ppm, both far below the state and federal standards for CO. The CO worksheets are included in [Appendix E](#).

## Direct Stationary Source Emissions

Stationary source emissions are typically associated with some commercial and industrial uses. These emissions represent the majority of long-term operational emissions from most industrial land uses. There is no definitive means to determine what the stationary source emissions would be for build out of the Plan Area because future commercial and industrial uses are unknown at this time. Any future use that may require a permit from the MBUAPCD under any one of its rules or regulations would be evaluated by the MBUAPCD per Rule 207 Review of New or Modified Sources, and Rule 1000 Permit Guidelines and Requirements for Sources Emitting Toxic Air Contaminants. Additional air quality analysis will be required as part of future development applications within the Plan Area to determine the health risks associated with direct and indirect sources of diesel emissions or other toxic air contaminants. Such sources could include, but are not limited to the following:

- Stationary sources of power generators (boilers, engines, turbines, etc.);
- Gasoline dispensing operations;
- Diesel engine repair shops;
- Ammonia based cooling/refrigeration systems; and/or
- ATCM for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate.

## Odors

Industrial uses within the Plan Area could produce objectionable odors depending on the type of operations. Many agricultural processing plants produce odors as food is processed. It is presumed that the uses within the Plan Area would produce similar odor concentrations to those in the surrounding industrial plants. Since sensitive receptors are largely absent in the vicinity of the Plan Area, the potential for odors being objectionable is low.

## ***Impacts and Mitigation Measures***

**Less than Significant with Implementation of Mitigation Measures – Construction Phase PM<sub>10</sub> Generation.** Development of the Plan Area will involve grading in excess of the MBUAPCD thresholds of 8.1 acres (general construction activity) and 2.2 acres (grading/excavation). Therefore, significant impacts from construction phase emissions of PM<sub>10</sub> would occur without implementation of appropriate mitigation measures. Implementation of either one of the following mitigation measures would ensure that this impact will be less than significant.

## Mitigation Measures

- AQ-1. Construction Dust Reduction - Limited Site Grading. Grading plans shall be prepared to limit general construction activity to 8.1 acres per day and grading/excavation activity to 2.2 acres per day within the Plan Area. As more detailed construction information becomes available, emissions from grading activities should be reassessed to determine if the area of grading could be increased; or
- AQ-2. Construction Dust Mitigation Plans. Applicants for infrastructure improvements and for individual projects on sites over 2.2 acres shall prepare a construction dust mitigation plan for approval by the City of Salinas Engineering Services Department. The mitigation plan shall specify the methods of dust control that would be utilized, demonstrate the availability of needed equipment and personnel, use of reclaimed water for dust control, and identify a responsible individual who, if needed, can authorize implementation of additional measures. The mitigation plan shall incorporate best management practices to be implemented during all construction activities including, but not limited to, the following:
- a. Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure (and prevent visible emissions and off-site drift). Active areas adjacent to existing businesses should be kept damp at all times. If necessary during windy periods, watering is to occur on all days of the week regardless of onsite activities. Recycled or non-potable water should be used to the extent practical;
  - b. When possible, perform grading activities during morning hours when winds are generally calmer, and suspend grading when hourly-averaged winds exceed 15 mph and visible dust clouds cannot be contained within the site;
  - c. Pave, apply water at least twice daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas;
  - d. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles;
  - e. Hydro-seed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas that are inactive for 10 days or more). Plant vegetative ground cover in disturbed areas as soon as possible;
  - f. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites;

- g. Sweep street if visible soil material is carried out from the construction site;
- h. Limit traffic speeds on any unpaved roads to 15 mph;
- i. Maintain at least two feet of freeboard and cover loads on all trucks hauling dirt, sand, or loose materials;
- j. Install wheel washers at the entrance to construction sites for all exiting trucks; and
- k. Post a publicly visible sign that specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance).

**Significant and Unavoidable Impact – Operational Emissions.** Traffic generated by build out of the Plan Area, about 40 percent of which would be heavy and medium-heavy trucks, would result in ROG, NO<sub>x</sub> and PM<sub>10</sub> emissions volumes that are greater than the applicable MBUAPCD thresholds. In addition to General Plan policies and MBUAPCD rules and regulations outlined previously that are intended to reduce air emissions, the Specific Plan includes policies and development standards for improved energy efficiency, use of alternative energy sources, accommodation of alternative energy vehicles, development of transit facilities, and promotion of non-motorized transportation (pedestrian and bicycle facilities), that will also serve this purpose. These measures mirror the types of operational emissions mitigation actions recommended for a project of this type by the MBUAPCD. Implementation of the measures would reduce the volume of operational emissions generated and lessen the significant environmental effect, but would not reduce operational emissions impacts to a less than significant level.

**Potentially Significant Impact – Stationary Operational Emissions.** Detailed information on the types of future specific projects that will be built within the Plan Area is not available. However, stationary source emissions (from power generators, fuel dispensing pumps, etc.) are typically associated with commercial and industrial uses and can result in significant air emissions. All new uses would be required to comply with the source regulations of the MBUAPCD. Compliance with the regulations would reduce this potentially significant impact to a less than significant level. No additional mitigation measures are required.

**Less than Significant Impact - Carbon Monoxide Concentrations.** The intersection of Davis Road and Blanco Road would operate at LOS F in the afternoon peak hour, and sensitive residential uses are located adjacent to the intersection. The CO manual screening protocol indicates that these sensitive receptors would not be exposed to excessive CO concentrations. No mitigation measures are required.

## 2.4 CLIMATE CHANGE

Information in this section is derived primarily from the *Final Supplement for the City of Salinas General Plan Final Program EIR*, *Salinas Ag-Center Greenhouse Gas Analysis* (Rimpo and Associates, Inc. 2009), and the *Salinas Ag-Industrial Center Draft Specific Plan*. The *Salinas Ag-Center Greenhouse Gas Analysis* is included in this EIR in [Appendix F](#).

No specific climate change comments were received during the NOP process.

### ***Thresholds of Significance***

#### **City of Salinas**

In December 2007, the City of Salinas certified the *Final Supplement for the City of Salinas General Plan Final Program EIR* (GP SEIR). The purpose of the GP SEIR was to further evaluate issues analyzed in the General Plan FEIR, which was certified in 2002. The GP SEIR focused primarily on analysis of potential environmental impacts from a proposal by the City for a SOI amendment and annexation of a large area of land to the north and east of the City known as the Future Growth Area. Per the General Plan, the Future Growth Area is planned largely for residential development and for commercial and ancillary uses needed to support the primary residential uses. The City's certified General Plan FEIR addressed the proposed SOI amendment and annexation; however, the City identified issues related to certain environmental topics addressed in the certified General Plan FEIR that warranted additional evaluation in a supplemental EIR to address the proposed SOI amendment and annexation. Further, in response to the passage in 2006 of Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, the City recognized the need to address the issue of global climate change on a citywide, General Plan level.

As part of the analysis of General Plan build out impacts on climate change, the GP SEIR included the following threshold of significance, found on page 5.5-11:

- The project's incremental contribution to global climate change would be considered cumulatively significant if, due to the size or nature of the project, it would generate a substantial increase in GHG emissions relative to existing conditions.

This threshold is used as a basis for determining the potential significant of impacts of build out of the General Plan, including the Future Growth Area, on climate change. The threshold considered that under year 2020 General Plan build out conditions, greenhouse gas emissions (GHG) from development within the City and the Future Growth Area could impede attainment of the state's goal to reduce statewide GHG emissions to 1990 levels by the year 2020

and 80 percent below 1990 levels by 2050 as mandated in AB 32, as discussed below. General Plan build out GHG emissions were projected to be 46 percent higher than under baseline conditions in 2000. This calculation did not include potential additional emissions from build out of the Plan Area because development of the Plan Area was not contemplated when the General Plan was prepared.

The GP SEIR concluded (page 5.5-15) that the incremental GHG emissions associated with development under the General Plan would:

...cause a cumulatively considerable incremental contribution to the significant cumulative (worldwide) impacts when viewed in connection with worldwide GHG emissions. By generating increased emissions that contribute to global climate change, development that occurs in accordance with the General Plan throughout the City of Salinas and within the SOI Amendment and Annexation areas would incrementally contribute to the adverse economic, public health, natural resources, and other environmental impacts mentioned earlier in this section that are projected to occur in California and throughout the world as a result of global climate change.

The GP SEIR includes nine mitigation measures that are to be applied to new development throughout the City where feasible to partially mitigate climate change impacts. These are discussed in the Policy and Regulatory Issues section below under “City of Salinas.”

### **Evolution of Climate Change Thresholds**

The City’s de-facto threshold of significance for climate change impacts at the General Plan build out level is described in the GP SEIR. It is possible that the City will take action to adopt a formal threshold of significance for specific projects once specific guidance for doing so is promulgated at the state and/or regional level. Considerable effort is being made at the state level to provide such guidance.

Pursuant to Senate Bill 97, the California Office of Planning and Research has been developing guidelines for mitigating environmental effects of climate change. Proposed guidelines, in the form of amendments to the CEQA Guidelines, were released in April 2009. These guidelines provide minimal guidance to local agencies regarding thresholds of significance. However, the California Office of Planning and Research (OPR) has also requested the California Air Resources Board (CARB), the state agency charged with regulating statewide air quality, assist with the development of a method for setting statewide thresholds of significance that can be used by local agencies as a basis for developing/adopting their own thresholds of significance. CARB responded in October 2008 with the first draft of a recommended approach entitled

*Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act.* CARB has since received public input on the methodology and is continuing to refine it. In the absence of specific guidance from the state, some agencies have adopted their own thresholds of significance, while others have determined that for the time being, a determination of the significance of climate change impacts is too speculative.

## ***Policy and Regulatory Issues***

### **State Regulatory Overview**

**California Senate Bill 375.** This bill was signed into law by the Governor in September 2008. The bill sets forth a mechanism for coordinating land use and transportation on a regional level for the purpose of reducing GHGs. The focus is on reducing GHGs by reducing the number of vehicle miles traveled by passenger vehicles and light trucks. Under SB 375, CARB is required to set GHG reduction targets for each metropolitan region for the years 2020 and 2035. Regional organizations for each metropolitan area play a key role in implementing SB 375 as they are collaboratively responsible for working with CARB to set the reduction targets and for helping to implement programs to meet the targets. SB 375 aligns three critical areas of policy for regional and local agencies: 1) regional transportation plans and policies; 2) housing policies and housing allocations; and 3) GHG emissions reductions for the transportation sector (passenger vehicles and light trucks).

**California Senate Bill 97.** SB 97 was signed in August 2007. SB 97 directs OPR to prepare, develop, and transmit to the California Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions by July 1, 2009. The Natural Resources Agency is required to certify or adopt those guidelines by January 1, 2010. SB 97 describes the CEQA process as an appropriate tool for addressing and mitigating global warming impacts from new development projects that are subject to CEQA.

**Executive Order S-01-07.** This order was issued by the Governor on January 18, 2007. The order mandates that: 1) a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and 2) a Low Carbon Fuel Standard for transportation fuels be established for California. The California Environmental Protection Agency is the lead in coordinating implementation of Executive Order S-01-07 while CARB is identified in AB 32 as responsible for establishing statewide GHG emissions standards. Coordination between CARB and the California Environmental Protection Agency will be needed to implement the requirements of AB 32 and Executive Order S-01-07.

**California Assembly Bill 32.** Adopted by the State Legislature in 2006, AB 32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. Among its key components are:

- On or before June 30, 2007, make available a list of discrete early action GHG emission reduction measures that can be implemented prior to the adoption of the statewide GHG limit and the measures required to achieve compliance with the statewide limit.
- By January 1, 2008, determine the statewide levels of GHG emissions in 1990, and adopt a statewide GHG emissions limit that is equivalent to the 1990 level (an approximately 25 percent reduction in existing statewide GHG emissions);
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures;
- On or before January 1, 2011, adopt quantifiable, verifiable and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012 at the latest. The emission reduction measures may include direct emission reduction measures, alternative compliance mechanisms, and potential monetary and non-monetary incentives that reduce GHG emissions from any sources or categories of sources as CARB finds necessary to achieve the statewide GHG emissions limit; and
- Monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

The first two of these actions have been completed and the state is actively working to meet the schedules set forth for the remaining actions.

AB 32 has focused intense statewide attention on climate change. It is driving a multitude of state actions and programs whose purposes are to achieve GHG reductions consistent with goals set forth in AB 32.

AB 32 does not specifically mandate action at the local level; however, because CEQA is defined by the state as a primary tool for addressing climate change, many local agencies are being proactive by developing policies and programs aimed at reducing GHGs generated within their jurisdictions to reduce climate change impacts identified in the CEQA process.

The major proposed statewide actions for reducing GHG emissions are embodied in CARB's *Climate Change Proposed Scoping Plan* (hereinafter "Scoping Plan") which was adopted by CARB in December 2008. The Scoping Plan contains the main strategies California will pursue to reduce GHG emissions. The Scoping Plan includes a range of potential GHG reduction actions

that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an administration fee to fund the program.

The Scoping Plan also discusses the role of local governments in assisting with the implementation of AB 32. As stated on page 27 of the Scoping Plan:

In addition to tracking emissions using these protocols, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce greenhouse gas emissions by approximately 15 percent from current levels by 2020.

**Executive Order S-3-05.** California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, GHG emission reduction targets as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. Some literature equates these reductions to 11 percent by 2010 and 25 percent by 2020.

**California Assembly Bill 1493.** AB 1493, enacted on July 22, 2002, requires CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. Regulations adopted by CARB apply to 2009 and later model year vehicles. CARB estimates that the regulation will reduce GHG emissions from the light-duty/passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030, compared to today (Association of Environmental Professionals 2007).

**Title 24 Standards/Energy Conservation.** Although not originally intended to reduce GHG emissions, California's Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest amendments were made in October 2005. The premise for the standards is that energy efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions. Therefore, increased energy efficiency in buildings results in fewer GHG emissions on a building by building basis.

## **State Guidance on Climate Change**

**CEQA Guidelines Revisions.** Pursuant to direction provided in SB 97, OPR prepared proposed amendments to the CEQA Guidelines regarding GHG emissions. The amendments provide guidance about analysis and mitigation approaches to incorporate into environmental

documents. Amendments have been proposed to 14 sections of the CEQA Guidelines for this purpose. The proposed amendments have been submitted to the Natural Resources Agency. Formal rulemaking on the amendments is to occur by January 1, 2010.

**Technical Advisory.** In June 2008, OPR released a Technical Advisory entitled *CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review*. The advisory provides direction for evaluating climate change impacts under CEQA. The advisory does not provide detailed methodological direction nor does it recommend approaches for developing thresholds of significance. OPR does, however, outline that compliance with CEQA for analysis of climate change impacts entails three basic steps: 1) identify and quantify GHG emissions from the project; 2) assess the significance of the impact on climate change; and 3) if the impact is found to be significant, identify alternatives and/or mitigation measures that will reduce the impact below significance.

**California Attorney General's Office.** The California Attorney General's office has been proactive in taking action to enforce the state's commitment to reducing impacts from global warming. The Attorney General's office has filed numerous comment letters on CEQA documents prepared on a wide range of projects. The intent of the comment letters has generally been to provide guidance and to identify expectations for the analysis of global warming as part of the CEQA process. The Attorney General's office has also provided consultative assistance to lead agencies. Written guidance has also been provided in the form of a document entitled *The California Environmental Quality Act – Addressing Global Warming Impacts at the Local Agency Level* ([http://ag.ca.gov/globalwarming/pdf/GW\\_mitigation\\_measures.pdf](http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf)).

### City of Salinas Climate Change Actions

The City has taken steps to address climate change through its approach to planning and development as defined in the General Plan, identifying GHG mitigation actions for new development, and signaling intent to implement the United Nations Urban Environmental Accords. These actions are described below.

**City of Salinas General Plan.** The General Plan was adopted in 2002. At the time, the issue of global climate change and the need to combat 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 GHG emissions. Important overall land use/urban design related themes in the General Plan that serve this purpose include:

- Increasing density and intensity of development to promote more compact development and reuse/revitalization.
- Facilitating in-fill development as a means to promote compact development.

- 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.

These land use strategies reflect a critical approach for reducing GHG emissions. Their implementation will result in reduced vehicle trips and vehicle trip lengths. Since the primary source of GHG emissions in California is the transportation sector, reducing vehicle trip numbers and lengths is a fundamental climate change mitigation approach that is being prioritized by the City.

Additional important themes that have positive climate change mitigation effects include enhancing energy and water conservation, promoting alternative transportation modes, and enhancing landscaping and tree planting.

The General Plan contains a range of goals and policies which implement the overall themes and consequently will result in GHG emissions reductions. The policies are consistent with many recommendations of the California Attorney General's Office for policy approaches to climate change impact mitigation. A list of relevant goals and policies included in the General Plan can be found in [Appendix F of this EIR](#).

**Citywide Greenhouse Gas Mitigation for New Development.** As described in the Thresholds of Significance section above, in certifying the GP SEIR in 2007, the City found that build out of the General Plan would have a significant unavoidable impact on climate change. The GP SEIR includes nine global climate change mitigation measures (GCC measures). As stated on page 5.5-15 of the GP SEIR, "the mitigation measures shall be applied to development projects throughout the City of Salinas where feasible to reduce the cumulatively significant incremental contribution to global climate change." The GCC mitigation measures are as follows:

- SEIR GCC 1: Within 36 months, the City shall establish a global climate change action plan that includes a baseline inventory of all GHG emissions associated with all residences, businesses, industries, agriculture, municipal operations, and other sources within the City limits, establishment of a GHG emissions reduction target; development of enforceable, feasible emissions reduction measures to meet the established target; and performance monitoring of the GHG emissions reduction measures shall occur every 3 years to ensure the emission reductions are being achieved.
- SEIR GCC 2: Prioritized parking within new commercial and retail areas shall be given to electric vehicles, hybrid vehicles, and alternative fuel vehicles.

- SEIR GCC 3: The City shall require that new or major rehabilitation (additions of 25,000 square feet of office/retail commercial or 100,000 square feet of industrial floor area) or residential projects of 6 units or more comply with at least one of the following:
  - Participate in the CEC's (California Energy Commission) New Solar Homes Partnership (this program provides rebates to developers of 6 units or more who offer solar power in 50 percent of new units), or a similar program with solar power requirements equal to or greater than those of the CEC's New Solar Homes Partnership as demonstrated to the City by the project applicant.
  - Design and construct 50 percent of the square footage of the building(s) to be capable of being certified under either the Leadership in Energy and Environmental Design (LEED) or equivalent building rating system: LEED for New Construction; LEED for Existing Buildings, LEED for Homes, LEED for Core and Shell, or any Application Guides of these rating systems. However, no formal LEED certification shall be required, and the City Manager or his/her designee shall make the determination that the potential for LEED certification has been achieved. All credits used to demonstrate capability to meet one of the above certifications must directly or indirectly result in a reduction in GHG emissions.
- SEIR GCC 4: The City shall require that new or major rehabilitation (additions of 25,000 square feet of office/retail commercial or 100,000 square feet of industrial floor area) of commercial, office, or industrial development greater than or equal to 25,000 square feet in size must incorporate renewable energy generation (on- or off-site) to provide 15 percent or more of the project's energy needs.
- SEIR GCC 5: The City shall require that new development in excess of 10 acres in size be capable of meeting the certification requirements of the LEED for Neighborhood Development Rating System Pilot Version (February 2007) ("LEED ND"). However, no formal certification shall be required, and the City Manager or his/her designee shall make the determination that the potential for certification has been achieved. All credits used to demonstrate capability to meet the LEED ND certification must directly or indirectly result in a reduction in GHG emissions.
- SEIR GCC 6: The City shall require that the design or purchase of any new street lights and water and wastewater pumps and treatment systems achieve a 10 percent reduction beyond an estimated baseline energy use for this infrastructure. All new traffic lights installed within Salinas shall use LED technology.
- SEIR GCC 7: The City shall require all new development or major rehabilitation (additions of 25,000 square feet of office/retail commercial or 100,000 square feet of

industrial floor area) projects to recycle and/or salvage at least 50 percent of non-hazardous construction and demolition debris. To implement this requirement, a construction waste management plan identifying materials to be diverted from disposal and whether the materials will be stored on-site or commingled shall be developed and implemented by the applicant for said development or rehabilitation. Excavated soil and land-clearing debris do not contribute to this credit. Calculation can be done by weight or volume but must be consistent throughout.

- SEIR GCC 8: The City shall require all new development and major rehabilitation (additions of 25,000 square feet of office/retail commercial or 100,000 square feet of industrial floor area ) projects to incorporate any combination of the following strategies to reduce heat gain for 50 percent of the non-roof impervious site landscape (including roads, sidewalks, courtyards, parking lots, and driveways):
  - Shaded (Within 5 years of occupancy)
  - Paving materials with a Solar Reflective Index (SRI) of at least 29
  - Open grid pavement system
  - Parking spaces under cover (defined as underground, under deck, under roof, or under building.) Any roof used to shade or cover parking must have an SRI of at least 29.
- SEIR GCC 9: The City shall require all new development and major rehabilitation (additions of 25,000 square feet of office/retail commercial or 100,000 square feet of industrial floor area) projects incorporate “green building” points in construction plans prior to issuing a permit to build. Such points may be achieved through checklists identified by New Home Construction Green Building Guidelines available at [www.builditgreen.org](http://www.builditgreen.org), or through a similar list that distinguishes specific measures targeting efficiencies in energy, resource use, or other measures that would also directly or indirectly result in GHG emission reductions. Specific efficiencies that would reduce GHG emissions shall be implemented where feasible for all project areas including site design, landscaping, foundation, structural frame and building envelope, exterior finishing, plumbing, appliance use, insulation, heating, venting and air conditioning, building performance, use of renewable energy, finishes, and flooring.

As noted in the GP SEIR, many of the mitigation measures are based on the 2007 Pilot Version of the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Rating System.

The applicability and feasibility of the GP SEIR mitigation measures for the proposed project is discussed in the Analysis section below.

**United Nations Urban Environmental Accords.** The City has taken a step to address climate change independent of existing General Plan policies and the GP SEIR mitigation framework. On June 3, 2008, the City Council adopted Resolution No. 19475, adopting the United Nations Urban Environmental Accords (City of Salinas 2008). The Accords address seven environmental issues that are important for cities to manage: water, energy, waste, urban design, transportation, urban nature, and environmental health. The Accords identify 21 specific actions that cities can take to improve their sustainability. A number of these actions have direct benefit in terms of reducing GHG emissions. Example actions include:

- Adopt and implement a policy to increase the use of renewable energy to meet ten percent of the city's peak electrical load within seven years.
- Adopt and implement a policy to reduce the city's peak electric load by ten percent within seven years through energy efficiency, shifting the timing of energy demands, and conservation measures.
- Establish a policy to achieve zero waste to landfills and incinerators by 2040.
- Adopt urban planning principals that advance higher density, mixed-use, walkable, bikeable and disabled-accessible neighborhoods which coordinate land use and transportation with open space systems for recreation and ecological restoration.
- Implement a policy to reduce the percentage of commute trips by single occupancy vehicles by ten percent in seven years.

### **Proposed Specific Plan Policies and Standards**

The issue of climate change impacts, development design, and GHG reductions was a key point of discussion between the City and the applicant. The City's goal was to ensure that the Specific Plan include measures that result in tangible, measurable, and implementable GHG reductions and that the GP SEIR mitigation measures be applied where feasible. The applicant recognized the need to reduce GHG emissions from new development using measures that are practical and financially feasible for the types of industrial uses that are likely to locate within the Plan Area.

Chapter 7 of the Specific Plan, Resource Management, identifies the applicant's key approaches for reducing the resource related environmental impacts of developing the Plan Area. The Resource Management chapter provides information and direction for the management, conservation, development and utilization of natural resources, including agriculture, hazardous

materials, water resources and stormwater quality within the Plan Area. It also includes provisions whose implementation would result in GHG emissions reductions.

**Green Building Plan.** Section 7.5 of Chapter 7, Green Building Plan, contains a range of green building related measures, many of which should result in tangible GHG emissions reductions. The Green Building Plan addresses sustainable site planning, air emissions, alternative transportation, heat island effect, water efficiency, energy efficiency, resources and materials, indoor air quality, and stormwater quality management. The applicant's goal was to include measures that address the intent of GP SEIR mitigations where feasible and to include additional measures that could yield meaningful reductions in an industrial development context. The following are key project features/reduction measures of the Green Building Plan that will result in GHG emissions reductions:

- **Site Location and Use:** Location that enables efficient access to Highway 101 and a Plan Area size and function that will consolidate similar/interdependent uses on a large parcel of land. These features will result in reduced cross-town vehicle trips, total trip numbers, trip lengths, and traffic congestion. As a result, criteria air emissions and GHG emissions will be reduced.
- **Vehicle Circulation Design:** Circulation design and a signage plan that enhance the efficiency of vehicle access to and within the Plan Area. Circulation design features intended to foster efficient truck movement including wide roads, center dual-left turn lanes, large radius returns, no on-street parking, separated truck/passenger vehicle entrances, prohibition of loading/maneuvering within public streets, and individual parcel circulation design that reduces driver confusion. In addition, an extensive signage plan is planned to ensure ease of direct access to intended destinations. All of these factors will contribute to a reduction in air emissions resulting from more efficient truck operations and reduced idling time.
- **Alternative Transportation:** Provision of two new Monterey-Salinas Transit bus shelters and bus stops on either side of Abbott Street, construction of Class 2 bicycle lanes on the major public streets within the Plan Area, bicycle parking for all uses within the Plan Area at a rate of 10 percent of the required employee/visitor automobile parking spaces, construction of sidewalks on all internal public roads and Plan Area frontages with Abbott Street and Harris Road, and sites with 10 or more required employee/visitor parking spaces to include a minimum of 10 percent of the total required parking spaces reserved for carpools, vanpools, and alternative fuel vehicles, and provision of an alternative fueling system (such as an electric vehicle charging area) for at least one employee/visitor vehicle.
- **Reducing Heat Island Effect:** Planting of over 400 trees within the Plan Area; cool roofs (reflectance of 0.3 or higher) for all individual, flat-roofed industrial buildings with roof

areas of 5,000 square feet or more; and light colored paving materials with a published Solar Reflective Index (SRI) of at least 29 for sidewalks, patios, and courtyards.

- Water Use Efficiency
  - Landscaping: A landscaping program that requires low water using plant species; limited turf areas; efficient irrigation systems including drip, micro misters, and monitoring programs for irrigation system function; and mulch to prevent evaporation and moisture losses.
  - Facilities: Water-conserving fixtures for water closets, urinals, lavatory faucets, non-emergency showers and kitchen sinks.
- Energy Efficiency:
  - Individual developers to perform fundamental commissioning of building energy systems for office employee/visitor areas of buildings.
  - All HVAC&R units, with limited exceptions, will use zero CFC-based refrigerants.
  - Light emitting diodes (LEDs) and/or fluorescent light for indoor lighting in all employee/visitor areas, whenever practicable in other building areas, and for outdoor lighting, when feasible.
  - Windows shall be used in the employee/visitor areas, when feasible, to reduce indoor lighting requirements.
  - Office employee/visitor areas of buildings will achieve optimized energy performance per prescriptive measures of the ASHRAE Advanced Energy Design guide for Small Office Building 2004.

The Specific Plan also allows for implementation of additional GHG emissions reduction measures for individual projects. For example, installation of solar panels, solar water heaters, fuel cells, and other renewable energy sources is permitted (but not required) on roofs and in other areas.

**Implementation of Green Building Plan and Other GHG Reduction Measures.**

Implementation of the Green Building Plan will be facilitated through measures contained in the Specific Plan. Chapter 5, Development Regulations, requires implementation of the reduction measures as part of the development planning and review process. Chapter 9, Implementation and Financing, specifies that project specific approvals (i.e. Site Plan Review, Conditional Use Permit, Site Improvement Plan, Grading Plan, and Building Permit) will require compliance with the Green Building Plan measures described in chapters 5 and 7 and in Appendix E of the Specific Plan.

## ***Environmental Setting***

### **Science and Effects of Climate Change**

The earth is warming. Temperatures at the Earth's surface have increased by an estimated 1.4° Fahrenheit (0.8° Celsius) between 1900 and 2005. The past decade was the hottest of the past 150 years and perhaps the past millennium. The hottest 22 years on record have occurred since 1980, and 2005 was the hottest on record (Association of Environmental Professionals 2007).

The growing scientific consensus is the observed acceleration in the rate of warming is largely the result of emissions of carbon dioxide and other greenhouse gases from human activities including industrial processes, fossil fuel combustion, and changes in land use, such as deforestation. Projections of future warming suggest a global increase of 2.5°F (1.4°C) to 10.4°F (5.8°C) by 2100, with warming in the United States expected to be even higher. In addition to warming, increases in sea level and changes in precipitation, including more frequent floods and droughts, are likely. Greenhouse gases trap heat in the atmosphere. GHGs are emitted by natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Without these natural GHGs, the Earth's surface would be about 61°F cooler. Emissions from human activities, such as electricity production and vehicles, have elevated the concentration of these gases in the atmosphere. The human-produced GHGs responsible for increasing the Greenhouse Effect and their relative contribution to global warming are carbon dioxide (CO<sub>2</sub>) (53 percent), methane (CH<sub>4</sub>) (17 percent), near surface ozone (O<sub>3</sub>) (13 percent), nitrous oxide (N<sub>2</sub>O) (12 percent), and chlorofluorocarbons (CFCs) (five percent) (Association of Environmental Professionals 2007).

Unaddressed, global warming will have significant impacts across the United States and around the world. For instance, sea-level rise will add to the stresses coastal communities are already facing, including erosion, storms, and pressures from development. In the arid and semi-arid western United States, relatively modest changes in precipitation can have large impacts on already limited water supplies. Terrestrial, freshwater, and coastal ecosystems of the United States are particularly sensitive to climate change, threatening biodiversity and ecosystem goods and services such as fisheries and recreation. Even human health may be threatened should heat waves, extreme weather, and vector-borne diseases become more prevalent.

While some of the effects of climate change may be positive, such as longer growing seasons in the northern United States and Canada that increase productivity of agriculture and forests, these positive impacts are unlikely to be sustained should the globe continue to warm. Furthermore, even if the nation as a whole were to benefit, certain regions or sectors, such as the southern United States, may suffer. Similarly, many developing countries are even more vulnerable to the adverse impacts of climate change and less able to adapt. As nations continue

to grow more interdependent, the United States may not be immune from impacts experienced elsewhere. ([www.pewclimate.org/global-warming-basics/basic\\_science](http://www.pewclimate.org/global-warming-basics/basic_science))

The generalized potential effects of climate change for California were summarized by the California Environmental Protection Agency in its April 2006 report entitled *Climate Action Team Report to Governor Schwarzenegger and the Legislature*. Among the key effects discussed, starting on page 19 are:

- A decline in the Sierra Nevada snowpack, which in turn would result in substantially reduced availability of water supply given that a significant volume of the state's supply is derived from snowpack;
- Economic impacts resulting from reduced winter recreation;
- Temperature increases projected at 8.0 to 10.4 degrees Fahrenheit under more severe emissions scenarios with a corresponding increase of 25 to 30 percent in the number of days that ozone pollution levels are exceeded in many urban areas;
- Exacerbation and acceleration of coastal erosion along the entire length of the California coast;
- Impacts on surface water quality from seawater intrusion into the Sacramento Delta that results from a rise in sea level;
- General decline in agricultural production resulting from increased scarcity of water supply;
- Increased vulnerability of natural areas and agricultural production from rising temperatures and increases in potential pest infestation;
- Increased growth rates and expanded ranges of weeds, insect pests, and pathogens with elevated temperatures; and
- Increased energy demand especially during hot summer months.

Since the 2006 Climate Action Team report was prepared, a number of additional studies have been prepared that evaluate the potential effects of climate change in California. Two of the more recent of these are the *Climate Action Team Draft Biennial Report*, prepared by the California Environmental Protection Agency in March 2009 and *The Future is Now: An Update on Climate Change Science Impacts and Response Options for California* prepared by the California Climate Change Center in May 2009 for the California Energy Commission. These and other studies continue to build on earlier work and report on results of evolving climate change impact models. Their conclusions about the potential generalized effects of global warming are largely consistent with the generalized effects described in the *Climate Action Team Report to Governor Schwarzenegger and the Legislature*.

## Global Warming Potentials

Each type of GHG has a different capacity to trap heat in the atmosphere and each remains in the atmosphere for a different length of time. The ability of a GHG to trap heat is measured by an index called the global warming potential. Carbon dioxide is considered the baseline GHG in this index and has a global warming potential of one. Methane has a global warming potential of 21 times that of CO<sub>2</sub> and N<sub>2</sub>O has a global warming potential of 310 times that of CO<sub>2</sub>. The families of chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons have a substantially greater global warming potential than other GHGs, generally ranging from approximately 1,300 to over 10,000 times that of CO<sub>2</sub>. While CO<sub>2</sub> represents the vast majority of the total volume of GHGs released into the atmosphere, the release of even small quantities of high global warming potential GHGs can be an important contributor to climate change.

## Inventories of Greenhouse Gases

**World/U.S. Estimates of GHG Emissions.** In 2004, total worldwide GHG emissions were estimated to be 20,135 teragrams (Tg) CO<sub>2</sub> equivalent (CO<sub>2</sub>e), excluding emissions/removals caused by removal of vegetation and forestry. CO<sub>2</sub>e represents “carbon dioxide equivalency”. It describes the global warming potential of a greenhouse gas or mixture of greenhouse gases in terms of the amount of CO<sub>2</sub> that would have the same global warming potential. A teragram equals one million metric tons. In 2004, GHG emissions in the U.S. were 7,074.4 Tg CO<sub>2</sub> equivalent. In 2005, total U.S. GHG emissions were 7,260.4 Tg CO<sub>2</sub>e, a 16.3 percent increase from 1990 emissions, while U.S. gross domestic product has increased by 55 percent over the same period (EPA 2007).

**California GHG Emissions Inventory.** California, the eighth largest economy in the world, is a substantial contributor of global GHGs. It is the second largest contributor in the United States and the sixteenth largest in the world. Based upon the California Energy Commission’s *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004, June 2005 and December 2006*, California produced 492 million metric tons (542,336,520 tons) of CO<sub>2</sub> equivalent in 2004, the latest year that emissions data is available.

The most common GHG is CO<sub>2</sub>, which constitutes approximately 84 percent of all GHG emissions in California. Worldwide, the State of California ranks as the 12th to 16th largest emitter of CO<sub>2</sub> and is responsible for approximately two percent of the world’s CO<sub>2</sub> emissions. The California Energy Commission is charged with developing regular inventories of GHG emissions in the state. These inventories are used as a baseline from which statewide efforts to reduce GHG emissions can be measured. Within California, 82 percent of the GHG emissions generated in the form of CO<sub>2</sub> are from combustion of fossil fuel, primary in the transportation and electricity generation sectors. Another 2.2 percent are from other sources of CO<sub>2</sub>. About

41.2 percent of all GHG gases emitted come from the transportation sector. Electricity generation is the second largest category of GHG emissions. Approximately 6.2 percent of emissions were from CH<sub>4</sub>, 6.6 percent from N<sub>2</sub>O, with other high global warming gases constituting the balance of emissions (CEC 2006).

**Monterey County Emissions Inventory.** An inventory of all GHG emissions in Monterey County has not yet been conducted; however, partial information on such emissions does exist. The County of Monterey completed a draft GHG emissions inventory for the unincorporated portions of the County in 2008 as part of the draft EIR for the Monterey County General Plan Update process. Approximately 1,394,404 metric tons of GHGs were generated in the baseline year of 2006. Major contributors included on-road transportation (41 percent), natural gas consumption (14 percent), electricity consumption (15 percent), and industrial processes (14 percent) (ICF Jones & Stokes 2008).

**City of Salinas Emissions Inventory.** The GP SEIR (Table 5.5-2) includes an inventory of projected GHG emissions under year 2020 General Plan build out conditions. Emissions are estimated at 1,864,910 metric tons CO<sub>2</sub>e/year. The projection does not include GHG emissions that would be generated at build out of the Plan Area because the Plan Area was not contemplated as one of the City's future growth areas at the time the General Plan was prepared.

## ***Project Analysis***

The analysis of impacts of the proposed project includes a projection of GHG emissions from build out of the Plan Area, a determination of impact significance, and a discussion of measures to reduce GHG emissions along with projections of GHG emissions reductions that would result from those measures. For context, anticipated Plan Area build out GHG emissions are compared to projected emissions volumes calculated for the City and California.

As noted previously, the City and the applicant conducted extensive discussions on the issue of climate change and the approach that would be taken by the City and the applicant to address this issue. The discussions included review of approaches that were considered feasible in light of the City's established climate change mitigation framework, the industrial character of development anticipated for the Plan Area, the economic implications of various potential mitigation approaches, and state and local expectations for adequacy of the climate change impact and mitigation analysis. The net result is embodied in the applicant's Specific Plan land use and circulation planning approach and in the Green Building Plan contained in Chapter 7 of the Specific Plan.

To assist in the quantification of GHG emissions anticipated at Plan Area build out, evaluation of the applicability of GP SEIR climate change mitigation measures, and quantification of GHG

reduction actions proposed in the Specific Plan, the applicant prepared the *Salinas Ag-Industrial Center Greenhouse Gas Analysis* (Rimpo and Associates, Inc. 2009) (hereinafter “GHG Analysis”). The draft GHG Analysis was reviewed by the City and modified in response to the City’s comments.

## Quantification of Plan Area Build Out Greenhouse Gas Emissions

**Development Scenario Assumption.** Evaluation of the proposed project’s GHG emissions “footprint” begins on page 10 of the GHG Analysis. Two different development scenarios are evaluated. The scenarios are identical in their distribution of space among uses; however, the amount of office/visitor space within the ag-support use differed between scenarios. In Scenario 1, Ag Support uses are assumed to comprise 1,067,751 square feet of the total assumed Plan Area building capacity of 4,238,388 square feet. The Ag Support uses are assumed to be entirely office and visitor space (retail, classroom, educational). In contrast, Scenario 2 assumes that Ag Support has 213,550 square feet dedicated to office and visitor space with the remaining 854,201 square feet dedicated to other uses such as warehousing or manufacturing. Office/visitor uses typically consume more energy than warehouse and storage uses. Therefore, Scenario 1 would generate a slightly higher volume of GHG emissions than Scenario 2. Because Scenario 1 reflects a more conservative approach to estimating GHG emissions, it is used as the basis for analysis in this EIR. Please refer to page 5 of the GHG Analysis in [Appendix F](#) of this EIR for more information on the development scenarios.

**Construction Phase GHG Emissions Estimate.** It is assumed that the Plan Area would be built out by the year 2015. Information on construction activities anticipated in years 2010 through 2014 during each year of site preparation and construction can be found on page 10 of the GHG Analysis. Approximately 6,445 metric tons CO<sub>2</sub>e of GHG emissions would be generated during the site preparation and construction phases.

**Operational Phase GHG Emissions Estimate.** Operational GHG emissions consist of area source emissions and transportation emissions. Area emissions include combustion of natural gas needed for manufacturing processes, and for space and water heating as well as emissions produced to generate electricity for use by future development within the Plan Area. Electricity used to pump water and to treat wastewater is also considered an area source. Use of refrigerants is also often considered an area source. Transportation GHG emissions consist of exhaust emissions for all vehicles that would travel to and from the Plan Area.

[Table 8](#), Operational GHG Emissions, summarizes projected operational emissions in 2015. Vehicles are the largest source of emissions. The majority of the vehicle emissions are associated with truck trips, and the majority of truck trip emissions are the result of line haul trips. Line haul trips are those that haul agricultural products to points throughout the United States. GHG

emissions from field trucks (25,027 tons CO<sub>2</sub>e/year) and line haul trucks (247,980 tons CO<sub>2</sub>e/year) comprise approximately 70 percent of the proposed project's total 389,017 tons of CO<sub>2</sub>e/year. Refrigerant use is the largest area source of GHG emissions. Total project emissions are slightly off-set by the elimination of an estimated 22 tons of CO<sub>2</sub>e per year generated by agricultural operations now conducted within the Plan Area.

**Table 8 Operational GHG Emissions**

<b>Emission Category</b>	<b>Metric Tons CO<sub>2</sub>e/Year</b>
Water Use	2
Refrigerant Use	58,671
Area Source – Natural Gas	2,349
Area Source - Electricity	18,798
Operational – Employee Vehicle Trips	36,214
Operational – Field Truck Trips	25,027
Operational – Line Haul Truck Trips	247,980
<b>Subtotal</b>	<b>389,040</b>
Agricultural Emissions Avoided	22
<b>Total (Area Source + Operational – Agricultural)</b>	<b>389,017</b>

*Source:* Rimpo and Associates, Inc. 2009

The operational emissions shown in Table 8 are based on the assumption that all field truck and line truck trips associated with the project would be “new.” This is an exceptionally conservative assumption given the characteristics of the agricultural industry in the Salinas Valley and in the City. A range of agricultural industrial related businesses that would be allowed in the Plan Area already exist within the City and vicinity. In fact, agricultural industry related uses are the major component of the City's existing industrial base. These existing businesses provide services whose focus and capacity is directly related to demand created by agricultural commodity producers located within the Salinas Valley.

The proposed project will create significant new development capacity for agricultural industrial businesses. The demand for the services of these businesses will remain highly linked to the demand created by agricultural commodity producers located within the Salinas Valley. Since this demand is limited (i.e. the volume of agricultural commodities grown in the Salinas Valley is not likely to change in response to an increase in the local capacity of agricultural industrial businesses), it is possible, but not assured, that the availability of new development capacity within the Plan Area could motivate some existing agricultural industrial businesses that do

attract field and line truck trips to relocated to the Plan Area. This includes business such as coolers and agricultural product processing facilities that are highly dependent on field and line truck transportation. Consequently, it is possible that not all of the field and line truck trips generated by the proposed project will be new trips. Rather, the proposed project to redirect a substantial portion of the existing field and line truck trips to and from existing agricultural industrial businesses to a location (the Plan Area) that is specifically designed to efficiently accommodate trucks, is located at the southern edge of the City closer to the southern Salinas Valley where most crops are grown, and has efficient access to regional transportation facilities (i.e. U.S. Highway 101).

While potential exists that some existing agricultural industrial businesses could relocate to the Plan Area, it is also probable that any sites vacated by existing agricultural businesses will be reused or redeveloped for other industrial or similar uses consistent with the General Plan land use designations that apply to them. The replacement uses will generate GHG emissions as a result of energy consumption, generation of vehicle/truck trips, and other activities. Hence, while the proposed project may shift the location of some number of existing truck trips, overall GHG emissions generated in the City and vicinity would increase as a result of development of the Plan Area. Because it would be speculative to project future emissions from sites that would be reused/redeveloped, an overall quantification of increases in GHG emissions resulting from the proposed project plus future reuse/redevelopment projects has not been made.

**Comparison of Project Emissions.** The GHG Analysis includes a comparison of project generated GHG emissions to California, U.S., and Worldwide emissions levels. The 2004 GHG emissions inventory for California estimates emissions at 523,900,000 metric tons CO<sub>2</sub>e. Emissions for the U.S. in 2006 are estimated at 6,326,491,790 metric tons CO<sub>2</sub>e. Worldwide emissions for 2006 are estimated at 36,000,000,000 metric tons CO<sub>2</sub>e. Emissions volumes for the City in 2000 were estimated at 1,274,565 metric tons CO<sub>2</sub>e and in 2020 are projected at 1,864,910 metric tons CO<sub>2</sub>e.

## **GHG Emissions Reduction Measures/Quantification of Emissions Reductions**

**GP SEIR GCC Mitigation Measures.** The nine GCC mitigation measures adopted by the City for new development are summarized under “Citywide Greenhouse Gas Mitigation for New Development” within the Regulatory and Policy Setting above. These mitigation measures served as the first “screening” of potential actions that could be incorporated into the Specific Plan to facilitate GHG emissions reductions. The City and the applicant discussed these mitigation measures at length. The purpose was to determine which of the measures contained elements that provide a context for evaluating new proposed measures for the project that would replace or further the intent of the GP SEIR measures. Further, because the GP SEIR preface to the mitigation measures states that the mitigation measures, “...shall be applied to development

projects throughout the City of Salinas where feasible...” discussions also focused on the feasibility of the mitigations.

City staff concluded that several GP SEIR GCC mitigation measures are not applicable to the proposed project. The measures and reasons for why they are considered not applicable or only marginally applicable are as follows:

- GP SEIR GCC 1 (City to prepare a climate change action plan). Implementation of this measure is the responsibility of the City, not individual project developers.
- GP SEIR GCC 5 (New development capable of being LEED ND certified). LEED ND pertains primarily to residential and mixed-use developments. Its application to an industrial oriented project is limited, but some elements are relevant.
- GP SEIR GCC 6 (City requirement for 10 percent energy reduction for City-controlled street lights and wastewater and wastewater systems). Implementation of this measure is the responsibility of the City, not individual project developers. Note that the project will be installing public improvements per City standards; therefore, if the City Council has adopted standards meeting the intent of this measure, the project would use those standards for public improvements such as public street lights, etc.
- GP SEIR GCC 9 (Incorporate green building points). This measure refers to green building points for residential development. The applicability of residential green building measures for industrial development is limited.

While GP SEIR GCC mitigation measures 2, 3, 4, 7, and 8 are not directly applicable to the Plan Area, they are considered to provide a context for evaluating the new proposed measures contained in the Specific Plan.

**Specific Plan Green Building Plan.** The general contents of the Green Building Plan are described in the Regulatory and Policy Setting above. The Green Building Plan represents the applicant’s effort to incorporate applicable, feasible elements of the GP SEIR GCC mitigation measures into the Specific Plan. The Green Building Plan also includes applicant proposed reduction measures that are in place of the GP SEIR GCC mitigation measures. The applicant considers these measures to sufficiently replace the GP SEIR measures and to be applicable and feasible in the context the types of industrial uses the Plan Area is designed to accommodate.

The goal of the City and the applicant was to identify measures that would achieve significant, measurable GHG emissions reductions. The City’s de-facto climate change impact threshold of significance as stated in the GP SEIR does not specify a required level of emissions reduction. Consequently, a specific level of emissions reductions for the proposed project was not targeted per se. As noted in the Thresholds section above, the Scoping Plan suggests that local agencies

adopt measures to reduce existing GHG emissions levels by 15 percent by the year 2020. This is not a threshold established by the City, but does serve as a useful yardstick by which to consider the sufficiency of emissions reductions for the proposed project.

The measures included in the Specific Plan do not address or meet all of the standards included in the GP SEIR GCC mitigation measures deemed to apply to the proposed project. For example, GP SEIR GCC 3 requires that 50 percent of the square footage of the building(s) be capable of being certified under a LEED certification program. The applicant has demonstrated to the satisfaction of City staff that for the type of industrial users likely to locate in the Plan Area, meeting LEED certification requirements would not likely be feasible. Nevertheless, the Green Building Plan includes a number of measures that are derived from the LEED New Construction Guide and their implementation would accrue points under this certification program as intended by GP SEIR GCC 3. As another example, GP SEIR GCC 4 requires that 15 percent or more of a project's energy needs be met with energy from renewable sources. The applicant has also demonstrated that given the power intensive nature of users likely to locate within the Plan Area, this measure is infeasible. The Specific Plan does allow for the use of renewable energy sources to the extent that project developers determine that these sources can be feasibly used in their operations.

Regardless of whether or not the proposed project is entirely consistent with all applicable GP SEIR GCC mitigation measures, the critical issue for the proposed project and the City is that measures be demonstrated whose implementation would result in significant GHG emissions reductions. As described in the following section, potential reductions resulting from measures included in the Specific Plan, reductions owing to other project characteristics, and reductions from state actions related to truck emissions could result in total reductions that exceed the 15 percent reduction target for local agencies included in the Scoping Plan.

## **Quantification of GHG Emissions Reductions**

The GHG Analysis includes a quantification of the GHG emission reductions resulting from measures included in the Green Building Plan, from the proposed project's overall location and function, and from state truck emission reduction rules/regulations. Sixteen measures are included in the Specific Plan and/or are applicable to development with the Plan Area. These are listed in the GHG Analysis starting on page 12. Nine of these measures are within the control of the applicant and/or future individual project developers and would result in quantifiable GHG emissions reductions. Two measures, which apply to emissions from field trucks and line haul trucks, are within the control of the state and are aimed directly at reducing emissions from these sources (Truck Efficiency Rule and Low Carbon Fuels standard). The remaining four measures are anticipated to result in reductions, but are not quantifiable. The methodologies used to calculate reductions are provided in Appendix B of the GHG Analysis.

Table 9, Operational GHG Emissions Reductions – Specific Plan and State Measures, summarizes the analysis results for the situation where field truck and line haul truck emissions are included in total project emissions and corresponding reductions are realized through implementation of Specific Plan measures and state truck efficiency and fuels standards. The combined measures would result in a reduction of up to 28 percent of the total project related GHG emissions in the Plan Area build out year of 2015. This reduction is significantly greater than the 15 percent reduction target identified in the Scoping Plan as a goal for local agencies.

**Table 9 Operational GHG Emissions Reductions – Specific Plan and State Measures**

<b>GHG Emissions Reduction Actions</b>	<b>Reductions (Metric Tons CO<sub>2</sub>e/Year)</b>
Water Use Efficiency	0.6
Low GHG Content Refrigerant	11,547
Area Source - Natural Gas	1,901
Area Source - Electricity	14,026
Operational – Employee Trips	34,011
Operational – Field Truck Trips	20,123
Operational – Line Haul Trips	199,101
Agricultural Emissions Avoided	22
Subtotal (Area + Operational - Agricultural)	280,690
Carbon Sequestration	11
<b>Total (Area + Operational) - Sequestration</b>	<b>280,678</b>
<b>Percent Reduction</b>	<b>28%</b>

*Source:* Rimpo and Associates, Inc. 2009

The state measures weigh heavily in the reduction calculations. As described previously, GHG emissions from field trucks (25,027 tons CO<sub>2</sub>e/year) and line haul trucks (247,980 tons CO<sub>2</sub>e/year) comprise approximately 70 percent of the proposed project's total 389,017 tons of CO<sub>2</sub>e/year. Therefore, the state measures have potential to yield significant volume reductions relative to reduction measures that apply to other GHG emissions sources. An unknown percentage of the GHG emissions resulting from field and line truck trips associated with the proposed project may not be new emissions. Rather, the proposed project will likely may capture a significant percentage of the existing field and line truck trips that travel to and from existing agricultural industrial businesses located within the City and vicinity. Nevertheless, the emissions reductions resulting from state rules and standards would still be realized.

The City, applicant and/or individual project developers have no control over state measures that affect project emissions reductions. Emissions reductions that are solely within the control of developers and the City are therefore of interest as they specifically reflect local action to reduce climate change impacts. This emissions reduction scenario “weeds out” the 76 percent of total Plan Area build out emissions that accrue from field and line trucks and the related emissions reductions owing to state actions. [Table 10](#), Annual Operational GHG Emissions Reductions – Specific Plan Measures Only, summarizes the net result of applying reduction measures in the Specific Plan only to all project generated emissions except those from field and line haul truck.

**Table 10 Annual Operational GHG Emissions Reductions – Specific Plan Measures Only**

<b>GHG Emissions Reduction Actions</b>	<b><i>Without Specific Plan</i> Reductions (Metric Tons CO<sub>2</sub>e)</b>	<b><i>With Specific Plan</i> Reductions (Metric Tons CO<sub>2</sub>e)</b>	<b>Percent Reduction</b>
Water Use Efficiency	2	1.94	2.7%
Low GHG Content Refrigerant	58,671	11,547	80.3%
Area Source - Natural Gas	2,349	1,901	19.1%
Area Source - Electricity	18,798	14,026	25.4%
Operational - Employee Trips	36,213	34,011	6.1%
Agricultural Emissions Avoided	22	22	0.0%
Subtotal (Area + Operational - Agricultural)	116,011	61,465	47.0%
Carbon Sequestration	--	11	0.0%
<b>Total (Area + Operational) - Sequestration</b>	<b>116,011</b>	<b>61,454</b>	<b>47.0%</b>

*Source:* Rimpo and Associates, Inc. 2009

[Table 10](#) shows that when all GHG emissions reduction measures within the control of the applicant and individual project developers are implemented, GHG emissions (less field and line haul emissions) would be reduced by approximately 47 percent (or 54,535 metric tons CO<sub>2</sub>e/year) in the Plan Area build out year of 2015. This reduction is substantially greater than the target identified in the Scoping Plan as a goal for local agencies.

A number of assumptions are made in the calculations of emissions reductions shown in [Tables 9 and 10](#). These are described in Appendix B of the GHG Analysis. The assumption for refrigerants is of particular note as it results in a substantial reduction in GHG emissions. It is

assumed that five major users of refrigerants (i.e. coolers) would locate within the Plan Area. Of these, two would utilize hydrofluorocarbons that have a high global warming potential (CFCs are prohibited from use within the Plan Area) and three would use ammonia or other refrigerants that have no or very low global warming potential. Since refrigerant reductions account for approximately 76 percent of the total (area + operational – agricultural) GHG emissions reductions, if less than three users utilize low or non-global warming potential refrigerants, potential GHG emissions reductions could decline substantially. However, even if all reduction assumptions do not prove accurate, it remains likely that overall, GHG emission reductions will be substantial and approach or exceed the noted Scoping Plan target of a 15 percent reduction by 2020.

## ***Impacts and Mitigation Measures***

**Significant and Unavoidable Impact – Cumulatively Substantial Increase in GHG Emissions That Contribute to Climate Change.** Under a conservative assumption where all GHG emissions from field and truck trips associated with the proposed project are considered to be new, build out of the Plan Area would result in generation of approximately 389,017 metric tons CO<sub>2</sub>e/year. The actual volume of emissions generated by the proposed project may be significantly lower. Field and truck trip emissions constitute about 70 percent of total project GHG emissions. A significant volume of these emissions may already exist due to operations of existing agricultural industrial businesses in the City and vicinity. It is possible, but not certain, that some existing of these businesses could relocate to the Plan Area.

Implementation of Specific Plan GHG reduction measures and the state's implementation of truck efficiency and low carbon fuel standards could result in total GHG emissions reductions of up to 28 percent. This is a significant reduction and may be consistent with CARB's Scoping Plan target for local agencies (15 percent below existing levels by 2020). Excluding GHG emissions from field trucks and line haul trucks, implementation of Specific Plan measures only (those within the control of the City and developers and that apply to sources of project related GHG emissions other than field and line truck operations) could result in GHG emissions reductions of up to about 47 percent. This is a substantial reduction and one that is likely to exceed the Scoping Plan target. For both conditions, actual GHG emissions reductions may be lower than projected as some of the projected reductions are based on assumptions whose validity can only be established at build out of the Plan Area. The statements about consistency with Scoping Plan targets consider the uncertainty involved in projecting actual emissions reductions.

The GP SEIR concluded that build out of the General Plan would result in a cumulatively substantial and unavoidable impact on climate change. This conclusion did not consider new GHG emissions resulting from build out of the Plan Area because such development had not

been proposed when the GP SEIR was prepared. Despite substantial potential GHG emissions reductions resulting from the implementation of feasible GHG reduction measures included in the Specific Plan, a significant volume of new GHG emissions will be generated that will exacerbate the cumulatively substantial and unavoidable impact on climate change identified in the GP SEIR. Therefore, impacts from build out of the Plan Area are considered to be cumulatively significant and unavoidable.

## 2.5 CULTURAL RESOURCES

The information contained within this section is based on data from the *City of Salinas General Plan*, *City of Salinas General Plan FEIR*, the *Preliminary Archaeological Reconnaissance for the Salinas Ag-Industrial Business Park Project* (Archaeological Consulting 2008), and the *Phase I Historical Report* (Seavy 2008). The archaeological reconnaissance and historic reports are available for review at the City of Salinas Community Planning and Development Department, 65 West Alisal Street, Salinas, CA 93901.

### ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

### ***Policy and Regulatory Setting***

#### **City of Salinas General Plan**

**Policy CD-2.6:** Preserve architecturally important historic buildings that are capable of being adapted for viable use.

**Policy COS-4.1:** When historic buildings are renovated to extend their useful lives, the historic architecture should be maintained when possible.

**Policy COS-4.2:** Support private efforts to reinvest in and restore historically and architecturally significant structures and to continue their use as an integral part of the community.

**Policy COS-4.3:** Identify historic sites through historic landmark plaques and the Historic House Tour Guide.

**Policy COS-4.4:** Protect significant archaeological resources in accordance with the California Environmental Quality Act (CEQA).

### **City of Salinas Municipal Code**

Zoning Code section 37.50.180 (i) outlines cultural resources performance standards that are applicable in all use classifications in all zoning districts. For historic resources, a study shall be conducted for structures that potentially have historic significance to determine whether the structure is a historical resource. For archaeological resources, a study is only required if the development is located within the Carr Lake/Natividad Creek Corridor. The Plan Area is not located in this area. The Zoning Code also states that all development proposals shall be assessed by the City planner for potential impacts to paleontological resources and a study may be required if the project involves earthwork. The Development Regulation Handbook in Appendix E of the Specific Plan does not propose to modify sections of the zoning code that relate to cultural resources.

### **Proposed Specific Plan Policies and Standards**

The Specific Plan does not contain policies or standards related specifically to cultural resources.

## ***Environmental Setting***

### **Existing Plan Area Conditions**

Archaeological Consulting conducted a preliminary archaeological reconnaissance for the Plan Area in March 2008, which included a background search with the Northwest Regional Information Center and a field reconnaissance. At the time of the reconnaissance, which was between March 12 and 27, 2008, several structures were located in the southeastern corner of the site at the Abbott Street/Harris Road intersection. The remainder of the Plan Area was under cultivation for row crops.

Archaeological Consulting noted that the area had been tilled and furrowed and an area along Abbott Street had been recently planted and irrigated. Soil visibility was adequate for reconnaissance throughout the Plan Area. The soil was light gray clayey silt containing extremely sparse native rock.

## **Indigenous Peoples**

The project site is located within the currently recognized ethnographic territory of Costanoan (often referred to as Ohlone) linguistic group. The group followed a general hunting and gathering subsistence pattern with partial dependence on the natural acorn crop. They lived a semi-sedentary life and occupation sites are most often found at the confluence of streams, other areas of similar topography along streams, or in the vicinity of springs. These original sources of water may no longer be present or adequate. Resource gathering and processing areas, and associated temporary campsites, are frequently found on the coast and in other locations containing resources utilized by this group. Factors which influence the location of these sites include the presence of suitable exposures of rock for bedrock mortars or other milling activities, ecotones, the presence of specific resources (oak groves, marshes, quarries, game trails, trade routes, etc.), proximity to water, and the availability of shelter. Temporary camps or other activity areas can also be found along ridges or other travel corridors.

## **Archaeological Resources**

The background search of the files at the Northwest Regional Information Center found that there are no recorded archaeological sites located within the Plan Area. One historical cultural resource was recorded within one kilometer of the Plan Area. There was no evidence of any previous archaeological study within or adjacent to the Plan Area. No evidence of historic period archaeological resources was seen during the reconnaissance. The California Inventory of Historical Resources, California Historical Landmarks, and the National Register of Historic Places were checked for listed cultural resources which might be present; none were listed.

## **Historical Resources**

A Phase I Historic Review was prepared by Kent Seavy in June of 2008 to analyze the existing structures located near the Abbott Street/Harris Road intersection. Three buildings and an equipment yard are located in this area. Two of the buildings are residential in nature and the third is a farm equipment storage building.

According to the report, the Monterey County Assessor's records show that the older of the two residential buildings, Residence #1, dates back to approximately 1904. The report states that the Residence #1 is a highly modified example of a Spreckles Tenant Farm House. These homes

were built at the turn of the century on land either owned or leased by the Spreckles Sugar Company. The tenants were individual farmers who either worked or contracted work for the company. Much of the tenant housing was designed by local architect William H. Weeks, who created fourteen individual designs and constructed forty housing units for the Spreckles Sugar Company. Weeks is best known for designs of school buildings, public libraries and courthouses during the 1920's and 1930's. For the Spreckles Sugar Company, Weeks designed the main office building, the Spreckles School, and individual projects at various Spreckles ranches in the area. Many of these small tenant houses were moved around the Spreckles farm holdings as needed, including some houses moved from as far away as Gilroy to the Spreckles area. Given that this building was constructed around 1904, it is possible this property was one of these homes. However, Residence #1 has been greatly renovated over the years. These renovations have compromised the physical integrity of the building as originally constructed.

The second residential building, Residence #2, was constructed in 1953. The property is a one-story, wood framed economical small house, ell-shaped in plan, resting on a concrete foundation. This building is one of hundreds of the same basic form that were built in the post-WWII era and into the 1950's. The farm equipment storage building was also constructed in 1953 and is a wood-framed farm equipment storage building, rectangular in plan, resting on a partial wood post and concrete pier foundation. The exterior wall cladding is corrugated metal, as is the roofing on the medium-pitched side-gabled roof. Neither the farm equipment storage building nor the Residence #2 represents an important architectural type, period or method of construction. No builder has been identified for either structure. No event of significance to the nation, state or region has been identified with the existing property. The report states that the subject property is not included in the California Office of Historic Preservation-maintained "Historic Property Date File for Monterey County", which was updated in June of 2008.

## ***Project Analysis***

### **Archaeological Resources**

None of the materials frequently associated with prehistoric cultural resources in this area (dark midden soil, marine shell fragments, bones or bone fragments, fire-altered rocks, flaked or ground stone, bedrock mortars, etc.) were noted during the survey.

Based on the background research and the surface reconnaissance, Archaeological Consulting concluded that the current project site does not contain surface evidence of potentially significant archaeological resources. However, there is a possibility that unidentified (e.g., buried) cultural resources or human remains may be found during construction activities. Disturbance of buried (previously unidentified) archaeological and/or cultural resources, or human remains, could be considered a potentially significant impact to the resources.

## Historical Resources

The proposed project includes the demolition of the two existing residences and farm equipment building. According to the Phase I Historic Review, noted California architect William W. Weeks has been identified as the designer of the Residence #1, but the building has lost its physical and historical integrity. Further, neither Residence #2 nor the farm equipment storage building represents an important architectural type, period or method of construction. No event of significance to the nation, state or region has been identified with the Plan Area. The proposed project would not result in a significant impact to historic resources.

## Impacts and Mitigation Measures

**Potentially Significant Impact – Buried Archaeological and/or Cultural Resources.** Because there is the possibility that previously undiscovered resources or human remains could be buried within the Plan Area; at locations where off-site water, sewer, and/or industrial wastewater infrastructure may be constructed; and/or within the off-site Cal Water storage tank site, there is the potential that they could be unearthed and/or damaged during construction activities. Implementation of the policy by the applicant, developers of future projects within the Plan Area, and by Cal Water would reduce this impact to a less than significant level.

### Mitigation Measures

CR-1. The following language will be included in all permits associated with earth moving activities issued for the proposed development within the Plan Area, at off-site infrastructure improvement locations, and at the Cal Water storage tank site:

*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.*

CR-2. If human remains are found during construction within the Plan Area, at off-site infrastructure improvement locations, and/or at the Cal Water storage tank site there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the 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 (MLD) from the deceased Native American. The MLD 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 MLD or the MLD 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.

**No Impact – Historic Resources.** The proposed project includes the demolition of the existing buildings on the project site. None of the existing buildings are currently identified as significant historic resources, nor do they appear to be eligible for listing. The proposed project would not result in a significant impact to historic resources and no mitigation measures are required.

## 2.6 GEOLOGY AND SOILS

The information contained within this section is based on data from the *City of Salinas General Plan*, *City of Salinas General Plan FEIR*, *Preliminary Soil Engineering Investigation and Asphalt Pavement Design* (Landset Engineering 2008) and the *Soil Survey of Monterey County* (USDA 1978).

### ***Standards of Significance***

CEQA Guidelines Appendix G indicates that a project may have a significant effect on the environment if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving
  - rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
  - strong seismic ground shaking;
  - seismic -related ground failure including liquefaction;
  - landslides; or
  - result in substantial soil erosion or the loss of topsoil;

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or
- Be located on an expansive soil, as defined in Table 18-1-B of the current Uniform Building Code, creating substantial risks to life or property.

## ***Policy and Regulatory Setting***

### **City of Salinas General Plan**

**Policy S-4.1:** During the review of development proposals, investigate and mitigate geologic and seismic hazards, or require that development be located away from such hazards, in order to preserve life and protect property.

**Implementation Program S-16** To minimize damage from earthquakes and other geologic activity, implement the most recent state and seismic requirements for structural design of new development and redevelopment.

**Implementation Program S-17** During review of discretionary development and redevelopment proposals, require surveys of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.

As a standard condition of approval, the City requires that all new development be consistent with the seismic building standards required in the most recent, adopted edition of the California Building Code.

### **City of Salinas Municipal Code**

Chapter 9 of the Municipal Code states that the California Building Code, 2007 edition, and the Building Conservation Code, which includes the Unreinforced Masonry ordinance, have been adopted as the building code of the City of Salinas. All development within the City is required to conform to that code.

## ***Environmental Setting***

### **Regional Geology**

The relatively flat topography and geologic setting of Salinas present few geologic hazards, other than those related to seismic activity. A map prepared by the Monterey County Planning Department, based on 1980 U.S. Geological Survey mapping, depicts all the incorporated, urbanized area of the City and most of the surrounding planning area as being located within the area of “least landslide and erosion susceptibility” (General Plan, page S-19).

Most of the City has slopes of one to 10 percent, although a few areas have slopes from 10 to 30 percent. To the east of the City, slopes increase toward the Gabilan Mountains; northeast of the City, slopes from 10 to 30 percent become common. Generally, areas of low and moderate slopes reflect few soil constraints for residential development and road and street construction. Some localized soils constraints related to clay and steeper slopes may occur within the planning area (General Plan, page S-20).

### **Plan Area Soil Characteristics**

The Plan Area contains several soil types, presented and described in the *Soil Survey of Monterey County, California*. The soil types and their characteristics are described in Section 2.2, Agricultural Resources. In general, all of the soil types occur in nearly level areas. Runoff is slow and erosions hazards are low or no hazard exists. Permeability ranges from slow to moderately slow. All soil types are typically used for agricultural production.

### **Preliminary Soil Engineering Investigation**

Landset Engineers, Inc. prepared a preliminary soil engineering investigation and asphalt pavement design for the proposed Plan Area in April 2008. The report is titled *Preliminary Soil Engineering Investigation and Asphalt Pavement Design* (hereinafter “Landset report”). The Landset report was prepared to explore surface and subsurface soil and groundwater conditions at the site, and to provide preliminary design level soil-engineering criteria for construction of infrastructure improvements on the site. A copy of the Landset report may be found in [Appendix G](#) of this EIR. Fifty borings were drilled during the period from March 24, 2008 through March 28, 2008. Results of laboratory testing conducted on the soil samples, the Boring Location Map and soils classifications may be found in the Landset report.

The Plan Area is underlain by Holocene age floodplain and basinal sediments deposited by the Salinas River. The soil materials typically consist of several feet of expansive fat clay topsoil underlain by a laterally discontinuous interbedded heterogeneous sequence of fat and lean clay,

silt, elastic silt, silty sand, poorly graded sand and well graded sand. These unconsolidated sediments have highly variable consistencies and were typically very moist to saturated, to the total depth explored of 50 feet below the ground surface. Free perched groundwater was encountered in 15 of 50 exploratory borings drilled on site.

The Landset report addresses a range of geotechnical issues and contains recommendations for site development related to site preparation and grading, general foundations, conventional footing, post-tensioned/mat slab foundations, slabs-on-grade and exterior flatwork, utility trenches, site drainage and asphalt pavement design. A list of 34 preliminary recommendations was prepared as a guideline for project planners and designers for the soil engineering aspects of future project design and construction.

## Seismicity

Salinas lies within a region with active seismic faults, and is therefore subject to risk of hazards associated with earthquakes. Seismic activity poses two primary and secondary types of hazards. Primary hazards include ground rupture, ground shaking, ground displacement, and subsidence and uplift from earth movement. Primary hazards can induce secondary hazards including ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (tsunamis and seiches), and movement on nearby faults (sympathetic fault movement), dam failure, and fires (General Plan, page S-20).

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.

**Faults.** No known active faults are located in Salinas and no Alquist-Priolo Earthquake Fault Zoning has been established by the state within the General Plan planning area (General Plan, page S-20). Consequently, the potential for ground rupture is low. 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 planning area, they are not expected to generate seismic activity. The greatest seismic threat is related to the San Andreas and Calaveras faults.

**Ground Shaking.** Most loss of life and injuries that occur during an earthquake are related to the collapse of buildings and structures due to ground shaking. Buildings within the City have suffered serious structure damage during past seismic shaking events.

## Ground Failure

Ground-surface disturbance or ground failure is a phenomenon associated with seismic shaking. Ground failure can occur as a result of subsidence, liquefaction, lateral ground spreading or

dynamic compaction. Ground oscillation can be observed as buckled pavements, curbs, broken pipelines, etc. Of these, only liquefaction is considered to be a potential source of ground failure within the Plan Area and vicinity.

Liquefaction occurs primarily in areas of recently deposited sands and silts and in areas of high groundwater levels and involves a sudden loss in strength of a saturated, cohesionless soil caused by shock or strain, such as an earthquake, and resulting in the temporary transformation of the soil into a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand. If the liquefying layer is in the subsurface, it may provide a sliding surface for the material above it. Liquefaction typically occurs in areas where groundwater is less than 30 feet below the surface, and where the soils are composed predominantly of poorly consolidated fine sand. Especially susceptible areas include sloughs and marshes that have been filled in and covered with development. Salinas has several former wetland areas that have been “reclaimed” (drained and filled) and developed. In addition, Salinas rests on almost 1,800 feet of alluvium (General Plan, page S-20).

The Landset report includes a review of published maps and reports to review the past documented historical accounts of liquefaction within the Plan Area. Published maps and reports indicate that substantial structural damage and historical liquefaction occurred in the nearby area as a result of the San Francisco Earthquake of 1906. The Landset report states that the site is underlain by soft unconsolidated Holocene age sediments, the depth of groundwater is less than 30 feet, and the site peak ground acceleration having a 10 percent probability of being exceeded in fifty years is significantly greater than 0.2g. Based on the natural physical conditions, and past documented historical accounts, the potential for liquefaction to occur within the Plan Area is high (Landset, page 8).

## **Erosion**

Erosion is a natural process caused by wind, water, or gravitational forces, which can result in soil removal or erosion of soil from a site. The primary geological effects of erosion are loss of topsoil, rut formation, and potential destabilization of slopes. Subsequent deposition to another site is sedimentation. All of the soils present within the Plan Area have a minimal to no erosion hazard.

## **Expansive Soils**

Expansive soils are susceptible to expansion or contraction as moisture content changes. Expansive soils swell when wet and shrink when dry, which can damage buildings that are not designed properly. Clay soils are especially prone to shrink or swell due to their high water holding capacity and elastic qualities. According to the Landset report, tests performed on

samples of clay topsoil within the Plan Area indicate that the near surface soil (upper 4 to 6 feet) has a high to very high expansion potential.

### **Off-Site Improvements**

This EIR also evaluates the general potential impacts of Cal Water's proposed construction of a 1,000,000 gallon water storage tank on an off-site parcel owned by Cal Water. The parcel is approximately one quarter mile west of the Plan Area on Dayton Street near Harkins Road. The Cal Water site is currently developed with other water system infrastructure improvements including a treatment facility, an existing water storage tank, and several smaller associated buildings and structures. The geologic and soils conditions on the Cal Water site appear to be adequate to sustain the existing development. Due to its proximity to the Plan Area and the uniformity of conditions in the Plan Area, it is likely that geologic and soils conditions at that Cal Water parcel are similar to those within the Plan Area.

## ***Project Analysis***

### **Seismic Ground Shaking**

The Plan Area is located in a seismically-active region. A major earthquake along one of the regional faults has the greatest potential to generate major ground shaking in Salinas and could result in structural damage to future development within the Plan Area. Policy S-4.1 of the General Plan requires all new development to investigate potential seismic hazards that may be present within a proposed project area and to mitigate those hazards to ensure public safety. The City may require additional soils and geotechnical information for future development within the Plan Area to demonstrate that individual projects are being designed to mitigate seismic hazards to which they may be subjected. All future development within the Plan Area must be in compliance with the seismic safety requirements of the California Building Code.

### **Liquefaction**

Liquefaction hazard potential within the Plan Area is high. Hazards to public health and safety and damage to future development are possible unless future development is designed to mitigate for this hazard. Landset provides preliminary recommendations for the soil engineering aspects of future development. The Specific Plan also states that future development within the Plan Area must comply with the geologic and seismic requirements included in the General Plan to reduce the impact of seismic hazards.

## **Expansive Soils**

The near surface soil (upper four to six feet) has a high to very high expansive potential (Landset, page 6). Expansive soils can cause distress resulting in damage to concrete slabs and foundations. Future development within the Plan Area may incur damage due to expansive soils unless foundations and other improvements are appropriately designed or site soils are modified to reduce the hazard.

## **Erosion**

The soils found at the Plan Area have minimal to no erosion hazards. However, during grading and construction activities, when soils are loosened and bare of vegetation, the risk of erosion would be increased over normal circumstances. Implementation Program LU-17 of the General Plan requires the City, as a condition of project approval, to require new development to provide adequate on-site and off-site storm water and flood management facilities to control direct and indirect erosion and discharges of pollutants and/or sediments. Please refer to Section 2.7, Hydrology and Storm Drainage for more information. Mitigation measures included in that section of the EIR serve to reduce potential erosion impacts to a less than significant level.

## **Off-Site Improvements**

The proposed project includes the construction by Cal Water of an off-site water tank to service the development within the Plan Area. An existing Cal Water storage tank is already present on the site and the geology and soils conditions on the site appear to be adequate for development of this type. The geology of the off-site location is not known, however, it can be inferred that geologic conditions at that site are similar to those within the Plan Area and that with appropriate construction and foundation design, geologic hazards at that site can be mitigated to a less than significant level. Design level soils analysis may be necessary to confirm site specific conditions.

## ***Impacts and Mitigation Measures***

**Potentially Significant Impact – Seismic Shaking and Expansive Soils:** Improvements constructed within the Plan Area will likely be subject to significant groundshaking over their service life. Damage to improvements and impacts to public health and safety are possible if improvements are not constructed to withstand design seismic events and effects of expansive soils. Implementation of the following mitigation measure would reduce this impact to a less than significant level.

### Mitigation Measure

GEO-1. All future development within the Plan Area shall be designed consistent with the latest edition of the California Building Code and its related seismic standards as well as any additional standards required as standard conditions of approval by the City. Prior to issuance of a building permit for each project within the Plan Area, a geologic report, soils report, and structural calculations prepared by certified professionals shall be provided. Results and conclusions of the reports shall be incorporated into the final project design. Final improvement plans shall be subject to review and approval of the City of Salinas Development and Engineering Services Department prior to issuance of a grading permit.

**Potentially Significant Impact – Liquefaction Hazards:** The potential for liquefaction to affect the Plan Area is high. Implementation of the following mitigation measure would reduce the impact to a less than significant level.

### Mitigation Measure

GEO-2. Applicants for future projects within the Plan Area shall each prepare a detailed site-specific supplemental liquefaction study. The supplemental liquefaction study shall be performed in accordance with the guidelines contained within the California Division of Mines and Geology Special Publication 117, as adopted by the State Mining and Geology Board in accordance with the State of California Seismic Hazards Mapping Act of 1990. The supplemental liquefaction study should also include additional cone penetrometer test (CPT) borings in order to more accurately characterize the site subsurface conditions, determine liquefaction factors of safety, and estimate potential ground settlements as a result of liquefaction. Final improvement plans shall be prepared subject to recommendations in the liquefaction analysis and be consistent with applicable recommendations provided in the Landset report. Final improvement plans shall be subject to review and approval of the City of Salinas Development and Engineering Services Department prior to issuance of a grading permit.

## 2.7 HAZARDS AND HAZARDOUS MATERIALS

The information contained within this section is based on data from the *City of Salinas General Plan*, *City of Salinas General Plan FEIR*, and the *Phase I Environmental Site Assessment Uni-Kool, 1776 and 1780 Abbott Street* (O'Brien and Gere 2008). The latter report is included in this document in [Appendix H](#).

## ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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 a public-use airport, result in a safety hazard for people residing or working in the project area;
- 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, create a significant hazard to the public or the environment; or
- Expose people or structures to significant risk of loss, injury, or death involving wildland fires, including wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands.

## ***Policy and Regulatory Setting***

### **City of Salinas General Plan**

**Policy S-3.2:** Ensure that hazardous materials used in residential, business and industry are properly handled and that information on their handling and use is available to residents, fire protection and other safety agencies.

**Policy S-3.4:** Work with the State, agribusiness and agricultural worker organizations to ensure that agricultural use of pesticides and fertilizers do not negatively affect public health and safety.

**Policy LU-12.2:** Review development proposals within areas affected by the operation of the airport to ensure airport and land use compatibility,

protect the public safety, and allow for continued aviation operations. This includes minimizing residential population increases within the 55 decibel CNEL contour.

**Policy LU-12.3:** As a condition of development approval of projects within the Airport Local Area of Influence (as shown in Figure LU-11), require dedication of an aviation easement. Said aviation easement shall include special provisions for properties within the 1-mile clear zone required for the California International Airshow.

**Policy S-3.10:** Encourage development in the vicinity of the Salinas Municipal Airport that would not cause land use conflicts, hazards to aviation, or hazards to the public and that is in compliance with the California Airport Land Use Planning Handbook.

## **City of Salinas Municipal Code**

### **Chapter 37, Zoning Code**

Section 37-40.420. (a) Development Review Applications, Structures, and Vegetation. This division shall apply to development review applications, structures, and vegetation if located on or proposed for land situated within the “area of influence” of the Salinas municipal airport.

(b) Tall Structures. This division also applies to any development review application for construction or alteration of a structure (including antennas, poles, or towers) higher than two hundred feet above ground level at the site, regardless of the site's location within the city of Salinas. Any such structure shall comply with the requirements of the Salinas Municipal Code, Chapter 4: Airport.

Section 37-40.430. Any development review application identified in Section 37-40.420(a) or (b) shall be reviewed by the deputy city manager, or their designee, to ensure conformance with the Salinas Municipal Code, Chapter 4: Airport, prior to approval by the applicable reviewing body. (Ord. No. 2463 (NCS))

Section 37-40.440. Use classifications, development regulations, and design standards shall be those of the underlying base zoning district (as identified in Article III: Base District Regulations of the Zoning Code) except as modified by the airport overlay. All development activity listed

in Sections 37-40.420(a) and (b) of this division shall conform to the requirements and development regulations of Salinas Municipal Code, Chapter 4: Airport. (Ord. No. 2463 (NCS).)

Sec. 37-40.450. (a) Avigation Easement Dedication. The city shall require the owner of any property located in the Salinas municipal airport “area of influence” to dedicate an avigation easement as a condition of approval of any development review application, or structure identified in Section 37-40.420(a) or (b). The easement is required to protect the airport airspace from objects which could constitute hazards to air navigation, and to inform future owners and prospective purchasers of the property that aircraft may fly over the location at low altitudes while approaching, departing, or maneuvering near the associated airport. Such easement shall include special provisions, for properties within the clear zone, required for the California International Airshow (see Figure 37-40.240 of the Zoning Code). The easement shall be dedicated prior to the recordation of any land division or if there is no land division prior to the issuance of the first building permit for the development.

(b) Avigation Easement Provisions. The language of the avigation easement shall be as set forth by resolution of the Salinas city council.

**Chapter 4, Airport.** Contains height limitations for uses within the airport area of influence.

## Proposed Specific Plan Policies and Standards

The Specific Plan includes the following goals and policies related to hazardous materials:

**Goal 7-3:** Establish practices that reduce hazardous materials-related incidents.

**Policy 7-5:** Properly handle hazardous materials used within the Plan Area.

**Policy 7-6:** Design, construct, maintain, and monitor equipment in order to reduce hazardous material-related incidents.

**Policy 7-7:** Implement safety practices, create safety training response plans, and employ qualified technicians in order to reduce hazardous materials-related incidents.

The Specific Plan identifies the fact that a portion of the Plan Area is within the Salinas Municipal Airport Area of Influence. The text also identifies the fact that new development within that area will be subject to related regulations and standards in the Municipal Code.

### **Federal Legislation**

The United States Environmental Protection Agency is the federal agency responsible for enforcement and implementation of federal legislation and regulations pertaining to hazardous materials. The legislation includes the Resource Conservation and Recovery Act of 1986, the Superfund Amendments and Reauthorization Acts of 1986, and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980. The federal regulations are codified primarily in Title 40 of the Code of Federal Regulations. United States Environmental Protection Agency provides oversight and supervision for site investigations and remediation projects, and has developed land disposal restrictions and treatment standards for the disposal of certain hazardous wastes.

### **California Legislation**

The Department of Toxic Substance Control works in conjunction with United States Environmental Protection Agency to enforce and implement specific legislation and regulations pertaining to hazardous wastes. The California legislation, for which the Department of Toxic Substance Control has primary enforcement authority, includes the Hazardous Waste Control Act and the Hazardous Substance Account Act. Most state hazardous waste regulations are contained in Title 22 of the California Code of Regulations. The Department of Toxic Substance Control generally acts as the lead agency for soil and groundwater cleanup projects, and establishes cleanup and action levels for subsurface contamination that are equal to, or more restrictive than, federal levels.

### **Monterey County Department of Environmental Health – Local Regulatory Agency**

The Monterey County Department of Environmental Health is designated by the California Environmental Protection Agency as a Certified Unified Program Agency. The California Environmental Protection Agency is responsible for promulgating a range of state and federal regulations relating to environmental protection and hazardous materials. As a Certified Unified Program Agency, the Monterey County Department of Environmental Health is responsible, at the local level, for the administrative requirements, permits, inspections, and enforcement activities of six state level environmental and emergency response programs, including those that relate specifically to public safety and hazardous materials. These activities are codified in Title 19 - Public Safety and Title 22, Division 4.5 of the California Code of Regulations, and in

Chapter 6.95, Article 1 of the California Health and Safety Code. In its role as a Certified Unified Program Agency, the Monterey County Department of Environmental Health administers several programs designed to implement these regulations. The programs include the following:

- Hazardous Material Business Plan and Inventory Program;
- Hazardous Waste Generator Program;
- Hazardous Waste Onsite Treatment: Tiered Permitting Program;
- Underground Storage Tank Program;
- California Accidental Release Prevention Program (Cal-ARP); and
- Aboveground Petroleum Storage Tank Program.

As a fundamental component of several of these programs, facilities which generate any quantity of hazardous waste or which handle hazardous materials in amounts greater than 55 gallons for liquids, 500 pounds for solids, and/or 200 cubic feet for compressed gases must prepare a Business Response Plan and Inventory. Business Response Plans must include specific information on hazardous materials handled (inventory), emergency contacts, notification procedures, evacuation plans, training procedures and a site map. Facilities which handle extremely hazardous (regulated materials) may also be required to prepare a Risk Management Plan. A Risk Management Plan must address several issues including types of substances handled, accidental release and chemical-specific prevention, accident history, emergency response program, etc. Business Response Plan's and Risk Management Plans are among the fundamental reporting tools used by the Monterey County Department of Environmental Health to track and monitor the activities of facilities which are subject to the regulations noted previously.

## ***Environmental Setting***

### **Hazards Associated with Existing and Past Land Uses**

**Existing Site Hazardous Materials Contamination.** The Plan Area is currently in agricultural production. According to the *Phase I Environmental Site Assessment Uni-Kool, 1776 and 1780 Abbott Street* (hereinafter "Phase I ESA"), it has been farmed for more than 65 years. During that time, fertilizers and pesticides have been used across the Plan Area. Although there is no evidence of improper use of these materials, there is a potential for residue to remain in the soils.

A containment area containing an aboveground diesel tank, two 55-gallon drums containing oil, and various other containers of maintenance and agricultural chemicals was observed in a location near the Abbott Street/Harris Road intersection. The containment area has a concrete floor and approximately three-foot high masonry walls. Additional maintenance and agricultural chemicals were observed in the attached shed and on the ground adjacent to the containment area. Two portable tanks labeled as fertilizer were observed on an unbermed concrete pad near the aboveground tank containment storage area. All of the hazardous material storage was in the northeastern portion of Plan Area between the garage and residence site buildings and Harris Road. One of the residences was constructed in approximately 1904 and the other in approximately 1953. These residences may contain lead base paint and asbestos (the 1904 structure may contain such materials as a result of tenant improvements that may have occurred since 1904).

**Identified Hazardous Materials Sites.** The Plan Area does not contain any hazardous materials sites as reported on any of the reviewed federal or state databases. However, a hazardous material site is located adjacent to the site. The following information is presented to disclose such conditions in the immediate Plan Area.

The Sturdy Oil Company and John Street Service at 1511 Abbott Street (currently the Valero gas station, an adjacent property across Abbott Street) is listed on the Cortese, LUST, CA FID UST, HIST UST, and SWEEPS UST databases. Environmental Data Resources reported a release was discovered at 1511 Abbott Street in April 1993. The released material is listed as Stoddard Solvent. Groundwater has been impacted with various petroleum-related components including Methyl Tert Butyl Ether (MTBE). O'Brien & Gere obtained additional information on these releases on the State of California Geotracker Database. Thirteen monitoring wells have been installed to monitor this release. Although no wells are present on the subject property, high concentrations of petroleum compounds have been detected in the monitoring well adjacent to Abbott Street across from the site. Based on the concentrations and the calculated groundwater flow direction, it appears likely that this release has migrated into the northern tip of the Plan Area. A copy of the most recent quarterly groundwater monitoring report for 1511 Abbott Street is included in Appendix 12 of the Phase I ESA.

The John Pryor Company, which is located at 1505 Abbott on the east side of Abbott Street across from the Plan Area, is listed on the Cortese, and LUST databases. This release has been closed, indicating it is no longer considered a threat to human health and the environment. Based on the closed status and northwest to west regional groundwater flow direction, this release appears unlikely to have significantly impacted conditions in the Plan Area.

O'Brien & Gere obtained additional information on these releases from the State of California Geotracker Database. The Geotracker Database also revealed a petroleum release at the adjacent and upgradient Former Radionics Facility at 1800 Abbott Street (currently Cal Door located

adjacent to the site across Harris Street) is a LUST. According to the reviewed information, a release of diesel fuel and additives was discovered on January 23, 2001. The case description narrative reports “Groundwater Hydropunch indicated contamination of the 9 ft. aquifer at 0.7 ppb if toluene. Other on-site soil borings indicated only oil and grease at 520 ppm at 10 ft. below ground. No other groundwater sampled indicated contamination.”

### **Airport Land Use Compatibility**

A part of the northern portion of the Plan Area is within the Salinas Municipal Airport Area of Influence (please refer back to [Figure 7](#), Existing Land Use Designations, in Section 1.0, Introduction). At its closest point, the airport is located approximately 2,000 feet to the north of the Plan Area. Airport Overlay District standards apply to new development within the “area of influence”. Development within the Airport Overlay District is subject height and use restrictions found in Chapter 37, Zoning Code, specifically *Section 37-40.420(a),(b)*, *Section 37-40.430*, *Section 37-40.440*, and *Section 37-40.450* as summarized earlier in this section of the EIR. In addition, all development within the Airport Overlay District is subject to guidelines and restrictions found in Chapter 4, Airport, of the Salinas Municipal Code and to applicable state and federal regulations.

### **Fire Hazards**

According to the General Plan, the Plan Area is not located in a wildfire hazard area. Therefore, potential impacts related to this hazard are not at issue for the proposed project.

## ***Project Analysis***

### **Existing Hazardous Materials Issues**

Based on the planned industrial use of the site, soil sampling for toxic levels of pesticides is not required; however, any soil removed from the site should be tested for proper handling and disposal.

Small amounts of staining were observed on the concrete floor of the aboveground tank containment storage area, on the dirt outside the containment area, and on the concrete and dirt in the vicinity of the portable fertilizer tanks now located within the Plan Area. The tanks, drums, containment area, and equipment will be removed prior to development of the Plan Area. Due to potential contamination in the containment storage area, additional limited soil and groundwater testing for petroleum-related compounds is needed to minimize potential impacts that may result from any materials removal/remediation actions taken.

## **Future Use, Storage and Handling of Hazardous Materials**

A range of agricultural industrial uses permitted within the Plan Area per the Specific Plan could routinely store, use, and/or transport hazardous materials as part of their operations. Since no project specific applications for development have been submitted to the City, specific potential impacts related to hazardous materials resulting from build out of the Plan Area cannot be determined at present.

Hazards to public health and safety and to the physical environment would be created by the future use, storage, and/or handling of hazardous materials within the Plan Area. Hazards could arise due to the accidental release of such materials that could result in contamination of air, soil, and/or water; explosions; fires; etc. The location of the Plan Area away from densely populated portions of the City and its adjacency to agricultural fields could be seen as a benefit in terms of incrementally reducing hazards to the public. However, the true risks can only be determined once future developers define the types of hazardous materials they will utilize, if any, and prepare business response plans, risk management plans, or other documentation needed by the Monterey County Department of Environmental Health to properly assess and manage related risks.

The federal and state regulations with which future development within the Plan Area must comply are designed to minimize risks to public health and safety and to the environment from the accidental release of hazardous materials. As a Certified Unified Program Agency, the Monterey County Environmental Health Department will be responsible for ensuring that future

projects/facilities planned within the Plan Area comply with these regulations. The Plan Area is not located within one-quarter mile of a school site; therefore, risks specific to school-aged children should be no greater than risks to the public at large.

## **Airport Operations Hazard**

As mentioned previously, a portion of the Plan Area lies within the Salinas Municipal Airport Area of Influence. Standards contained in the City's Airport Overlay District will apply to new development proposed within that area. Development proposals within the Overlay District will be subject to review by City staff for conformance with the adopted airport height and use regulations contained in Chapter 37, Article IV, Division 7, as well as Chapter 4, Airport, of the Municipal Code. Development within this district is also subject to applicable state and federal FAA regulations. Chapter 5, Development Regulations, of the Specific Plan contains height and density regulations that pertain to the Airport Overlay District. Provided that all future projects located within the area of influence are designed and conditioned to be consistent with applicable City standards, hazards to public health and safety of persons from airport operations should not be significant.

## ***Impacts and Mitigation Measures***

**Potentially Significant Impact – Exposure to Potentially Hazardous Materials Located On-Site.** A containment area containing an aboveground diesel tank, two 55-gallon drums containing oil, and various other containers of maintenance and agricultural chemicals was observed on the site. A small amount of staining has been observed on the concrete floor inside of and on the grass outside of the area. Staining indicates a potential that harmful petroleum-related compounds have leached into the ground. Implementation of the following mitigation measure would reduce the impact to a less than significant level.

### **Mitigation Measure**

HZ-1. Limited soils and groundwater testing at the existing hazardous materials containment area located near the Abbott Street/Harris Road intersection as defined in the *Phase I Environmental Site Assessment Uni-Kool, 1776 and 1780 Abbott Street* prepared by O'Brien & Gere shall be conducted by a qualified professional. The analysis shall include a remediation plan as necessary to ensure that contaminated materials are properly handled and disposed. The testing results shall be subject to review of the City of Salinas Engineering and Transportation Department and remediation actions completed prior to issuance of a grading permit for any portion of the Plan Area.

**Potentially Significant Impact – Hazards to Public Safety from the Use, Storage, Disposal, and/or Accidental Release of Hazardous Materials.** It is likely that future operations/facilities developed with the Plan Area will require the use, storage, and/or transport of hazardous materials. The potential exists that such materials could be accidentally released into the environment, thereby causing risks to public health and safety. Use, storage, and disposal of such materials are regulated through a variety of federal, state, and local regulations. The Monterey County Environmental Health Department is responsible for implementing these regulations and by so doing, ensuring that future projects/facilities manage hazardous materials in manner that minimizes potential impacts. No additional mitigation is required.

**Potentially Significant Impact – Hazards to Public Safety from Operations of the Salinas Municipal Airport.** Hazards to public safety of airport users and the public/employees within the Plan Area, especially the portion of the Plan Area within the Airport area of influence, are possible if potential conflicts with airport operations are not mitigated. Mitigation of those conflicts will occur by virtue of the fact that new development within the Plan Area located within the area of influence must be consistent with design and development standards contained in Chapter 4, Airport, and in Chapter 37, Division 7, Airport Overlay District of the Municipal Code. Applications for future projects located within the area of influence will be reviewed by City staff and conditioned, as necessary, to ensure their consistency with the standards. No additional mitigation is required.

## 2.8 HYDROLOGY, WATER QUALITY, AND STORM DRAINAGE

The information in this section is based on analyses contained in several technical documents. Much of the information contained in this section is taken directly from a technical memo prepared by RBF Consulting on behalf of the City entitled *Ag-Industrial Center Analysis of Drainage Impacts* (RBF 2009) (hereinafter “Drainage Analysis”). This memo consolidates information contained in two technical reports prepared by the applicant entitled *Preliminary Hydrology & Hydraulics Study for the Salinas Ag-Industrial Center* (RJA 2009) and *Preliminary Storm Water Control Plan for the Salinas Ag-Industrial Center* (RJA 2009). These documents are included in this EIR in [Appendix I](#). RBF Consulting also analyzed potential downstream flood hazards on behalf of the City.

The Monterey County Planning Department submitted a response to the NOP in which it commented that the EIR should include a preliminary drainage analysis that evaluates potential impacts on storm drainage facilities, including the Reclamation Ditch.

### ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- violate any water quality standards or waste discharge requirements;
- substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river in a manner that would result in substantial erosion or siltation;
- substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site;
- create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;
- otherwise substantially degrade water quality;
- 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; or
- place within a 100-year flood hazard area structures that would impede or redirect flood flows or expose persons or structures to a significant risk of loss, injury, or death from flooding.

## ***Policy and Regulatory Issues***

### **Federal Clean Water Act**

Water quality objectives for all waters in the State of California are established under applicable provisions of Section 303 of the Federal Clean Water Act (CWA) and the state Porter-Cologne Water Quality Control Act. These laws seek to control the addition of source and non-source pollutants to surface waters and to protect the integrity of wetlands.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters. Section 304(a) requires the U.S. Environmental Protection Agency (U.S. EPA) to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in the water.

### **State Water Resources Control Board**

The State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB) are responsible for assuring implementation and compliance with the provisions of the CWA and the Porter-Cologne Water Quality Control Act. The SWRCB and RWQCBs are designated as lead agencies in implementing the CWA and Porter-Cologne Water Quality Control Act. The Central Coast RWQCB office regulates water quality in streams and aquifers throughout the central coast of California and the Monterey Bay region through designation of beneficial uses, establishment of water quality objectives, and administration of the National Pollutant Discharge Elimination System (NPDES) permit program for storm water and construction site runoff. The RWQCB is also responsible for providing permits under Section 401 of the CWA.

### **NPDES Storm Water Permit Program**

The 1987 amendments to the Clean Water Act (Section 402[p]) provided for the U.S. EPA regulation of several new categories of non-point pollution sources within the existing NPDES. In Phase 1, NPDES permits were issued for urban runoff discharges from municipalities of over 100,000 people, from plants in industries recognized by the U.S. EPA as being likely sources of storm water pollutants, and from construction activities that disturbed more than five acres.

Phase 2 implementation, effective March 10, 2003, extended NPDES urban runoff discharge permitting to cities of 50,000 to 100,000, and to construction sites that disturb between one and five acres.

The U.S. EPA has delegated management of California's NPDES storm water permit program to the SWRCB and the nine RWQCB offices. Salinas is a Phase 1 municipality and has coverage under Order No. R3-2004-0135.

Construction activity on projects that disturb one or more acres of soil, or less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, must obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). A Storm Water Pollution Prevention Program (SWPPP) must be prepared which, among other requirements, must list best management practices (BMPs) that will be used to protect storm water runoff.

A new Construction General Permit may be adopted before the proposed project is constructed. The proposed project will be required to meet the requirements for construction activities that are effective at the time that coverage is obtained.

### **City of Salinas General Plan**

Policies that are relevant to development of the Plan Area include:

**Goal LU-8:** Work with Monterey County Water Resources Agency (MCWRA) to provide a level of flood control protection that meets the needs of the community.

**Policy LU-8.1:** Actively coordinate and work with MCWRA to provide and maintain necessary flood control facilities.

**Policy LU-8.2:** Apply appropriate development standards and fees to improve present drainage systems and provide adequate storm water detention basins and sedimentation ponds with new construction.

**Policy LU-8.3:** Require new development, to the extent feasible, to provide flood control facilities that are visually attractive and ecologically beneficial, and require on-going maintenance of the facilities by the development through a maintenance district.

**Policy LU-8.4:** Continue the use of Carr Lake as a reclamation/flood control facility in addition to its other functions in addressing water quality, enhancing traffic/circulation, and creating recreational opportunities.

**Policy COS-1.5:** Cooperate with the Monterey County Water Resources Agency, the State Water Resources Control Board and the Regional

Water Quality Control Board to implement programs that address the two primary causes of poor water quality in the planning area: salt water intrusion and nitrate contamination.

**Policy COS-1.6:** Enforce national (NPDES) requirements and participate in regional efforts to protect and enhance water quality.

The General Plan also states that the *City of Salinas Sewage and Drainage Master Plan* will be implemented to ensure that adequate service is provided. Public services and facilities services standards are also included which state that new development is to be consistent with the *Storm Drainage Master Plan* and with City Code Flood Damage Prevention requirements.

### **City of Salinas Municipal Code**

In 2005 the Central Coast RWQCB adopted Order No. R3-2004-0135, which is the City's NPDES Permit (Permit No. CA0049981) for municipal storm water and urban runoff discharges within the City. To comply with the permit, the City developed a variety of storm water management programs to effectively prohibit non-storm water discharges and to reduce the discharge of pollutants to the maximum extent practicable, including the *Storm Water Management Plan* (SWMP). The SWMP is based on the requirements and guidelines contained in the City's NPDES Permit, as well as relevant portions of other local and regional storm water guidance documents and programs. In compliance with the Phase I regulations, the SWMP is a comprehensive document designed to reduce the discharge of pollutants to the maximum extent practicable and to protect water quality. The SWMP includes all of the required and recommended control programs for municipal facilities, industrial facilities, and commercial facilities. The SWMP programs include urban runoff control policies, outreach and education efforts, site visits and inspections. These programs guide the implementation of specific storm water BMPs.

Chapter 29 of the Salinas Municipal Code, known as the "City of Salinas Storm Water Management and Discharge Control Ordinance" states:

The purpose and intent of this chapter is to ensure the health, safety and general welfare of citizens, and protect the water quality of watercourses and water bodies in a manner pursuant to and consistent with the requirements of the NPDES permit issued to the city of Salinas by the California Regional Water Quality Control Board and the Federal Clean Water Act (33 U.S.C. Section 1251 et seq.) by reducing pollutants in urban storm water discharges to the maximum extent practicable and by effectively prohibiting non-storm water discharges to the storm sewer drain system. The provisions of this chapter shall be implemented and

enforced in such a manner as to prevent or reduce downstream erosion, to protect stream habitat and to implement controls for the post-development runoff and discharges. To that end, development within the jurisdictional authority of the city of Salinas shall be done in a manner consistent with low impact development guidance set forth in the storm water development standards document established by the city of Salinas.

### **City of Salinas Storm Water Development Standards**

The purpose of the City's *Storm Water Development Standards* (SWDS) is to assist project applicants with new storm water management requirements set forth by the Central Coast RWQCB and the associated City storm drainage and flood control requirements.

The RWQCB requires Low Impact Development (LID) to be applied to new and significant redevelopment projects to the maximum extent practicable as a way to minimize the impacts of urban runoff on receiving waters and to promote healthy watersheds. LID means the application of planning principles and design techniques that mimic natural predevelopment hydrology, promote healthy watersheds, promote infiltration where feasible, protect groundwater quality, and minimize impacts to receiving surface water bodies. LID practices are designed to capture and treat runoff from relatively frequent small storm events. LID designs and conventional storm drainage system infrastructure are needed to protect surface water quality, riparian and aquatic habitat and public health and safety during large storm events.

Section 5 of the SWDS provides criteria for the design of flood control and conventional storm water infrastructure. This section is important in that it references historical flood events within the Reclamation Ditch system and acknowledges the difficulty in identifying solutions.

On December 5, 2008, the RWQCB approved the City's SWDS with the revision of several required numeric criteria. These criteria are discussed on page 15 of the Drainage Analysis in [Appendix I](#). The criteria are important in that they establish the site planning and design criteria for storm drainage management and water quality management that affected the improvement design for the proposed project.

### **Reclamation Ditch Watershed Impact Fee/Draft Nexus Study Summary Report**

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. The Reclamation Ditch is part of a complex drainage system within the lower Salinas Valley. The final draft (August 2006) of the MCWRA's *Reclamation Ditch Watershed Impact Fee/Nexus Study Summary Report* ("Draft

Nexus Study”), while not adopted, provides useful background information related to the current state of the Reclamation Ditch system.

### **Monterey County Environmental Health Department – Well Destruction**

The Monterey County Department of Environmental Health administers a program for the construction and destruction of water wells. A permit is required prior to the destruction of existing wells to ensure that wells are sealed in a manner that prevents potential future contamination of groundwater.

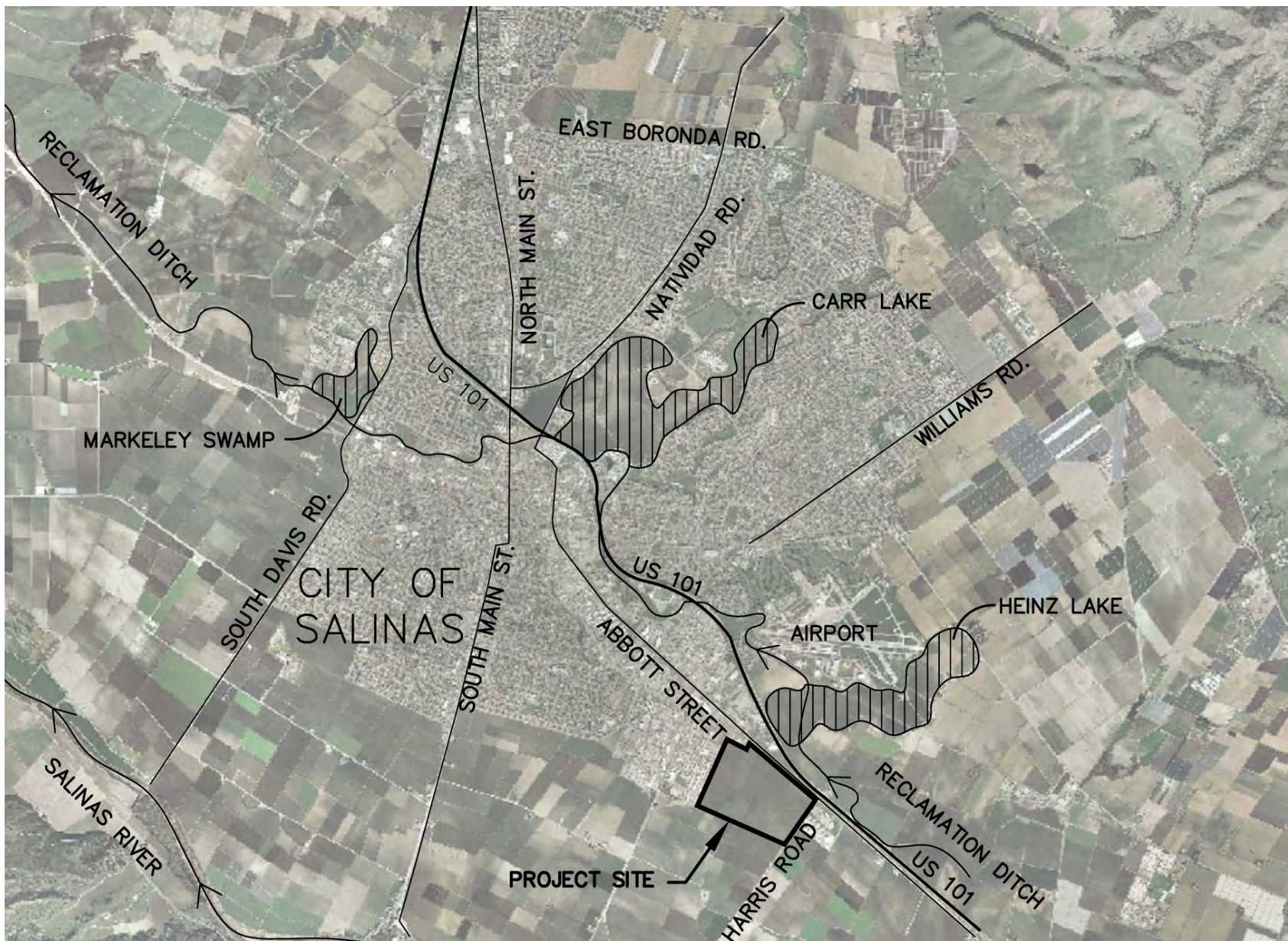
## ***Environmental Setting***

### **Regional Surface Water Drainage**

The Plan Area is tributary to the MCWRA Reclamation Ditch, which flows through the City from the southeast to the northwest. 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 of Salinas have, and increasingly continue to become, dependent on the Reclamation Ditch system for flood protection. The upstream end of the Reclamation Ditch is in Smith Lake southeast of the Plan Area, and the Reclamation Ditch drains through Heinz Lake immediately east of the Plan Area, and then through Carr Lake in the center of the City. At Carr Lake, the tributary area of the Reclamation Ditch is approximately 101 square-miles and includes the watersheds of Alisal, Natividad, and Gabilan creeks. The Reclamation Ditch then flows out from Carr Lake northeast of Highway 183 past a number of other historic lakes and swamp areas before reaching its terminus at Tembladero Slough near Castroville. [Figure 12, Reclamation Ditch System in the Plan Area Vicinity](#), illustrates key system features and locations. Tembladero Slough drains Merritt Lake past Castroville into the Old Salinas River. The Old Salinas River drains into Moss Landing Harbor through the Potrero Road Tide Gates. The total tributary area of the drainage system tributary to the Potrero Road Tide Gates is approximately 157 square-miles. Runoff travels nearly 19 miles from the Plan Area to Moss Landing Harbor.

### **Plan Area Hydrologic Conditions**

**Soil Conditions.** The Plan Area is predominantly comprised of soils with high runoff potential. Approximately 83 percent of the Plan Area is rated as hydrologic soil group D with areas of both Clear Lake clay and Cropley silty clay. The remainder is rated as hydrologic soil group C and consists of Salinas clay loam. Group C soils generally impede the downward movement of water and have a slow rate of water transmission. Group D soils have a very slow infiltration rate (high



Not to Scale

Source: EMC Planning Group Inc. 2009,  
Ruggeri-Jensen-Azar 2009

Figure 12  
Reclamation Ditch System in the Plan Area Vicinity

Salinas Ag-Industrial Center Program EIR

E

M

C

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runoff potential) when thoroughly wet. Therefore, a relatively large portion of rainfall landing within the Plan Area can be expected to become runoff, especially during large storm events when the soil would become saturated during the initial period of the storm.

LandSet Engineers performed percolation testing within the Plan Area to investigate the potential infiltration capacity of storm water within the Plan Area. This investigation is documented in a report entitled *Results of Percolation Testing for Salinas Ag-Industrial Business Park* (Landset 2009). The investigation largely confirmed that within the Plan Area stormwater accumulates rather than infiltrates, that percolation rates are slow and insufficient to manage stormwater runoff from development, and that injection of storm water into subsurface strata could exacerbate risk of liquefaction.

**Drainage.** The existing topography of the Plan Area is generally flat with an average slope of 0.2 percent from west to east and essentially the entire Plan Area drains to an existing 24-inch diameter culvert under Abbott Street to the northeast toward the Reclamation Ditch. Stormwater would then drain into additional storm drainage facilities, including a 72-inch storm drain outfall. A summary of existing drainage infrastructure, drainage conditions, and conditions that have historically led to localized flooding is included in the Drainage Analysis starting on page 8. The analysis shows that the Plan Area would detain significant volumes of runoff from large storm events while it is routed through the 24-inch culvert. A maximum on-site water surface elevation of 57.4 feet and a peak discharge through the existing culvert of 27.4 cubic feet per second (cfs) during a 72-hour, 100-year storm are possible.

The City of Salinas *Storm Water Master Plan* (Camp Dresser & McKee, Inc. 2004) indicates that storm drains along Burton Avenue, Harkins Road, and Dayton Street, and an area between U.S. Highway 101 and the Union Pacific Railroad tracks are affected by Reclamation Ditch backwater. Street surface ponding is occasionally experienced in these areas. These storm drains are tributary to the same 72-inch storm drain outfall to which the Plan Area drains. The *Storm Water Master Plan* states (page 5-8):

...there are some industrial areas draining to the Reclamation Ditch where the hydraulic model predicts overflows for the 20-year design storm. At these locations, there is adequate pipe capacity to convey the design flows. The overflows are due to high backwater conditions in the Reclamation Ditch. If Reclamation Ditch water surface elevations were lower by 3 to 5 feet, then no overflows would occur.

The backwater conditions affecting the industrial area have not been a major impact, since many are food processing related industries that conduct their winter operations at other locations, e.g., southern California and Arizona, or have reduced winter operations. However, it

may become more of an issue in the future if more industries locate in the area and continue operations through the winter season.

**Existing Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Zones.** The entire Plan Area is designated on the Flood Insurance Rate Map (FIRM) as FEMA Zone X. This zone indicates an area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. The FIRM identifies a corridor along the Reclamation Ditch and an area over Heinz Lake as being within an approximate Zone A, with no base flood elevations identified. A portion of the FIRM showing the project site and vicinity is included in the Drainage Analysis. Although FEMA does not provide regulatory flood elevations along the Reclamation Ditch in the vicinity of the project site, the 1999 Operations Study lists a 100-year water surface elevation of 56.8 feet (NGVD29) for Heinz Lake. The most recent Reclamation Ditch system model provided to the City by MCWRA indicates a slightly lower elevation.

## ***Project Analysis***

As stated in Appendix A of the *Preliminary Storm Water Control Plan for the Salinas Ag-Industrial Center*, the proposed project would result in a significant increase in impervious surface area. Impervious surfaces would increase from an existing 6,800 square feet to approximately 9,747,000 square feet, or approximately 87 percent of the Plan Area. Due to the increase in impervious surfaces, there would be an increase in the volume of storm water that flows from the Plan Area. The *Preliminary Storm Water Control Plan for the Salinas Ag-Industrial Center* (RJA 2009) was prepared by the applicant to address run-off from the Plan Area under build out conditions. It proposes on-site detention and water quality treatment measures. On-site retention (infiltration) is not deemed feasible due to slow infiltration rates and laterally discontinuous permeable strata underlying the site.

## **Storm Water Control Plan for the Plan Area**

**Storm Water Conveyance System.** The project grading plans and the storm water control plan propose to direct most storm water flows to an existing 72-inch line where Abbott Street and the railroad tracks converge. Storm water drainage from the eastern-most parts of the Plan Area would drain into an existing 48-inch line within Harris Street.

Four to five-foot wide landscape areas (within the street right-of-way) and 22-foot wide vegetated swales (adjacent within private lots) are proposed along the backbone streets (about 22,200 linear feet). Storm water from the streets would be channeled into the swale through catch basins and run-off from the sidewalks would flow overland into the swales. The swales would essentially

not permit infiltration in order to maximize bio-retention exposure time, and would perform two basic functions: storm water detention and water quality treatment.

Under low flow conditions, storm water would receive bio-retention treatment as it flowed through the landscape area and/or the vegetation within the swale and ultimately infiltrate at designated bio-filtration areas. Storm water runoff under high flow conditions would be detained within the vegetated swale. The swales would be approximately 2.5 feet deep (at an eight-foot wide center area) and would slope (lengthwise) at about 0.4 percent, to reduce flow speeds and increase bio-retention exposure time. Drain inlets within the swales (swale outlets) would be located at least 140 feet apart (minimum 70-foot flow path from a high point) and convey storm water into conventional underground pipes for discharge to the City system. The swale outlets would be designed to limit flow rates into the City system. The swale system would be designed to accommodate storm flows from on-site areas equivalent to 100 feet width of impervious surface along the site public street frontage(s) of each private lot. Developers of private lots would be responsible for implementing site-specific storm water flow and quality design measures consistent with the goals of the storm water control plan.

**Private Lot Storm Water Measures.** Private lots would comprise about 67 percent of the Plan Area. A variety of storm water measures are proposed for implementation on private lots. Developers of private lots would be required to create individual storm water control plans in compliance with storm water measures in the City's SWDS.

Detention would be provided by either underground basins (large pipes or manufactured units), above ground paved surface storage, or landscaped surface storage. Low flow water would be treated prior to entry to the underground or above-ground storage areas, and outflow into the street storm drain system would be metered to limit 10-year storm pre-development outflow levels. Water quality treatments would be provided by bioswales and landscaped areas located within parking lots, landscaped areas within the site, or in raised planter boxes adjacent to buildings. All of these methods would involve vegetative filtering and percolation whenever feasible, with treated water eventually draining to the underground storm water conveyance pipes within the streets.

In addition to the physical measures, the storm water control plan includes operational measures to reduce pollutant loads. These include education of employees regarding the disposal of pollutants, landscape management to reduce pesticide and fertilizer run-off, maintenance of the bioswales and related storm water infrastructure, litter control, street sweeping, limitations on vehicle washing, and prohibitions on vehicle fueling and outdoor material storage.

## Analysis of Potential Impacts on Off-Site 100-year Flood Conditions

**Post-Project Conditions.** Proposed site hydrology and hydraulic conditions are described in the *Preliminary Hydrology & Hydraulics Study for the Salinas Ag-Industrial Center*. RBF Consulting used existing condition off-site drainage system information (including drainage area delineations and existing storm drain configuration) developed by RJA as a basis for modeling the existing storm drainage system to which the proposed development would connect.

RJA performed detailed hydrologic analysis of the proposed system, including the proposed detention facilities, and calculated a 100-year runoff hydrograph from the site into the proposed connection point to the City's storm drainage system (based on the 72-hour storm developed by Schaaf & Wheeler for the 1999 Operations Study). The post-project 100-year site discharge hydrograph provided by RJA to evaluate potential impacts of the proposed project on receiving waters was used. The peak discharge from the Plan Area into the City's system as indicated by the site outflow hydrograph is 44.2 cfs. This theoretical and worst-case scenario increase over the existing condition 100-year peak discharge from the project site (27.4 cfs) is a comparison to a theoretical peak flow which is artificially limited by an existing off-site culvert. Even per this worst-case scenario, the theoretical increase is not significant because it does not coincide with peak flows in the regional system that are more volume dependent. Analysis by RBF shows the 100-year peak discharge into the Reclamation Ditch increasing from 126 cfs to 130 cfs (a three percent increase) about 35 hours before the peak stage in Heinz Lake occurs.

[Table 11](#), Potential Impacts on Regional 100-Year Flood Conditions, summarizes the change in surface water elevation (feet) and flows (cfs) at key points in the existing flood control system that would be created by drainage from the Plan Area. The results indicate that the greatest increase is less than two hundredths of one percent. The existing conditions values are for comparative purposes and not intended to infer absolute accuracy in 100-year flow or stage conditions.

**Table 11 Potential Impacts on Regional 100-Year Flood Conditions**

Location	Existing Conditions	Increase
Carr Lake Stage	45.308 feet	0.001 feet
Heinz Lake Stage	56.612 feet	-0.002 feet
John Street Flow	869.600 cfs	-0.17 cfs
Main Street Flow	1219.400 cfs	0.1 cfs
San Jon Road Flow	1153.500 cfs	0.2 cfs

*Source:* RBF Consulting 2009

**Site Runoff Volume Analysis.** An assessment of site runoff volume is appropriate because impacts to flooding along the Reclamation Ditch are sensitive to discharge timing and total volumes, not just peak discharge rates. Sensitivity to runoff volume is due to the location of Salinas within the Reclamation Ditch watershed and the system of lake beds that provide effective regional detention of floodwaters. This system configuration makes it so that peak flood conditions along the Reclamation Ditch from major storm events are generally expected to occur more than a day after local peak inflows. Based on calculations described in the Drainage Analysis, runoff volume from the Plan Area can be expected to increase by approximately 1.7 inches, or about 37 acre-feet over the entire Plan Area during a 100-year, 72-hour event.

**Effects on Local Drainage System.** The proposed project includes directing runoff into the City's storm drainage system approximately in the same location as the area currently drains, and increasing the rate and volume of discharges into the system. Though the City's *Storm Water Master Plan* does not indicate any existing deficiencies between the proposed point of connection to the outfall into the Reclamation Ditch, there is no indication of deficiencies in the area that could be made more severe by the proposed project.

Table 12, 100-Year Water Surface Elevation Change at Selected Off-Site Locations, shows flood levels changes at two locations based on 72-hour, 100-year computer simulations. A review of the flow and stage hydrographs indicates that the discharge rate from the Plan Area would have a small effect on the local peak flood levels at nodes PO-9620-020 (Harkins Road) and PO-9630-004 (Dayton Street). The increase at Dayton Street is within the model margins of error and the increase at Harkins Road is considered a less than significant change. Though the *Storm Water Master Plan* indicates that deficiencies at these locations result from Reclamation Ditch backwater conditions, this current analysis indicates that peak stage at these locations can occur well in advance of the ultimate peak stage in the Reclamation Ditch. Though these peak stages are aboveground at the nodes and indicate a slight increase in the degree of flooding, these increases are not significant because: 1) model parameters make general representations on available surrounding information; 2) a theoretical ponding increase becomes a negligible actual increase because of the ratio of rise to the area modeled; and 3) the new Dayton Street extension will create additional overflow storage for this area. The peak stage at a third location, PO-9610-004 (near Eden Street) is affected by Reclamation Ditch backwater and the 100-year peak water surface elevation at that location would not rise as a result based on the events analyzed.

**Table 12 100-Year Water Surface Elevation Change at Selected Off-Site Locations**

Node Name (from RJA)	Ground Elevation (feet)	100-Year Water Surface Elevation (feet)	
		Existing Conditions	Proposed Conditions
PO-9620-020	56.8	58.10	58.15
PO-9630-004	56.3	57.07	57.08

Source: RBF Consulting 2009

### Analysis of Potential Impacts on Storm Water Quality

Negative impacts on storm water quality can be caused by new pollutants originating in the Plan Area, or by increased discharge rates inducing downstream erosion, thereby increasing sediment loads. Additionally, changing geomorphologic characteristics of streams can also induce downstream erosion such as can occur when detention basins are added, which can cause sediment deposition and a subsequent sediment deficit in receiving waters that can induce erosion. The City's SWDS address these issues and identify means to mitigate for these potential water quality impacts.

The *Preliminary Storm Water Control Plan for the Salinas Ag-Industrial Center* was evaluated to determine if it complied with the SWDS. Compliance is based on the Numeric Criteria 1.5.3 contained in the SWDS as described on page 15 of the Drainage Analysis in [Appendix I](#). All portions of the Plan Area drain through BMPs, thereby meeting the condition to have Zero Percent Effective Impervious Area for new development as required by Numeric Criteria 1. Numeric Criteria 2 applies to redevelopment projects and does not apply to the Plan Area. The proposed project satisfies Numeric Criteria 3.A and 3.B by providing adequate runoff storage, flow contact time, and bio-filtration. The proposed project implements a combination of both criteria 3.A and 3.B; therefore, as required by Numeric Criteria 3.C, the proposed project complies with Numeric Criteria 3, 3.A. and 3.B. Additionally, the proposed project must either satisfy Numeric Criteria 4.A., demonstration of peak flow and duration mitigation using long duration simulation, or Numeric Criteria 4.B., provision of a sediment transport assessment that demonstrates that the project flows and sediment reductions will not detrimentally affect the receiving water.

The applicant addressed 4.B by performing an assessment entitled *Sediment Transport Assessment and Evaluation* (ENGEO 2009) that concluded:

The downstream receiving waters convey excess rainfall runoff to the Monterey Bay my means of an engineered reclamation ditch with an extremely low gradient and low estimated velocities, and the channel is

characterized as having a sediment depositional transport regime. The project is therefore located in a portion of a watershed that should be considered “low risk” in terms of potential hydromodification management impacts based on the characteristics of the downstream receiving waters in which the project proposes to discharge. The project flows and on-site sediment reduction will not detrimentally affect the receiving water. We therefore conclude that the project impact and the cumulative impact from the proposed Salinas Ag-Industrial Center development on the net rate of downstream erosion is less than significant.

The ENGEO study is included as an appendix to the applicant’s *Preliminary Storm Water Control Plan for the Salinas Ag-Industrial Center*. Sediment reduction (reduced erosion) from the Plan Area, which is expected with the replacement of agricultural land with industrial uses and implementation of storm water quality BMPs, would not significantly impact sediment transport in the Reclamation Ditch. The evaluation is considered to meet the intent of SWDS section 1.5.3.4, of which Numeric Criteria 4B is a part.

The proposed project includes approximately 55 acre-feet of total detention capacity for the 257-acre Plan Area. This volume would provide more than 0.24 acre-feet per proposed impervious acre. This volume is adequate to meet the site water quality treatment requirements and can limit potential impacts to the regional drainage system to the degree indicated based on the assumptions made.

## **Project Construction Effects**

Soil disturbance associated with site preparation, grading and construction activities resulting from the proposed project may cause soil erosion and sedimentation, and/or the release of other pollutants into the City’s storm drainage system. Delivery, handling and storage of construction materials and wastes, as well as use of construction equipment on-site during the construction phase of the project, would introduce a risk for storm water contamination that could negatively impact water quality. Refueling and parked construction equipment and other vehicles on-site during construction may result in spills of oil, grease, or related pollutants that may discharge into on-site drainages. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery could also cause water quality degradation. Pollutants such as trash, debris, and organic matter are additional potential pollutants associated with the construction phases of the proposed project. Potential impacts include health hazards and aquatic ecosystem damage associated with bacteria, viruses and vectors, which can be harbored by pollutants.

Development of the proposed project would involve construction activities on the entire 257-acre site, such as mass grading, excavation, and trenching, which can adversely affect water quality by increasing soil erosion rates in the area of the proposed project. The exposure of raw soil to the natural elements (e.g. wind, rain) during grading operations may affect surface runoff by increasing the amount of silt and debris carried by storm water runoff.

### **Potential Groundwater Contamination**

The four agricultural wells that now exist within the Plan Area could be conduits for groundwater contamination if they are not properly sealed. The Monterey County Environmental Health Department will require that the applicant or future individual project developers proposing to destroy these wells acquire a permit prior to that destruction. Compliance with the permit conditions and approved procedures for well destruction would ensure that this hazard is minimized.

### ***Impacts and Mitigation Measures***

**Less Than Significant Impact – Changes in Surface Water Runoff or Drainage Patterns that Cause Off-Site Flooding in Heinz Lake, Carr Lake and/or the Reclamation Ditch.** The proposed project would convert approximately 257 acres of agricultural fields to between 85 and 90 percent impervious surfaces. With the proposed detention, the increased volume of runoff from the Plan Area would not be expected to cause an increase in 100-year flood conditions over that which would have occurred with the Plan Area in its existing condition. It is estimated that runoff from the Plan Area will increase by 37 acre-feet for the 72-hour, 100-year design storm event. The proposed project includes 55 acre-feet of detention to meet water quality objectives and mitigate for this increased volume of runoff.

Assuming the detention measures are implemented as proposed, the proposed project could cause the 72-hour, 100-year design storm event peak flood level at Carr Lake to increase by 0.001 feet. Increases to storm flow rates at downstream sections of the Reclamation Ditch would be less than two hundredths of one percent. Therefore, the proposed project would result in a less than significant impact on flood levels in these lakes provided that on-site drainage improvements are implemented as proposed by the applicant.

To ensure that future individual project improvements are designed and function consistent with the Specific Plan and the *Preliminary Hydrology & Hydraulics Study for the Salinas Ag-Industrial Center* the following measure should be included as a condition of approval for all subsequent projects proposed within the Plan Area:

- Prior to final site plan approval, individual project applicants shall demonstrate to the satisfaction of the City Engineer that recommended on-site drainage improvements identified in the *Preliminary Hydrology & Hydraulics Study for The Salinas Ag- Industrial Center* (June 2009) are included on final approval plans. Final verification of the proposed on-site collection system shall include, but not be limited to, additional hydrologic modeling of the site and the regional system to ensure that the design configuration of flow controls and detention volume function in a manner consistent with the identified improvements.

Provided new development is implemented as proposed, the effect of future development on MCWRA's Reclamation Ditch and the flood control system in general would be nearly immeasurable. Further, the MCWRA's draft Nexus Study has not been formally adopted. Therefore, payment of fair share fees under the draft Nexus Study would not be required of the applicant and/or individual project developers.

**Less Than Significant Impact – Changes in Surface Water Runoff or Drainage Patterns that Cause Off-Site Flooding at Dayton Street and Burton Avenue.** Due to backwater conditions in the Reclamation Ditch, portions of some streets to the west of the project site are subjected to occasional surface ponding during storm events. RJA determined that additional flows from the Plan Area would have negligible impact on the surrounding area's ability to discharge and cause increases to water surface elevations. RJA calculated that there would be minimal effect in a 20-year storm, and that the extension of Dayton Street and Burton Avenue could actually reduce flood levels due to additional ponding surface. RBF Consulting concluded that the proposed project could cause the 100-year flood water surface at the west end of Dayton Street to increase by 0.05 feet (about 0.6 inches). However, given the infrequency of the increased ponding depth, the relatively minor increase in ponding depth, and generally low traffic volumes, this would be a less than significant impact.

**Less than Significant Impact – Soil Disturbance and Erosion.** Soil disturbance associated with site preparation, grading and construction activities resulting from the proposed project would have the potential to cause soil erosion and sedimentation, and/or the release of other pollutants into the City's storm drainage system. Development would involve construction activities on the entire 257-acre site, such as mass grading, excavation and trenching, which can adversely affect water quality by increasing soil erosion rates in the area of the proposed project. The exposure of raw soil to the natural elements (e.g. wind, rain) during grading operations may affect surface runoff by increasing the amount of silt and debris carried by storm water runoff.

Project implementation would require compliance with NPDES requirements for construction of site storm water discharges. This would include preparation and implementation of a SWPPP that specifies how the discharger will protect water quality during construction activities. Compliance with the NPDES requirements would ensure that potential soil erosion impacts

associated with the proposed project would be less than significant. Compliance would be assured through the City's standard development review process.

**Potentially Significant Impact – Operational Urban Non-Point Source Contaminants.** Urban pollutants may be carried in storm water runoff from paved surfaces to storm drains and into receiving waters. Roadways and industrial activities can generate a wide range of potential pollutants that can enter the storm drainage system and be conveyed to receiving waters. The proposed project includes a storm water control plan designed to reduce introduction of pollutant loads to receiving waters. Low impact development techniques, including the use of swales with bio-retention elements and other best management practices to treat essentially all runoff from the Plan Area, are identified in the storm water control plan.

Implementation of a storm water control plan as proposed that has been updated to be consistent with detailed final design (including discrete drainage areas and flow control calculations), and potentially meeting other NPDES requirements would ensure that the proposed project would have a less than significant impact on long-term urban non-point source pollution.

## 2.9 PUBLIC SERVICES

The following discussion is based on information obtained from the *City of Salinas General Plan*, the *City of Salinas General Plan FEIR*, discussions with City and County staff, and the *Public Services Plan & Fiscal Impact Analysis* (ADE 2009), a copy of which is included in [Appendix J](#).

### ***Standards of Significance***

CEQA Guidelines Appendix G indicates that a project may have a significant effect on the environment if it would result in substantial adverse physical impacts or significant environmental impacts associated with the provision of new or physically altered governmental facilities, in order to maintain acceptable services ratios, response times or other performance objectives for:

- Fire protection;
- Police protection;
- Schools; and
- Parks.

## ***Policy and Regulatory Issues***

### **City of Salinas General Plan**

**Policy LU-4.1:** Provide an effective and responsive level of fire protection, public education and emergency response service (including facilities, personnel, and equipment) through the Salinas Fire Department.

**Policy LU-4.2:** Improve the enforcement of regulations, such as zoning codes and building codes, to ensure existing and new development is constructed, occupied, and maintained to minimize potential fire and other hazards.

**Policy LU-4.3:** Support incentives and public education programs such as the Seismic Retrofit Program that encourage compliance with building code and fire safety requirements.

**Policy LU-5.1:** Provide an effective and responsive level of police protection (including facilities, personnel, and equipment) through the Salinas Police Department.

**Policy LU-5.2:** Implement alternative policing methods, such as Community Policing, youth programs and crime awareness public education programs to reduce the incidence of crime within Salinas.

**Policy LU-9.2:** Consider impacts of proposed projects on school enrollment and facilities when acting on annexation applications to ensure that public services and facilities service standards identified in Table LU-4 are met.

**Policy COS-7.9:** Require new residential development to provide land and/or fees to achieve a minimum of 3.0 acres per additional 1,000 population for developed public parklands for community or neighborhood parks.

**Implementation Program LU-9:** Review the City's current development fee schedule and revise as necessary to ensure that the development fees reflect the facility improvements required to implement the general plan and provide adequate levels of service. Fees to be considered include traffic, sanitary sewer, storm drainage, fire protection, law enforcement, and libraries and others.

**Implementation Program LU-12:** Review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.

**Implementation Program LU-19:** Continue to work with the school districts to the extent allowed by State law to ensure adequate school and recreational facilities are provided and maintained in the community. The City will cooperate in expediting construction of schools. School districts will consult with the City at the earliest possible time.

**Implementation Program S-22:** Promote fire prevention in Salinas by:

- Working closely with the Salinas Fire Department to implement fire hazard education and fire prevention programs;
- Coordinating with Cal Water and Alco water companies and the Salinas Fire Department to ensure that water pressure for existing developed areas and sites to be developed is adequate for fire fighting purposes;
- Conforming to Fire Department requirements for individual projects;
- Adopting and implementing the most recent Uniform Fire Code provisions and appropriate amendments; and
- Continuing to require sprinklers in new buildings.

### **Proposed Specific Plan**

The Specific Plan does not contain goals, policies or development standards that address or modify the public service standards set out in the General Plan.

### **LAFCO Considerations**

Annexation of the unincorporated portion of the Plan Area to the City will require that this area be detached from the Salinas Rural Fire Protection District and from the Resource Conservation District of Monterey County. The detachment request will be part of the City's reorganization application to LAFCO, which has discretion over service agency attachments and detachments. LAFCO will act as a Responsible Agency under CEQA. LAFCO has requested that the detachments be considered in the EIR.

## ***Environmental Setting***

### **Fire Protection**

Approximately 240 acres of the Plan Area is located within unincorporated Monterey County, with the remaining 17 acres already within the City boundaries. The Salinas Rural Fire Protection District provides fire protection services for the unincorporated areas of the County. The District's main administrative office is located at 19900 Portola Drive in the Toro Park area. The District has two other fire stations, one at Highway 68 and Laureles Grade and the other in the community of Chualar. The District has 36 full-time employees and 15 volunteer firefighters.

The Salinas Fire Department provides fire protection services within the City boundaries. The Department has entered into mutual aid agreements with neighboring fire districts in the region to provide back-up and enhanced suppression service. The Department is headquartered at 65 West Alisal, Suite 210 and presently has six stations with plans (General Plan, page LU-53). A seventh station is planned in the Future Growth Area which would reduce response times in the northeast corner of the City (City of Salinas Fire Department 2007). Land allocated for a seventh station The Department operates with three platoons, with each platoon having engine companies that are made up of a captain, engineer, and firefighter, with one of the members being a paramedic. This crew is the initial respondent to 911 calls for help. The response time goal for both fire and medical emergencies is six minutes or less at least 90 percent of the time. The Department has been able to meet the goal 86 percent of the time (General Plan FEIR, page 5.13-5).

### **Police Protection**

The Monterey County Sheriff's Department provides law enforcement services for the unincorporated areas of Monterey County, including the unincorporated portions of the Plan Area. Upon annexation, the Salinas Police Department would provide police protection services for the entire Plan Area. The Department is located at 222 Lincoln Avenue in the City of Salinas. It is organized into three divisions: Field Operations, Administration, and Investigations. The Department provides a standard ratio of approximately 1.1 officers per thousand residents (General Plan, page LU-55). This ratio may change in the future as law enforcement needs are reevaluated on a regular basis. The City will continue to review funding levels and programs for the Department on a regular basis so that an effective and responsive level of police protection is provided.

## **Schools and Parks**

There are four different school districts serving the City of Salinas (General Plan FEIR, page 5.13-7). The school districts and the City of Salinas require new residential developers to provide for adequate educational facilities, to the extent allowed by law (General Plan FEIR, page 5.13-14). The Salinas parks and recreation system exists within the context of the City's existing development pattern. The existing and planned parks and recreation system consists of a variety of park types. Many of the existing parks in Salinas do not meet the City's park standards and insufficient resources have led to a lack of adequate maintenance at all of the park sites. The General Plan requires new residential development to provide land and/or fees to achieve a minimum of 3.0 acres per additional 1,000 residents generated by the development for development of public parklands.

## ***Project Analysis***

### **Fire Protection**

The closest Salinas Fire Department station to the Plan Area is Station 3 located at 827 Abbott Place, approximately one mile to the northwest. The Salinas Fire Department staff has indicated that the Plan Area can and will be served by existing fire station facilities until such time as a new fire station is constructed in the southern portion of the City. Therefore, demand for fire protection services from build out of the Plan Area would not require the construction of additional fire protection facilities. The industrial nature of future Plan Area developments will increase calls for service for possible hazardous materials inspections, regular inspections for fire safety as well as EMS calls. Costs to meet increased service demand would be covered by tax revenues generated by the project (ADE, 2009).

### **Police Protection**

The ADE analysis concludes that although no residential population growth is associated with build out of the Plan Area, there will be an estimated 4,142 workers occupying approximately 4.3 million square feet of buildings. This will put additional demand on police services, mainly during the weekday business hours, but also during off hours for burglaries and vandalism among other potential types of incidents. Demand for protection services will result in the need for the equivalent of three additional full-time personnel, but would not require the construction of additional police facilities (ADE, 2009). Costs for adding personnel would be covered by tax revenues generated by the project.

## **Schools and Parks**

School and park impact fees are assessed to projects which result in the generation of additional population. Future development within the Plan Area will not result in the generation of additional school-aged children, nor will it result in an increase in demand for park and recreation facilities. Therefore, build out of the Plan Area will not create demand that result in the need to construct new school or park and recreation facilities whose construction may have the potential to create adverse environmental impacts. Development within the Plan Area would be required to pay school impact fees, as may be required by state law.

## **Service District Detachments**

Annexation of the unincorporated portion of the Plan Area to the City would result in this area being detached from the Salinas Rural Fire District and from the Monterey County Resource Conservation District. Effects of such detachments are not specifically CEQA issues. In the case of the Salinas Rural Fire District, the issue has been previously addressed by the County, City, and Monterey County Water Resources Agency in a broader agreement that pertained to the Supplement to the Final Program EIR for the Salinas Future Growth Area.

Since the Monterey County Resource Conservation District does not receive tax revenue generated from the subject portion of the Plan Area, detachment would not affect the District's operations (Robert LeFleur, District Conservationist, phone communication, February 23, 2009).

## ***Impacts and Mitigation Measures***

### **No Impact – Indirect Environmental Impacts from Construction of Fire Protection Facilities:**

The proposed project can be served by the Salinas Fire Department from existing facilities. No new facilities are needed. There will therefore be no impacts from construction of fire protection facilities. No mitigation is required.

### **No Impact – Indirect Environmental Impacts from Construction of Police Protection Facilities:**

The proposed project can be served by the Salinas Police Department from existing facilities. No new facilities are needed. There will therefore be no impacts from construction of police protection facilities. No mitigation is required.

### **No Impact – Indirect Environmental Impacts from Construction of School and Park Facilities:**

The proposed project does not include a residential component and would not result in an increase in school-aged children or population in general. There will be no impact on school districts and no need to construct additional facilities as a result of the proposed project.

There will be no impacts from increased demand for recreation facilities or the need to construct new recreation facilities. No mitigation is required.

## 2.10 TRANSPORTATION AND CIRCULATION

Information contained in this section is primarily derived from the *Salinas Ag-Industrial Center Traffic Impact Analysis Final Draft Report* (Higgins Associates 2008), hereinafter “TIA”. The TIA is included in [Appendix K](#). A complete hardcopy of the TIA is available for review at the City of Salinas Community Development Department. For detailed information on traffic and circulation issues, please refer to [Appendix K](#).

Caltrans, Monterey County, and the Transportation Agency for Monterey County (TAMC) submitted responses to the NOP and provided comments on the scope of the traffic analysis. The NOP comment letters are included in [Appendix A](#). Individual early consultation meetings were held with all three agencies early in the EIR scoping process to solicit input. Multiple meetings/communications occurred between the City/applicant and Caltrans and Monterey County.

### ***Standards of Significance***

The level of service (LOS) analysis methodology gives the reader an understanding of how long a vehicle would wait at an intersection under certain conditions. For example, if an intersection is operating at LOS A, the typical wait at that intersection would be less than 10 seconds. For an intersection operating at LOS C, the typical wait would be between 21 and 35 seconds. For an intersection operating at LOS F, the typical wait would be 80 seconds or more. Please see Appendix A in the TIA for additional discussion on LOS methodology.

Traffic generated by build out of the Plan Area will impact circulation facilities under the jurisdiction of the City, Caltrans, and the County. Thresholds of significance for each of these jurisdictions are as follows:

#### **City of Salinas Thresholds of Significance**

- The addition of project traffic causes *intersection operations* to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or LOS F);
- The addition of project traffic adds one vehicle trip to *intersections* already operating at LOS E or LOS F; or
- The addition of project traffic causes operations on a *roadway segment* to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or LOS F).

## Caltrans and Monterey County Thresholds of Significance

- The addition of project traffic causes a *signalized intersection* operating at LOS A, B, or C to degrade to D, E, or F. For intersections already operating at unacceptable levels D and E, the addition of project traffic adds 0.01 or more during peak hours to the critical movement's volume to capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume to capacity ratio is considered significant;
- The addition of project traffic at an *unsignalized intersection* results in LOS F for any traffic movement or any signal warrant is met; or
- The addition of project traffic causes a roadway segment operating at LOS A through E to degrade to a lower level of service D, E, or F. If a segment is already operating at LOS F, any increase during the peak hour (one vehicle) is considered significant.

## Other Thresholds of Significance

CEQA Guidelines appendix G indicated that a project may also have a significant effect on the environment if it will:

- Substantially increase hazards due to a design feature or incompatible uses;
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans or programs supporting alternative transportation.

## Policy and Regulatory Setting

### City of Salinas General Plan

The General Plan Circulation Element provides guidance on transportation and circulation planning and improvements needed to address existing circulation conditions and future circulation conditions as the City builds out. A plan for future circulation facility improvements is provided as are policies that guide circulation management and facility development.

**General Plan Policies.** The General Plan Circulation Element contains a range of policies that address transportation and alternative transportation. The following policies are particularly relevant to the proposed project:

**Policy C-1.2:** Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.

**Policy C-1.3:** Require that new development and any proposal for an amendment to the Land Use Element of the General Plan demonstrate that traffic service levels meeting established General Plan standards will be maintained on arterial and collector streets.

**Policy C-1.4:** Continue to require new development to contribute to the financing of street improvements, including formation of roadway maintenance assessment districts, required to meet the demand generated by the project.

**Policy C-1.5:** Ensure that new development makes provisions for street maintenance through appropriate use of gas tax and formation of maintenance assessment districts.

**Policy C-1.6:** Discourage diversion of traffic to local streets by providing maximum capacity on arterial streets and locating high traffic-generating uses on or near arterial frontages.

**Policy C-1.7:** Design roadway capacities to adequately serve planned land uses.

**Policy C-1.10:** Encourage car-pooling, at government offices, business, schools, and other facilities, to reduce the number of vehicles using the roadway system.

**Policy C-2.2:** Cooperate with Caltrans in making improvements to U.S. Highway 101 and support construction of Prunedale freeway improvements by Caltrans to serve through trips, and trips to and from Salinas.

**Policy C-3.2:** Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service.

**Policy C-3.4:** Support public transportation that is “bike” friendly, such as buses with bicycle racks and reduced fares for bicycle riders and provision of bicycle racks at public transportation stations.

**Policy C-4.1:** Continue to develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips. Eliminate gaps and provide connections between existing bicycle routes.

**Policy C-4.2:** Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes that promote bicycling.

**Policy C-4.3:** Encourage existing businesses and require new construction to provide on-premise facilities to aid bicycle commuters, such as on-site safe bicycle parking.

**Policy C-4.4:** Improve the biking environment by providing safe and attractive cut-throughs, bike lanes, and bike paths for both recreational and commuting purposes.

**Policy C-4.5:** Where possible, ensure that roadway improvements (i.e., widening and re-striping), as well as new overpasses and underpasses, allow for safe on-street bike lanes or adequate right-lane space for bicycles.

**Policy C-4.7:** Encourage parking lot designs that provide for safe and secure bicycle parking.

**Policy C-5.1:** Increase availability of safe and well-maintained sidewalks in all areas of the City.

**Policy C-5.2:** Encourage all new bus stops and changes in existing bus stops to take pedestrian access into consideration.

**Policy C-5.4:** Encourage parking lot designs that promote pedestrian access and safety.

**Circulation Facility Improvements.** The Circulation Element includes a Circulation Master Plan (Figure C-5 in the General Plan) which identifies major roadway facility improvements needed to accommodate growth at build out of the General Plan. There are two facilities of significant note that are located adjacent to the Plan Area. The first is a proposed Harris Road/U.S. Highway 101 interchange. The second is a new Eastern Bypass roadway, located to the east across U.S. Highway 101 from the Plan Area. The Eastern Bypass is shown terminating at the proposed Harris Road/U.S. Highway 101 interchange. The proposed interchange has been the subject of previous evaluation by TAMC and Caltrans. The interchange is a planning consideration for the proposed project and is discussed at length later in this section.

**Additional Citywide Circulation Network Improvements Required.** The Circulation network improvements identified in the Circulation Element provide for the bulk of improvements needed to accommodate City build out; however, since the General Plan was adopted,

additional circulation network improvements have been identified. The City prepared the *Final Supplement for the Salinas General Plan Final Program EIR* in 2007. In part, the *Final Supplement for the Salinas General Plan Final Program EIR* identified additional regional circulation network improvements that would be required to accommodate growth within a portion of the Future Growth Area described in the 2002 General Plan. Impacts of growth in this area on the local and regional roadway network were evaluated in the *2002 General Plan Final Program EIR*. However, the City determined that between 2002 and 2006-2007 when it was considering annexation of a portion of the Future Growth Area into the City, the circumstances under which the proposed annexation is undertaken had changed and, therefore, minor revisions to the General Plan EIR were needed with respect to evaluation of circulation impacts of the proposed annexation.

The *Final Supplement for the Salinas General Plan Final Program EIR* identifies a series of circulation network improvements to mitigate impacts of the proposed annexation on City, County, and Caltrans circulation network facilities. The City is to work both with the County and TAMC to develop mechanisms to fund the additional improvements. The City's Traffic Improvement Program, a proposed Countywide Traffic Impact Fee Program, and a now adopted TAMC Regional Development Impact Fee Program are all discussed in the *Final Supplement for the Salinas General Plan Final Program EIR* as mechanisms which may be used to fund the additional improvements. These mechanisms are discussed later in this section.

**Bicycle Circulation.** The General Plan incorporates information included in the City's adopted Master Bikeways Plan. The Master Bikeways Plan designates routes along roadways that can be used by cyclists to access employment centers, shopping centers, schools and other areas of the City and beyond. The Master Bikeways Plan specifies the types and locations of bicycle routes that exist and/or should be constructed in the future as the City builds out. Bicycle facilities are classified as Class I, II, or III. Class I paths are shared pedestrian/bicycle facilities that are completely separate from vehicle traffic. Class II bike lanes are delineated at the edge of the travel lanes of a roadway. They are not separate from the vehicle traffic but Class II lanes are restricted from vehicle or pedestrian use. Class III bike routes are any other designated bikeway that is shared with moving vehicles and/or pedestrians.

Exhibit 13A in [Appendix K](#) shows the City's Master Bikeway Plan. It shows that Class II lanes are provided on Abbott Street north of Harkins Slough Road and on Harkins Road between Hansen Street and the city limits. Harris Road and Harkins Road are designated as Class III bicycle routes.

**Transit.** The General Plan includes policies intended to promote the use and expansion of Monterey-Salinas Transit services. Exhibit 12 in [Appendix K](#) shows the location of existing Monterey-Salinas Transit bus routes in the vicinity of the Plan Area.

## **City Traffic Improvement Program**

The City of Salinas has a traffic improvement program that helps fund transportation infrastructure improvements that become necessary as a result of new development. (Salinas Municipal Code Section 9-50.76). Traffic impact fees are paid by new development projects to off-set the impacts of the project on the City's circulation facilities. The fees are used for circulation network improvements that are designed to ensure that the City's circulation facilities operate at an acceptable level of service.

The City periodically updates the traffic impact fee amount to reflect costs to construct new circulation facilities or improve existing facilities. The last major fee update was adopted by the City in 2005. It reflects the costs of improving the circulation network to accommodate traffic volumes anticipated at build out of the City as foreseen in the General Plan. The General Plan and the Traffic Improvement Program identify the specific circulation network improvements that are needed. Several of the improvements are particularly relevant to the proposed project, as the traffic it generates has been found to have a significant impact on a number of circulation facilities that are included in the Program. A project applicant's payment of the impact fee is considered to be mitigation for project impacts on those facilities. An applicant may also construct improvements with the cost of doing so credited against the traffic impact fee.

The proposed project was not anticipated when the Traffic Improvement Program was adopted. Therefore, the impacts of build out of the Plan Area were not anticipated and improvements needed to accommodate the project were not included. Further, because the project was not included, nor were the traffic impact fees that must be paid by the applicant and/or individual project developers. Mitigation for several transportation impacts call for adding improvements to the City's program. The City may need to consider the extent to which the previously unanticipated fees to be generated by the proposed project compensate for the increased level of impact on City transportation facilities.

## **Greater Salinas Area MOU/Countywide Traffic Impact Fee Program**

As discussed in Section 1.4, Local and Regional Plan Consistency, in 2006, the City and the County adopted the Greater Salinas Area Memorandum of Understanding (GSA MOU). The GSA MOU sets forth a framework for cooperation between the County and the City to manage the City's growth into unincorporated areas adjacent to the City. The GSA MOU sets forth a mechanism for cooperation between the City and the County on a range of issues of interest to both regarding planning for and addressing the effects of the City's expansion. The GSA MOU includes a list of 18 specific actions and understandings about which the City and County mutually agree. Actions that address traffic and transportation issues include:

9. City and County agree to support fees and taxes needed to mitigate the collective impact of new and existing development on the regional transportation system to the extent that the fees and taxes reflect the overall financing program adopted by TAMC.

10. City and County agree that County will develop a Countywide Traffic Impact fee program for the improvement of major County roads in accordance with the County's adopted General Plan. The County fee program will be developed in consultation with TAMC and Monterey County cities. It is recognized that there will be development within the City of Salinas related to the anticipated annexation of land to the north and east of the existing City Limits, and it is the desire of both jurisdictions that the County not rely upon the imposition of an ad hoc traffic fee on City development. Therefore the development of the Traffic Impact Fee for the Salinas Area, as shown in Exhibit B, will be a priority and a nexus study and hearing process should be completed within 18 months of the adoption of the 2006 County General Plan. The County Traffic Impact Fee will be imposed on development in affected cities and unincorporated areas.

Exhibit B of the GSA MOU as referenced in item 10 is a map of the major County roadway improvements which would be funded by the Countywide Traffic Impact Fee. The County is in the process of preparing a nexus study and developing a fee program consistent with the MOU.

As of the start of the public review period for this EIR, the County had not yet adopted a Countywide Traffic Impact Fee Program. During early scoping meetings and communications regarding the proposed project, County staff worked with the applicant's traffic consultant and the City to verify the list of cumulative projects addressed in the TIA. County staff also reviewed the traffic consultant's memorandum of assumptions. In short, the County was consulted on several occasions to ensure that the TIA considered issues of concern to the County.

### **TAMC Regional Transportation Plan/Regional Development Impact Fee**

**Regional Transportation Plan.** As the County's state-designated Regional Transportation Planning Agency, TAMC is tasked with developing a Regional Transportation Plan, or RTP, for the County. The RTP provides a basis for allocating state and federal transportation funds to transportation projects within the County over a 25-year timeframe. The regional transportation plan addresses all forms of transportation. It includes the transportation priorities of each of the County's 12 cities and the County. The goal of the regional transportation plan is to promote safe and efficient circulation within the County. Towards this end the regional transportation

plan includes plans for regional improvements to the circulation system, including roads, bikeways, and transit. The projects are prioritized within the projected “budget” of transportation revenues with consideration towards environmental impacts, land use, and special transportation needs.

The 2005 RTP includes several improvement projects in and around the City of Salinas. The RTP constrained project list may be viewed on TAMC’s website at [http://www.tamcmonterey.org/programs/rtp/pdf/2007-05-07-RTP-project-list-Appendix D.pdf](http://www.tamcmonterey.org/programs/rtp/pdf/2007-05-07-RTP-project-list-Appendix%20D.pdf). Some of the improvements in the general project vicinity include the following: rebuilding the interchange at U.S. Highway 101 and Airport Boulevard, addressing capacity through Salinas on U.S. Highway 101, widening Airport Boulevard from the Elks Lodge to U.S. Highway 101, constructing an arterial from U.S. Highway 101 to Williams Road, constructing an interchange at Harris Road/U.S. Highway 101, and at-grade improvements at Harkins Road and the railroad crossing.

**Regional Development Impact Fee Program.** The RTP also includes funding sources and strategies for financing improvements to the regional transportation system. Key components of the funding strategy are a regional development impact fee and a sales tax increase. The regional fee is applied to new development within local jurisdictions that are members of TAMC, including the City of Salinas. Funds generated through the regional development impact fee would, among other major projects, be used to fund projects included in the RTP that would benefit circulation conditions in and around the City. Member agencies must adopt the regional development impact fee before they can begin to collect the fee from new development. The City of Salinas adopted the fee program in August 2008.

As stated on page 193 of the TIA, Caltrans accepts payment of the regional development impact fee as full mitigation of cumulative impacts on the regional (state) highway system.

## ***Transportation Setting***

The TIA includes an evaluation of the proposed project’s impacts on the following relevant facilities:

- 46 Intersections - Eight are future intersections and internal to the Plan Area and three are future and external to the Plan Area. The remaining are existing intersections.
- 30 Roadways (divided into 75 segments) - These include roads within the City and outside of Salinas in unincorporated Monterey County, including U.S. Highway 101, and the State Routes 68, 156, and 183. A weaving analysis on five U.S. Highway 101 segments is also included.

It is important to note that the TIA includes analysis of four traffic condition scenarios that are not presented in this EIR: 1) Existing Plus Project Phase I; 2) Background Plus Project Phase 1; 3) 2030 Cumulative No Project With Harris Road Interchange; and 4) 2030 Cumulative Plus Project With Harris Road Interchange. These scenarios were included in the TIA for informational purposes only.

A list of the facilities that are evaluated in this EIR is presented below. Several intersections and roadways included in the TIA are not shown in this list because they are associated with traffic scenarios that are not described in this EIR as noted above. For example, intersections #45 and #46 in the TIA are associated with the TIA scenario that includes a future U.S. Highway 101/Harris Road interchange – a scenario that is not addressed in this EIR. The analysis in this EIR does not assume that an interchange is construction and, therefore, is considered to be worst-case. A future interchange would improve traffic conditions as described in section 8.1 of the TIA. A map identifying the intersections that are addressed in this EIR is included as [Figure 13, Traffic Impact Analysis Study Area](#).

## Intersections

1. SR 68 (S. Main Street) / Blanco Road
2. SR 68 / Hunter Lane
3. SR 68 WB Ramps / Spreckels Boulevard
4. SR 68 EB Off Ramp / Spreckels Boulevard
5. SR 68 EB On Ramp / Spreckels Boulevard
6. Sanborn Road / Fairview Avenue- U.S. Highway 101 NB Off Ramp
7. U.S. Highway 101 NB Ramps / Fairview Avenue
8. Sanborn Road / Elvee Drive- U.S. Highway 101 SB Ramp
9. Sanborn Road / Work Street- Terven Avenue
10. Blanco Road- Sanborn Road / Abbott Street
11. Blanco Road / Blanco Circle
12. Airport Boulevard / De la Torre Street
13. Airport Boulevard / Terven Avenue
14. Airport Boulevard / Hansen Street
15. Harkins Road / Hansen Street
16. Harkins Road / Abbott Street
17. Harkins Road / Burton Avenue
18. Harkins Road / Dayton Street
19. Harkins Road / Hunter Lane
20. Hatton Avenue / 4th Street
21. Hatton Avenue / Spreckels Boulevard
22. Harris Road / Abbott Street



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23. Harris Road / Harris Place (future Dayton Street Extension)
24. Firestone Driveway / Abbott Street
25. U.S. Highway 101 / Gould Road
26. U.S. Highway 101 / Hartnell Road Connector
27. Street A / Abbott Street (future)
28. \*\*Internal Project Intersection\*\*
29. \*\*Internal Project Intersection\*\*
30. \*\*Internal Project Intersection\*\*
31. \*\*Internal Project Intersection\*\*
32. \*\*Internal Project Intersection\*\*
33. \*\*Internal Project Intersection\*\*
34. Harris Road / Street B (future)
35. \*\*Internal Project Intersection\*\*
36. \*\*Internal Project Intersection\*\*
37. Cooper Road / Blanco Road
38. Davis Road / Blanco Road
39. SR 68 / Hitchcock Road
40. SR 68 / Foster Road
41. Abbott Street / East Romie Lane
42. Merrill Street / Abbott Street
43. Skyway Blvd / East Alisal Street
44. U.S. Highway 101 / Spence Road

## Road Segments

1. Abbott Street between Sanborn Road and Harkins Road
  - a. Los Palos Drive – E. Romie Lane
  - b. E. Romie Lane – Sanborn Road
  - c. Sanborn Road – Merrill Street
  - d. Merrill Street – Harkins Road
  - e. Harkins Road – Harris Road
  - f. Harris Road – Firestone Driveway
2. Airport Boulevard
  - a. Hansen Street – Terven Avenue
  - b. Terven Avenue – De la Torre Street
  - c. De la Torre Street – Moffett Street

3. Blanco Road
  - a. Cooper Road – Davis Road
  - b. Davis Road – Alisal Street
  - c. Alisal Street – Main Street
  - d. Main Street – Blanco Circle
  - e. Blanco Circle – Abbott Street
4. Davis Road
  - a. Hitchcock Road – Blanco Road
  - b. Blanco Road – Ambrose Drive
5. Fairview Avenue
  - a. Sanborn Road – U.S. Highway 101 NB Ramps
6. Foster Road
  - a. Davis Road – SR 68
7. Hansen Street
  - a. Airport Boulevard – Harkins Road
8. Harkins Road
  - a. 5th Street – Hunter Lane
  - b. Hunter Lane – Dayton Street
  - c. Dayton Street – Burton Avenue
  - d. Burton Avenue – Abbott Street
  - e. Abbott Street – Hansen Street
9. Harris Road
  - a. Spreckels Boulevard – Harris Place
  - b. Harris Place - Abbott Street
10. Hatton Avenue
  - a. Spreckels Boulevard – 4th Street
11. Hitchcock Road
  - a. Davis Road – SR 68

12. Hunter Lane
  - a. SR 68 – Harkins Road
13. Sanborn Road
  - a. Abbott Street – Terven Avenue
  - b. Terven Avenue – U.S. Highway 101
  - c. U.S. Highway 101 – Fairview Avenue
14. Skyway Boulevard
  - a. Airport Boulevard – Alisal Street
15. Spreckels Boulevard
  - a. SR 68 – Hatton Avenue
  - b. Hatton Avenue – Harris Road
16. SR 68
  - a. Spreckels Boulevard – Foster Road
  - b. Foster Road – Hitchcock Road
  - c. Hitchcock Road – Hunter Lane
  - d. Hunter Lane – Blanco Road
17. SR 156
  - a. SR 183 – Castroville Boulevard
  - b. Castroville Boulevard – U.S. Highway 101
18. SR 183
  - a. Espinoza Road – Salinas City Limits
19. Terven Avenue
  - a. Sanborn Road – Airport Boulevard

### **Freeway Segments**

20. U.S. Highway 101
  - a. Potter Road – Spence Road
  - b. Spence Road – Abbott Street
  - c. Abbott Street – Gould Road

- d. Gould Road – Airport Boulevard
- e. Gould Road – Harris Road (future)
- f. Harris Road – Airport Boulevard (future)
- g. Airport Boulevard – Sanborn Road
- h. Sanborn Road – John Street

### **Freeway Ramps**

21. U.S. Highway 101 at Airport Boulevard Interchange

- a. Northbound Onramp
- b. Northbound Offramp
- c. Southbound Onramp
- d. Southbound Offramp

22. U.S. Highway 101 at Sanborn Road Interchange

- a. Northbound Onramp (at Fairview Ave.)
- b. Northbound Offramp (at Fairview Ave.)
- c. Northbound Offramp (at Sanborn Road)
- d. Southbound Onramp (at Sanborn Road)
- e. Southbound Offramp (at Sanborn Road)

23. U.S. Highway 101 at Abbott Street Interchange

- a. Northbound Offramp
- b. Southbound Onramp

24. SR 68 at Spreckels Boulevard Interchange

- a. Eastbound Onramp
- b. Eastbound Offramp
- c. Westbound Onramp
- d. Westbound Offramp

Note: As previously explained, the TIA scenario that includes a possible future U.S. Highway 101/Harris Road Interchange (Intersection #25) was not included in this EIR to reflect a conservative approach to the EIR analysis.

### **Weaving Segments**

- 26. U.S. Highway 101 Northbound between Hartnell Road and Abbott Street
- 27. U.S. Highway 101 Southbound between Hartnell Road and Abbott Street

28. U.S. Highway 101 Northbound between Airport Boulevard and Fairview Avenue
29. U.S. Highway 101 Southbound between Airport Boulevard and Sanborn Road
30. U.S. Highway 101 Northbound between Fairview Avenue and Sanborn Road.

## Development Scenarios

The TIA included an evaluation of several development scenarios. Those applicable for inclusion into this section of the EIR are as follows:

- Background No Project
- Background with Proposed Project Build Out

Cumulative impact scenarios are discussed in Section 3.1, Cumulative Impacts.

## Background No Project

This scenario consists of the existing harvest season traffic volumes combined with traffic that will be generated by projects that have been approved but are not yet constructed and will add traffic to the circulation system. The projects that have been approved but not yet constructed are identified in Appendix E of the TIA.

**Intersections.** The following intersections would operate at unacceptable conditions under the Background No Project scenario.

***SR 68/Blanco Road (Intersection #1) – Signalized.*** This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively. The following improvements are recommended under these conditions:

1. Add a second northbound SR 68 left-turn lane.
2. Convert the northbound SR 68 right-turn lane to a free right-turn. This would require a receiving lane on eastbound Blanco Road.
3. Add a third westbound Blanco Road left-turn lane. This will require a receiving lane on southbound SR 68.
4. Convert the westbound Blanco Road shared through-right-turn lane to a through lane.
5. Add a dedicated westbound Blanco Road right-turn lane.
6. Adjust signal timing and include right-turn overlap phasing on the southbound, eastbound, and westbound approaches.

*Improvements 1, 4, and 5 are included in the City of Salinas Traffic Fee Ordinance (TFO) (Project #59). Improvements 2, 3, and 6 are also recommended, but would only improve operations to LOS D during the PM peak hour. There are several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City will need to determine whether or not the recommended improvements are feasible.*

**SR 68 / Hunter Lane (Intersection #2) – Stop Controlled (Westbound).** The minor street approach of this intersection will operate at LOS F during the AM peak hour under background no project traffic conditions. The following options are recommended under these conditions:

- Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts. Caltrans should consider commissioning a systems analysis of the corridor.

*It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.*

**Sanborn Road / Fairview Avenue-U.S. Highway 101 NB Offramp (Intersection #6) – Stop Controlled (Eastbound & Westbound).** This intersection will operate at an overall LOS F during both the AM and PM peak hours under background traffic conditions. The minor street approach will also operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under background no project conditions:

1. Consider signalizing the intersection, although gaps are created by the signal at the Sanborn Road / U.S. Highway 101 SB Ramps intersection.
2. Lengthen the southbound Sanborn Road left turn-lane pocket.
3. Add an eastbound U.S. Highway 101 offramp right-turn lane.
4. Add a third northbound Sanborn Road through lane.

5. Add a third southbound Sanborn Road through lane.

*Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37).*

***Sanborn Road / Elvee Drive-U.S. Highway 101 Southbound Ramps (Intersection #8) – Signalized.*** This intersection will operate at an overall LOS E during the PM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions:

1. Close Elvee Drive at Sanborn Road and extend the north end to Work Street.
2. Widen the southbound U.S. Highway 101 offramp to accommodate two left-turn lanes, one shared through/right turn lane, and one dedicated right-turn lane.

*Improvements along the Sanborn Road corridor and the extension of Elvee Drive to Work Street are included in the City of Salinas TFO (#37 and #66).*

***Sanborn Road / Work Street-Terven Avenue (Intersection #9) – Signalized.*** This intersection will continue to operate at an overall LOS E during the PM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions:

1. Restripe eastbound Work Street to accommodate two left-turn lanes and one shared through/right.
2. Widen and restripe westbound Terven Avenue to accommodate two left-turn lanes and one shared through/right.
3. Convert east-west split phasing to protected left-turn phasing.
4. Adjust signal timing.

*Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).*

***Airport Boulevard / De la Torre Street (Intersection #12) – Signalized.*** This intersection will continue to operate at an overall LOS D during both the AM and PM peak hours under background traffic conditions. The following improvement is recommended under background no project conditions:

- Reconstruct the northbound ramps as planned by the Airport Boulevard interchange project.

*Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38).*

***Airport Boulevard / Terven Avenue (Intersection #13) – Signalized.*** This intersection will operate at an overall LOS E during the PM peak hour under background traffic conditions. The following improvement is recommended under background no project conditions:

- Reconstruct the southbound ramps as planned by the ultimate configuration of Airport Boulevard interchange project.

*Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38).*

***Harkins Road / Hansen Street (Intersection #15) – Signalized.*** This intersection will continue to operate at an overall LOS D during the AM and PM peak hours under background traffic conditions. The following improvements are recommended under background no project conditions:

1. Restripe northbound Harkins Road to accommodate one left-turn lane, and one shared left/through/right lane on the northbound approach. These improvements would require reconstruction of the existing intersection and traffic signal.
2. Restripe the eastbound Hansen Street approach to one shared left/through lane and two right-turn lanes.
3. Modify the signal.

*These improvements are not included in the City of Salinas TFO. The City is considering adding these improvements to the TFO. While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. Highway 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).*

***U.S. Highway 101 / Hartnell Road Connector (Intersection #26) – Stop Controlled (Westbound).*** The minor street approach of this intersection will operate at LOS F during the AM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions:

- Eliminate intersection and construct frontage road system.

*Improvements in the TAMC Regional Development Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.*

**Cooper Road / Blanco Road (Intersection #37) – Stop Controlled (Southbound).** The minor street approach of this intersection will continue to operate at LOS F during both peak hours under background traffic conditions. The following improvements are recommended under background no project conditions:

1. Widen and restripe southbound Cooper Road to one left-turn lane and one right-turn lane.
2. Add a median acceleration lane on the east leg of the intersection to facilitate southbound left-turns.

*The County is considering a westbound Blanco Road right-turn lane at this intersection. Although it would improve operations at this intersection, the intersection would operate at an acceptable level of service without a dedicated westbound right-turn lane; therefore, it has not been included in the analysis.*

*Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions, as well, and is within the County's responsibility and jurisdiction. The County should include the preceding improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.*

**Davis Road / Blanco Road (Intersection #38) – Signalized.** This intersection will operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background traffic conditions. The following improvements are recommended under background no project conditions:

1. Convert the northbound Davis Road shared through/right-turn lane to a through lane.
2. Add a dedicated northbound Davis Road right-turn lane.
3. Add a second southbound Davis Road left-turn lane.
4. Add a second southbound Davis Road right-turn lane.
5. Add a third eastbound Blanco Road left-turn lane.
6. Convert the eastbound Blanco Road shared through/right-turn lane to a through lane.
7. Add a dedicated eastbound Blanco Road right-turn lane.
8. Convert southbound and westbound right-turns to overlap phasing.
9. Add a second southbound Davis Road through lane.
10. Add a second westbound Blanco Road left-turn lane.

11. Convert the southbound Davis Road right-turn to a free right turn.

*Improvements at this intersection are included in the City's TFO (#26, #41) and the TAMC Regional Development Impact Fee Program (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.*

**SR 68 / Hitchcock Road (Intersection #39) – Stop Controlled (Eastbound).** The minor street approach of this intersection would operate at LOS F during the PM peak hour under background traffic conditions.

- Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would to allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts. Caltrans should consider commissioning a systems analysis of the corridor.

*It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.*

**Merrill Street / Abbott Street (Intersection #42) – Stop Controlled (Northbound).** The minor street approach of this intersection will operate at LOS F during the PM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions:

1. Signalize the intersection.
2. Add eastbound Abbott Street left-turn lane.
3. Add westbound Abbott Street left-turn lane.

*Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO.*

**Skyway Boulevard / E. Alisal Street (Intersection #43) – Stop Controlled (Northbound & Southbound).** The minor street approach of this intersection will operate at LOS F during the AM peak hour under background traffic conditions. The following improvement is recommended under background no project conditions:

- Signalize the intersection.

*Improvements along E. Alisal Street are included in the City of Salinas TFO.*

**U.S. Highway 101 / Spence Road (Intersection #44) – Stop Controlled (Westbound).** This intersection will operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background traffic conditions. The minor street approach will continue to operate at LOS F during both the AM and PM peak hours. The following improvement is recommended under background no project conditions:

- Eliminate intersection and construct frontage road system.

*Improvements in the TAMC Regional Development Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.*

**Road Segments.** The following road segments would operate at unacceptable conditions under the Background No Project scenario.

**Airport Boulevard (Terven Avenue – De La Torre Street) (Segment #2b).** This segment would operate at LOS D during the PM peak hour. The following improvement is recommended under background no project conditions:

- Widen to a four-lane divided arterial.

*Improvements along this road segment are included in the City of Salinas TFO (#38).*

**Blanco Road (Cooper Road – Davis Road) (Segment #3a).** This segment will operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvement is recommended under background no project conditions:

- Widen to a four-lane divided arterial.

*Improvements on this road segment are included in the City of Salinas TFO (#26 and #41).*

**Blanco Road (Davis Road – Alisal Street) (Segment #3b).** This segment will operate at LOS F during the PM peak hour. The following improvement is recommended under background no project conditions:

- Widen to a four-lane divided arterial.

*Improvements along this road segment are included in the City of Salinas TFO (#41).*

***Davis Road (Hitchcock Road – Blanco Road) (Segment #4a).*** This segment will operate at LOS D and LOS E during the AM and PM peak hours, respectively. The following improvement is recommended under background no project conditions:

- Widen to a four-lane expressway.

*Improvements along this road segment are included in the TAMC Regional Development Fee Program (#4).*

***Davis Road (Blanco Road – Ambrose Drive) (Segment #4b).*** This segment will operate at LOS F during the AM and PM peak hours. The following improvement is recommended under background no project conditions:

- Widen to a four-lane expressway.

*Improvements on this road segment are included in the TAMC Regional Development Fee Program (#8).*

***SR 156 (Castroville Boulevard – U.S. Highway 101) (Segment #17b).*** This segment will operate at LOS E during the AM and PM peak hours. The following improvement is recommended under background no project conditions:

- Widen and upgrade to a four-lane freeway.

*Improvements on this road segment are included in the TAMC Regional Development Fee Program (#3).*

***SR 183 (Espinosa Road – Salinas City Limits) (Segment #18a).*** This segment will operate at LOS D and LOS E during the AM and PM peak hours, respectively. The following improvement is recommended under background no project conditions:

- Widen to a four-lane expressway.

*Improvements on this road segment are not included but should be added to the TAMC Regional Development Fee Program.*

**Freeway Segments.** All of the study freeway segments will operate at acceptable levels of service under background without project traffic conditions.

**Freeway Ramps.** All of the study freeway ramps will operate at acceptable levels of service under background without project traffic conditions.

**Weaving Segments.** Two of the five study weaving segments would operate at unacceptable levels of service under background not project conditions. They are presented below:

***Northbound U.S. Highway 101 between Hartnell Road and Abbott Street (Segment #26).*** This weaving area would operate at LOS D during the AM peak hour and LOS E during the PM peak hour. The following improvement is recommended under background no project conditions:

- The westbound Hartnell Road right turn movement should be prohibited at the U.S. Highway 101/Hartnell Road connector intersection, and relocated to the existing on-ramp to northbound U.S. Highway 101 from Hartnell Road just north of Abbott Street. This improvement would eliminate the weaving section entirely. Implementation of this improvement would be best accomplished through the conversion of Hartnell Road to one-way traffic (in the northwest direction) between the Hartnell Road connector and the Hartnell Road onramp. The existing driveway to a residence on Hartnell Road near U.S. Highway 101 should be relocated to the intersection of Hartnell Road and the northbound onramp to U.S. Highway 101. As a consequence of these improvements, the westbound Hartnell Road left turn movement onto southbound U.S. Highway 101 would also be removed from the U.S. Highway 101/Hartnell intersection.

*Improvements along this segment of U.S. Highway 101 are included in the TAMC Regional Development Fee Program (#7).*

***Northbound U.S. Highway 101 between Airport Boulevard and Fairview Avenue (Segment #28).*** This weaving area would operate at LOS D during the PM peak hour. The following improvement is recommended under background no project conditions:

- Implementation of the planned reconstruction and relocation of the northbound offramps and onramps at the Airport Boulevard interchange would result in weaving operations of LOS B.

*Improvements along this segment of U.S. Highway 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38).*

## ***Project Analysis***

### **Proposed Project Transportation Improvements**

The proposed project includes the following transportation-related improvements:

1. Harris Road/Abbott Street Intersection (Intersection #22)
  - a. Add a second northbound Harris Road right-turn lane.
  - b. Add a second westbound Abbott Street left-turn lane.

2. Harris Road/Harris Place (Intersection #23)
  - a. Construct a fourth (west) leg at the northbound Harris Road approach.
  - b. Signalize intersection.
  - c. Add one left-turn lane at the northbound Harris Road approach;
  - d. Add one left-turn lane and one right-turn lane at the southbound Harris Road approach.
  - e. Add one left-turn lane and right lane at the eastbound Harris Place approach.
  - f. Convert shared left / right lane to shared left / through / right lane at the westbound Harris Place approach.
3. Street A Project Road / Abbott Street (Intersection #27) – Future Project Intersection
  - a. Signalize intersection.
  - b. Add two left-turn lanes and one right-turn lane at the northbound Street A Project Road approach.
  - c. Add one right-turn lane at the eastbound Abbott Street approach.
  - d. Add one left-turn lane at the westbound Abbott Street approach.
4. Harris Road / Street B Project Road (Intersection #34) – Future Project Intersection
  - a. Add a one-way stop control at the eastbound Street B Project Road approach.
  - b. Add one left-turn lane at the northbound Harris Road approach.
  - c. Add one right-turn lane at the southbound Harris Road approach.
  - d. Add one left-turn lane and one right-turn lane at the eastbound Street B Project Road approach.
5. Harris Road - Harris Place to Abbott Street (Segment #9b)
  - a. Widen to a four-lane divided arterial.

## **Analysis Methodology**

This scenario, Background plus Proposed Project Build out, consists of adding traffic volumes generated at build out of the Plan Area to the background conditions, which include the existing harvest season traffic volumes combined with traffic that will be generated by projects that have been approved but are not yet constructed.

Although some of the future businesses within the Plan Area could relocate from existing facilities within the City, all of the Plan Area generated traffic is assumed to be new traffic on the local and regional road network. This is based on the assumption that new businesses would eventually occupy existing facilities that would be vacated if existing businesses move into the Plan Area.

## Vehicle Trips Generated by the Proposed Project

Build out of the Plan Area would be expected to result in about 16,219 daily vehicle trips during the peak harvest season, with about 2,198 trips in the AM peak hour and about 2,272 trips in the PM peak hour. About 64 percent of these trips would be passenger cars and about 36 percent would be trucks. Of the truck trips, about 60 percent would be line trucks and 40 percent would be field trucks, which are described below.

Agricultural processing and cooler facilities primarily generate truck traffic from two types of trucks: line trucks and field trucks. As the name implies, field trucks are used to transfer raw product from the fields to the processing or cooler facilities. Line trucks are used to ship finished product across the state or country. The ratio of line trucks to field trucks varies depending on the type of product being handled. For instance, partially loaded line trucks may be shipped out if the product being shipped is highly perishable (i.e., waiting to obtain a full load may result in a loss of product).

[Figure 14, Trip Generation](#), presents the trip generation rate per acre, the total trips, and the AM and PM peak hour trips that would be generated at build out of the Plan Area.

## Project Build Out Traffic Conditions

**Intersections – Less than Significant Impact.** Adding traffic from build out of the Plan Area would have a less than significant impact on the following study intersections: Highway 68 Eastbound Offramp/Spreckels Boulevard (#4), Highway 68 Eastbound Onramp/Spreckels Boulevard (#5), U.S. Highway 101 Northbound Ramps/Fairview Avenue (#7), Blanco Road/Blanco Circle (#11), Harkins Road/Burton Avenue (#17), Harkins Road/Dayton Street (#18), Harkins Road/Hunter Lane (#19), Hatton Avenue/4<sup>th</sup> Street (#20), Hatton Avenue/Spreckels Boulevard (#21), Firestone Driveway/Abbott Street (#24), U.S. Highway 101/Gould Road (#25); Street A Project Road/Abbott Street (#27), Harris Road/Street B Project Road (#34), SR 68/Foster Road (#40), and East Romie Lane/Abbott Street (#41).

**Road Segments – Less than Significant Impact.** Adding traffic from build out of the Plan Area would have no impact, or a less than significant impact, on the following study roadway segments:

- Abbott Street
  - Los Palos Drive to E. Romie Lane (Segment 1a)
  - E. Romie Lane to Sanborn Road (Segment 1b)
  - Sanborn Road to Merrill Street (Segment 1c)
  - Merrill Street to Harkins Road (Segment 1d)
  - Harkins Road to Harris Road (Segment 1e)

- Airport Boulevard
  - Hansen Street to Terven Avenue (Segment 2a)
  - De La Torre Street to Moffett Street (Segment 2c)
- Blanco Road
  - Alisal Street to Main Street (Segment 3c)
  - Main Street to Blanco Circle (Segment 3d)
  - Blanco Circle to Abbott Street (Segment 3e)
- Davis Road
  - Hitchcock Road to Blanco Road (Segment 4a)
- Fairview Avenue
  - Sanborn Road to U.S. Highway 101 Ramps (Segment 5a)
- Foster Road
  - Davis Road to SR 68 (Segment 6a)
- Hansen Street
  - Airport Boulevard to Harkins Road (Segment 7a)
- Harkins Road
  - 5th Street to Hunter Lane (Segment 8a)
  - Hunter Lane to Dayton Street (Segment 8b)
  - Dayton Street to Burton Avenue (Segment 8c)
  - Burton Avenue to Abbott Street (Segment 8d)
  - Abbott Street to Hansen Street (Segment 8e)
- Harris Road
  - Spreckels Boulevard to Harris Place (Segment 9a)
- Hatton Avenue
  - Spreckels Boulevard to 4<sup>th</sup> Street (Segment 10a)
- Hitchcock Road
  - Davis Road to SR 68 (Segment 11a)

TRIP GENERATION RATES (per acre) <sup>1</sup>	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN <sup>2</sup>	% OUT <sup>2</sup>	PEAK HOUR RATE	% OF ADT	% IN <sup>2</sup>	% OUT <sup>2</sup>
Industrial Park (Project Buildout)	130	63.11	8.55	14%	76%	24%	8.84	14%	27%	73%
GENERATED TRIPS	PROJECT SIZE (Acres)	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Industrial Park (Project Buildout)	257 Acres	16,219	2,198	14%	1,665	533	2,272	14%	622	1,650
<b>TOTAL GENERATED VEHICLE TRIPS</b>	<b>257 Acres</b>	<b>16,219</b>	<b>2,198</b>	<b>14%</b>	<b>1,665</b>	<b>533</b>	<b>2,272</b>	<b>14%</b>	<b>622</b>	<b>1,650</b>
SUMMARY BY VEHICLE TYPE										
Passenger Cars (Employees)		10,380	1,714	17%	1,423	291	1,772	17%	372	1,400
Line & Delivery Trucks		3,503	290	8%	145	145	300	9%	150	150
Field Trucks		2,336	193	8%	97	97	200	9%	100	100
<b>TOTAL GENERATED VEHICLE TRIPS</b>	<b>257 Acres</b>	<b>16,219</b>	<b>2,198</b>	<b>14%</b>	<b>1,665</b>	<b>533</b>	<b>2,272</b>	<b>14%</b>	<b>622</b>	<b>1,650</b>
Total Trucks		5,839	484				500			
% Trucks		36%	22%				22%			
Proportion line trucks		60%	60%				60%			
Proportion field trucks		40%	40%				40%			

1. Trip generation rates published by Institute of Transportation Engineers, "Trip Generation," 7th Edition, 2003. Average rates used unless otherwise noted.
2. Represents overall AM and PM peak hour "in" and "out" percentages. AM and PM "in" and "out" percentages for employees were obtained from ITE Land Use Code 130. AM and PM "in" and "out" percentages for trucks represent industry-specific percentages provided by project applicant.

Source: EMC Planning Group Inc. 2009,  
Higgins Associates 2008

Figure 14  
Trip Generation

Salinas Ag-Industrial Center Program EIR

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- Hunter Lane
  - SR 68 (Main Street) to Harkins Road (Segment 12a)
- Sanborn Road
  - Abbott Street to Terven Avenue (Segment 13a)
  - Terven Avenue to U.S. Highway 101 (Segment 13b)
  - U.S. Highway 101 to Fairview Avenue (Segment 13c)
- Skyway Boulevard
  - Airport Boulevard to Alisal Street (Segment 14a)
- Spreckels Boulevard
  - SR 68 to Hatton Avenue (Segment 15a)
  - Hatton Avenue to Harris Road (Segment 15b)
- SR 68
  - Spreckels Boulevard to Foster Road (Segment 16a)
  - Foster Road to Hitchcock Road (Segment 16b)
  - Hitchcock Road to Hunter Lane (Segment 16c)
  - Hunter Lane to Blanco Road (Segment 16d)
- SR 156
  - SR 183 to Castroville Boulevard (Segment 17a)
  - Castroville Boulevard – U.S. Highway 101 (Segment 17b).
- SR 183
  - Espinosa Road – Salinas City Limits (Segment 18a).
- Terven Avenue
  - Sanborn Road to Airport Boulevard (Segment 19a)
- U.S. Highway 101
  - Potter Road – Spence Road (Segment 20a)
  - Spence Road – Abbott Street (Segment 20b)
  - Abbott Street – Gould Road (Segment 20c)
  - Gould Road – Airport Boulevard (Segment 20d)

- Gould Road – Harris Road (future) (Segment 20e)
- Harris Road – Airport Boulevard (future) (Segment 20f)
- Airport Boulevard – Sanborn Road (Segment 20g)
- U.S. Highway 101 at Airport Boulevard Interchange
  - Northbound Onramp (Segment 21a)
  - Northbound Offramp (Segment 21b)
  - Southbound Onramp (Segment 21c)
  - Southbound Offramp (Segment 21d)
- U.S. Highway 101 at Sanborn Road Interchange
  - Northbound Onramp (at Fairview Ave.) (Segment 22a)
  - Northbound Offramp (at Fairview Ave.) (Segment 22b)
  - Northbound Offramp (at Sanborn Road) (Segment 22c)
  - Southbound Onramp (at Sanborn Road) (Segment 22d)
  - Southbound Offramp (at Sanborn Road) (Segment 22e)
- U.S. Highway 101 at Abbott Street Interchange
  - Northbound Offramp (Segment 23a)
  - Southbound Onramp (Segment 23b)
- SR 68 at Spreckels Boulevard Interchange
  - Eastbound Onramp (Segment 24a)
  - Eastbound Offramp (Segment 24b)
  - Westbound Onramp (Segment 24c)
  - Westbound Offramp (Segment 24d)
- U.S. Highway 101 Northbound between Hartnell Road and Abbott Street (Weaving Segment 26)

## Transit Service

Monterey-Salinas Transit (MST) currently operates one public bus route that serves the Abbott Street corridor, Line 23, which includes the Line 23 Express. There are seven daily round trips on Line 23, including one round trip on the express line.

To accommodate the project transit demand, additional bus stops would be required near the project site. The project is proposing to construct two new covered bus stops near the project site in coordination with MST. These bus stops will be located along Abbott Street, near the

intersection of Abbott Street and Project Street “A”. One will be located on the project frontage side of Abbott Street and the other will be located on the side of Abbott Street opposite the project frontage. With provision of these facilities, the proposed project would not have a significant environmental impact on transit services.

## **Bicycle and Pedestrian Facilities**

The proposed project includes the following bicycle facilities:

- A five-foot wide Class II bike lane on the northeast side of Abbott Street from Harris Road to Harkins Road;
- A five-foot wide Class II bike lane and a five-foot wide sidewalk along the southwest project frontage on Abbott Street;
- A five-foot wide Class II bike lane and a five-foot wide sidewalk along the northwest project frontage on Harris Road;
- Class II bike lanes will also be provided along the following interior streets: Project Street “A”, Project Street “B”, and the portion of Dayton Street located south of Street “A”.

Five-foot wide sidewalks will be provided along both sides of all interior streets, with the exception of Project Street “B”, for which a sidewalk is proposed only along the east side because no development will occur along the west side.

## **Construction Impacts**

Construction activities associated with infrastructure development are estimated to generate about 144 daily truck trips. Any impacts associated with project construction truck trips would be considerably smaller than those caused by the daily operations of the project itself, and would be short-term, expecting to last approximately six months. This short-term impact would be less than significant.

## **Queuing Analysis for At-Grade Highway Rail Crossings**

The California Public Utilities Commission (CPUC) is the state agency responsible for rail safety within the state of California. Since the proposed project is in the vicinity of an existing rail corridor, the CPUC requested that the project traffic study evaluate any potential project related rail safety impacts and measures to reduce possible adverse impacts created by the proposed project. Of primary concern is the potential for traffic queues to extend across railroad tracks, which increases the possibility that a motorist could stop on the tracks and be unable to clear the tracks as a train approaches. This issue is not a CEQA issue per se. Neither the CEQA

Guidelines nor the City's standards of significance include a threshold of significance for this type of potential impact. Nevertheless, the issue was evaluated in the TIA pursuant to the request from the CPUC. This section includes a summary of the traffic consultant's findings.

There are five highway-rail crossings within the study street network. Two are grade-separated and three are at-grade highway-rail crossings. The locations of the highway-rail crossings are shown in Exhibit 11 of the TIA, which is included as [Appendix K](#) of this EIR. Unlike grade-separated crossings, at-grade railroad crossings present the possibility of traffic queues extending across the railroad tracks due to circumstances such as traffic congestion or the presence of traffic control devices (e.g., stop signs, traffic signals).

The analysis included in the TIA identifies potential impacts at each rail crossing only for the traffic scenario at which potential impacts are projected to occur. The findings from the queuing analysis performed for the three at-grade highway-rail crossings are summarized below.

**Location #1 – Harkins Road Crossing North of Abbott Street.** Northbound and southbound vehicles crossing the railroad tracks on Harkins Road north of Abbott Street (location #1) are uncontrolled (i.e., do not have to stop at stop signs or traffic signals). However, this crossing is located between two signalized intersections; the Harkins Road / Abbott Street intersection, which is approximately 600 feet south of the crossing, and the Harkins Road / Hansen Street intersection, which is approximately 530 feet north of the crossing.

***Northbound Approach at Location #1.*** Queue lengths for the northbound approach at the Harkins Road / Hansen Street intersection currently extend onto the railroad tracks during existing harvest season conditions.

- The traffic signal at the Harkins Road / Hansen Street intersection should be connected to the railroad crossing signal in order to allow vehicles to clear the railroad tracks in advance of an approaching train.

The City should consider funding this improvement through an existing funding mechanism such as its Capital Improvement Program or other sources as determined by the City.

***Southbound Approach at Location #1.*** Queue lengths for the southbound approach at the Harkins Road / Abbott Street are tabulated in Exhibit 19 of the TIA. Vehicle queues for the southbound approach at the Harkins Road / Abbott Street intersection are anticipated to extend onto the railroad tracks with the addition of project generated traffic to the traffic network. The impact would be triggered at the Existing Plus Project Phase 1 traffic scenario as described in the TIA. This would occur prior to build out of the Plan Area.

- It is recommended that the traffic signal at the Harkins Road / Abbott Street intersection be connected to the railroad crossing signal in order to allow vehicles to clear the railroad tracks in advance of an approaching train.

Connecting the traffic signal at this intersection to the railroad crossing signal is recommended. This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. If the City adds this improvement to the TFO, the City should condition each new development proposed within the Plan Area to require project developers to pay traffic impact fees. Payment of fees will mitigate impacts of the proposed project. If the City does not add this improvement to the TFO and conditions new projects accordingly, then individual project developers will be responsible for their pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist on which to base fair-share payments, the impact would be significant and unavoidable.

**Location #2 – Abbott Street Crossing East of Growers Street.** Eastbound and westbound vehicles crossing the railroad tracks on Abbott Street east of Growers Street (location #2) are uncontrolled. Currently, the closest signalized intersection is Harkins Road / Abbott Street, which is located approximately 1,000 feet east of the railroad crossing.

***Eastbound Approach at Location #2.*** Queue lengths for the eastbound approach at the Harkins Road / Abbott Street intersection are tabulated in Exhibit 19 of the TIA. As shown, vehicle queues in the eastbound direction are not anticipated to extend onto the railroad tracks under any of the traffic scenarios analyzed.

***Westbound Approach at Location #2.*** The Merrill Street / Abbott Street intersection is located approximately 425 feet west of the railroad crossing. The existing intersection control at this intersection is side-street stop control on the northbound approach. Signalizing the intersection is recommended under Background No Project traffic conditions. If this intersection is signalized, the westbound traffic will no longer be free flowing and may have to come to a stop at the signal. Queue lengths for the westbound approach under mitigated conditions at the Merrill Street / Abbott Street intersection are tabulated in Exhibit 19 of the TIA. As shown, vehicle queues in the westbound direction are not anticipated to extend onto the railroad tracks under any of the traffic scenarios analyzed.

***Westbound Left-Turns at Abbott Street Crossing East of Growers Street.*** The intersection of Growers Street / Abbott Street is side-street stop controlled. Traffic on Abbott Street is free flowing and vehicular queues in the eastbound and westbound through movements are not anticipated at this intersection. However, it should be noted that trucks on the westbound Abbott Street approach are allowed to make left-turns into Growers Street, and these vehicles may be stopped on the railroad tracks as drivers wait for gaps from the eastbound traffic in order to execute the westbound left turn. Based on conversations with the City, the frequency of rail cars passing this

location is once per week. Due to the infrequent rail activity through this location, the likelihood of a vehicle being stopped on the railroad tracks as a train approaches is quite low. Nevertheless, if such an event were to occur, the gates on Abbott Street would stop both eastbound and westbound traffic prior to the railroad tracks, and vehicles waiting on the railroad tracks should be able to clear the tracks.

**Location #3 – Harkins Road Crossing South of Abbott Street.** Northbound and southbound vehicles crossing the railroad tracks on Harkins Road south of Abbott Street (location #3) are uncontrolled. In addition, the closest signalized intersection is over 3,000 feet (0.6 miles) north of the railroad crossing. While there is an intersection approximately 230 feet south of the railroad crossing (at Nutting Street), the southbound left-turn volumes at Nutting Street are extremely low (three southbound left-turning vehicles during the AM peak hour and 10 southbound left-turning vehicles during the PM peak hour) and would not result in queues extending onto the railroad tracks.

### **Traffic Index Issues**

As stated in the TIA starting on page 224, the proposed project will generate truck traffic that will increase loads on roadway pavement on roads onto which project vehicle trips are distributed. Traffic loading, especially with heavy trucks, increases the wear and tear on roadway pavement and contributes to its degradation. While this issue is not considered a CEQA issue per se, the discussion is included in the EIR for disclosure purposes as it is useful to the City, the County, and Caltrans for planning and development mitigation purposes. As described in section 13.6 of the TIA and in Exhibit 20 of the TIA, under Background Plus Project Build Out conditions portions of the streets at 17 locations would experience an increase in the traffic index of 0.5 or more based on the addition of project generated traffic. As described in section 13.9 and shown in Exhibit 20 of the TIA, 16 road sections would experience an increase in the traffic index of 0.5 or more based on the addition of project generated traffic under 2030 Cumulative Plus Project Build Out (No Interchange) conditions.

## ***Impacts and Mitigation Measures***

### **INTERSECTION IMPACTS**

Adding traffic from build out of the Plan Area would have a significant impact on the following study intersections.

**Significant and Potentially Unavoidable Impact – SR68/Blanco Road (#1) Signalized.** With the addition of project traffic, this intersection would continue to operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively. The corresponding increase in the

V/C ratio would be 0.01 during both peak hours, with a one to 1.5 second increase in a vehicle's wait at the intersection. Per Caltrans significance criteria, the project would have a significant impact at this intersection. The following intersection improvements would improve the LOS to C in the AM and D in the PM:

1. Add a second northbound SR 68 left-turn lane.
2. Convert the northbound SR 68 right-turn lane to a free right-turn. This would require a receiving lane on eastbound Blanco Road.
3. Add a third westbound Blanco Road left-turn lane. This will require a receiving lane on southbound SR 68.
4. Convert the westbound Blanco Road share through-right-turn lane to a through lane.
5. Add a dedicated westbound Blanco Road right-turn lane.
6. Adjust signal timing and include right-turn overlap phasing on the southbound, eastbound, and westbound approaches.

*Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 are also recommended, but would only improve operations to level of service D during the PM peak hour. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds improvements 2, 3 and 6 to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

*The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.*

If the City includes improvements 2, 3, and 6 in the TFO, implementation of the mitigation measure would reduce the impact to a less than significant level. If the City of Salinas does not include improvements 2, 3, and 6 in the TFO, the impact would be partially mitigated, but not to a less than significant level.

## Mitigation Measure

T-1. Developers of individual projects within the Plan Area shall pay City of Salinas Traffic Fee Program traffic impact fees prior to issuance of their respective project building permits.

**Significant and Potentially Unavoidable Impact - SR 68 / Hunter Lane (#2) – Stop Controlled (Westbound).** With the addition of project traffic, the minor street approach of this intersection would continue to operate at LOS F during the AM peak hour, with a six second increase in a vehicle's wait at the intersection. Per Caltrans significance criteria, the project would have a significant impact at this intersection.

*Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would to allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor. Corridor improvements are beyond the scope of a single development.*

*It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection because of the different character of the roadway (i.e. no other signals and this is a multi-lane highway).*

*This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by developers of individual projects within the Plan Area would mitigate impacts of their projects at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to the development of the first project within the Plan Area, then each project developer will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15902(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

## Mitigation Measure

- T-2. Developers of individual projects within the Plan Area shall pay the TAMC regional impact fee prior to issuance of their respective project building permits. If TAMC includes needed improvements at this intersection in the TAMC Regional Development Fee Program, implementation of the mitigation measure would reduce impacts to a less than significant level. If TAMC does not include these improvements in the fee program, the impact would be significant and unavoidable.

**Significant Impact - SR 68 WB Ramps / Spreckels Boulevard (#3) – Stop Controlled (Southbound).** With the addition of Plan Area build out traffic, the minor street approach of this intersection would change from LOS E to LOS F during the PM peak hour, with a corresponding increase of 54 seconds in wait time for a vehicle at the intersection. Per Caltrans significance criteria the project would have a significant impact at this intersection. Implementation of the following mitigation measure would improve the LOS to C and reduce this impact to a less than significant level.

## Mitigation Measure

- T-3. The developer of the first project within the Plan Area shall fund the improvement to convert the SR 68/Westbound Ramps/Spreckels Boulevard intersection to an all-way stop control, prior to issuance of a building permit. The stop control must be in place prior to issuance of an occupancy permit for the first project within the Plan Area.

**Significant Impact - Sanborn Road / Fairview Ave.-U.S. Highway 101 NB Offramp (#6) – Stop Controlled (Eastbound and Westbound).** With the addition of project traffic, this intersection would continue to operate at an overall LOS F during the AM and PM peak hours, with an unidentified increase in the wait time for a vehicle at the intersection. *(Note: the traffic model stops calculating the seconds delay when the delay reaches 300 seconds. Under both background and project conditions, the wait is greater than 300 seconds [five minutes]).* The minor street approach would also operate at LOS F during both the AM and PM peak hours. Per Caltrans significance criteria the project would have a significant impact at this intersection. The following intersection improvements would improve the LOS to A in the AM and B in the PM.

1. Consider signalizing the intersection, although gaps are created by the signal at the Sanborn Road / U.S. Highway 101 SB Ramps intersection.
2. Lengthen the southbound Sanborn Road left turn-lane pocket.
3. Add an eastbound U.S. Highway 101 offramp right-turn lane.
4. Add a third northbound Sanborn Road through lane.

5. Add a third southbound Sanborn Road through lane.

*Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37).*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant and Potentially Unavoidable - Sanborn Road / Elvee Drive-U.S. Highway 101 SB Ramps (#8) – Signalized.** With the addition of project traffic, the operations at this intersection would change from LOS C to LOS D in the AM peak hour and LOS E to LOS F in the PM peak hour. This equates to a 10 second increase in vehicle delay during the AM peak hour and 19 second increase during the PM peak hour. Per Caltrans significance criteria the project would have a significant impact at this intersection. Implementation of the following improvements would improve intersection operations to LOS B in the AM peak hour and LOS C in the PM peak hour.

1. Close Elvee Drive at Sanborn Road and extend the north end to Work Street.
2. Widen the southbound U.S. Highway 101 offramp to accommodate two left-turn lanes, one shared through/right turn lane, and one dedicated right-turn lane.

*Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans and not the City. Improvements at this intersection should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by developers of individual projects within the Plan Area would mitigate impacts of their projects at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then each project developer will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

## Mitigation Measure

Implementation of mitigation measure T-2 (TAMC regional development fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are added to the TAMC Regional Development Fee Program. If TAMC does not include these improvements in its fee program, the impact would be significant and unavoidable.

**Significant Impact - Sanborn Road / Work Street-Terven Avenue (#9) – Signalized.** With the addition of project traffic, the operations at this intersection change from LOS D to LOS E in the AM peak hour and would continue to operation at LOS E in the PM peak hour. The increase in delay would be 12 seconds during the AM peak hour and one second during the PM peak hour. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvements would improve the operations at this intersection to LOS D in both the AM and PM peak hours.

1. Restripe eastbound Work Street to accommodate two left-turn lanes and one shared through/right.
2. Widen and restripe westbound Terven Avenue to accommodate two left-turn lanes and one shared through/right.
3. Convert east-west split phasing to protected left-turn phasing.
4. Adjust signal timing.
5. Convert northbound Sanborn Road shared through/right-turn lane to a through lane
6. Add a northbound Sanborn Road right-turn lane.
7. Add a third southbound Sanborn Road through lane.

*Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant and Potentially Unavoidable Impact - Blanco Road-Sanborn Road / Abbott Street (#10) – Signalized.** With the addition of project traffic, the operations at this intersection would continue to operate at LOS D in the AM peak hour and change from LOS D to LOS E in the PM peak hour. The increase in delay would be nine seconds during the AM peak hour and 11 seconds during the PM peak hour. Per the City of Salinas significance criteria, the project would

have a significant impact at this intersection. Implementation of the following improvements would improve the operations at this intersection to LOS D in both the AM and PM peak hours.

1. Convert eastbound Abbott Street shared left/through lane to a through lane.
2. Add a second eastbound Abbott Street left-turn lane.
3. Convert westbound Abbott Street shared left/ through lane to a through lane.
4. Add a second westbound Abbott Street left-turn lane.
5. Convert east-west split phasing to protected left-turn phasing.

*If the City adds these improvements to the TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

### **Mitigation Measure**

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are added to the TFO. If the City does not include these improvements in its TFO, the impact would be significant and unavoidable.

**Significant Impact - Airport Boulevard / De la Torre Street (#12) – Signalized.** With the addition of project traffic, the operations at this intersection would continue to operate at LOS D in the AM peak hour and change from LOS D to LOS F in the PM peak hour. The increase in delay would be 12 seconds during the AM peak hour and 106 seconds during the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvement would improve the operations at this intersection to LOS B in the AM peak hour and LOS C in the PM peak hour.

1. Reconstruct the northbound ramps as planned by the Airport Boulevard interchange project.

*Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38).*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - Airport Boulevard / Terven Avenue (#13) – Signalized.** With the addition of project traffic, the operations at this intersection would change from LOS C to LOS F in the AM peak hour and from LOS E to LOS F in the PM peak hour. The increase in delay would be 91 seconds during the AM peak hour and 182 seconds during the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvement would improve the operations at this intersection to LOS C in both the AM and PM peak hours.

1. Reconstruct the southbound ramps as planned by the ultimate configuration of Airport Boulevard interchange project.

*Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38).*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant and Unavoidable Impact - Airport Boulevard / Hansen Street (#14) – Stop Controlled (Northbound and Westbound Through).** With the addition of project traffic, the overall operations at this intersection would continue to operate at LOS A in the AM peak hour and change from LOS A to LOS B in the PM peak hour. However, the worst approach at this intersection would change from LOS D to LOS F in the AM peak hour and from LOS E to LOS F in the PM peak hour. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvement would improve the operations at this intersection from LOS F (146 second delay) to LOS F (58 second delay) in the AM peak hour and from LOS F (greater than 300 second delay) to LOS E (36 second delay) in the PM peak hour.

1. Add a second westbound Hansen Street right-turn lane.

*Improvements at this intersection are not included in the City of Salinas TFO. If the City adds these improvements to the TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will partially mitigate their project impacts at this intersection, but not to a less than significant level. If the City does not add these improvements to the TFO, then developers of*

*new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

## **Mitigation Measure**

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would partially reduce this impact if the improvements needed at this intersection are included in the TFO, but not to a less than significant level. If the City of Salinas does not include the improvements in the fee program, the impact would not be partially mitigated and would remain significant and unavoidable.

**Significant and Potentially Unavoidable Impact - Harkins Road / Hansen Street (#15) – Signalized.** With the addition of project traffic, the operations at this intersection would change from LOS D to LOS F in both the AM and PM peak hours. The increase in delay would be 98 seconds during the AM peak hour and 136 seconds during the PM peak hour. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvements would improve the operations at this intersection to LOS D in both the AM and PM peak hours.

1. Restripe northbound Harkins Road to accommodate one left-turn lane, and one shared left/through/right lane on the northbound approach. These improvements would require reconstruction of the existing intersection and traffic signal.
2. Restripe the eastbound Hansen Street approach to one shared left/through lane and two right-turn lanes.
3. Modify the signal.

*While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. Highway 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).*

*Improvements at this intersection are not included in the City of Salinas TFO. If the City adds the improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are added to the TFO. If the City of Salinas does not include these improvements in the fee program, the impact would be significant and unavoidable.

**Significant and Potentially Unavoidable Impact - Harkins Road / Abbott Street (#16) – Signalized.** With the addition of project traffic, the operations at this intersection would change from LOS D to LOS E in both the AM and PM peak hours. The increase in delay would be 30 seconds during the AM peak hour and 27 seconds during the PM peak hour. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvements would improve the operations at this intersection to LOS D in both the AM and PM peak hours.

1. Add a second southbound Harkins Road left-turn lane.
2. Convert the westbound Abbott Street right-turn to include right turn overlap phasing.

*Improvements at this intersection are not included in the City of Salinas TFO. If the City adds the improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are added to the TFO. If the City of Salinas does not include these improvements in the fee program, the impact would be significant and unavoidable.

**Significant Impact - U.S. Highway 101 / Hartnell Road Connector (#26) – Stop Controlled (Westbound).** With the addition of project traffic, the overall operations at this intersection would continue to operate at LOS A in both the AM and PM peak hours. However, the worst approach at this intersection would continue to operate at LOS F in the AM peak hour (124 second increase in delay) and change from LOS D to LOS F in the PM peak hour (19 second

increase in delay). Per Caltrans significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvement would eliminate this impact.

1. Eliminate intersection and construct frontage road system.

*Improvements in the TAMC Regional Development Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to the community of Chualar. This would result in the elimination of this intersection.*

## Mitigation Measure

Implementation of mitigation measure T-2 (TAMC regional impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant and Potentially Unavoidable - Cooper Road / Blanco Road (#37) – Stop Controlled (Southbound).** With the addition of project traffic, this intersection would continue to operate at an overall LOS A and LOS C during the AM and PM peak hours, respectively. The worst approach at the intersection would continue to operate at LOS F during both the AM and PM peak hours, with a corresponding delay of more than 300 seconds. Per County significance criteria, the project would have a significant impact at this intersection. The following intersection improvements would improve the overall LOS to A in both the AM and PM peak hours, and the worst movement to LOS D in the AM and LOS E in the PM:

1. Widen and restripe southbound Cooper Road to one left-turn lane and one right-turn lane.
2. Add a median acceleration lane on the east leg of the intersection to facilitate southbound left-turns.

*Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the recommended improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.*

*If the County adopts an impact fee program that includes these improvements prior to issuance of the first building permit for any project within the Plan Area, payment of the fee by individual project developers will mitigate the impact of their individual projects to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to issuance of the first building permit, then each project developer will be responsible for a pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program would not exist through which to ensure the construction of*

*such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

## **Mitigation Measure**

T-4. Developers of individual projects within the Plan Area shall pay the Monterey County traffic impact fee, if the fee is in place, prior to issuance of building permits. If the Monterey County program includes the improvements needed at this intersection, payment of the fee would reduce this impact to a less than significant level. If the County does not adopt a traffic impact fee program prior to issuance of building permits, the impact would be significant and unavoidable.

**Significant and Potentially Unavoidable Impact - Davis Road / Blanco Road (#38) – Signalized.** With the addition of project traffic, this intersection would continue to operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively. The wait at this intersection would increase by less than one second in the AM and five seconds in the PM. Per County significance criteria, the project would have a significant impact at this intersection. The following intersection improvements would improve the overall LOS to C in both the AM and PM peak hours:

1. Convert the northbound Davis Road shared through/right-turn lane to a through lane.
2. Add a dedicated northbound Davis Road right-turn lane.
3. Add a second southbound Davis Road left-turn lane.
4. Add a second southbound Davis Road right-turn lane.
5. Add a third eastbound Blanco Road left-turn lane.
6. Convert the eastbound Blanco Road shared through/right-turn lane to a through lane.
7. Add a dedicated eastbound Blanco Road right-turn lane.
8. Convert southbound and westbound right-turns to overlap phasing.

9. Add a second southbound Davis Road through lane.
10. Add a second westbound Blanco Road left-turn lane.
11. Convert the southbound Davis Road right-turn to a free right turn.

*Improvements at this intersection are included in the City's TFO (#26, #41) and the TAMC Regional Development Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.*

*If the County adopts an impact fee program that includes these improvements prior to issuance of the first building permit for any project within the Plan Area, payment of the fee by individual project developers will mitigate the impact of their individual projects to a less than significant level. If the County does not adopt an impact fee program including these improvements, then each project developer will be responsible for a pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

## **Mitigation Measure**

Implementation of mitigation measures T-1 (Salinas traffic impact fee), T-2 (TAMC regional development impact fee), and T-4 (County fee program yet to be adopted) presented earlier would reduce this impact to a less than significant level if the County fee is adopted prior to issuance of the first building permit and the fee includes improvements needed at this intersection. If Monterey County does not adopt a traffic impact fee program, the impact would be partially mitigated, but not to a less than significant level and would be significant and unavoidable.

**Significant and Potentially Unavoidable Impact - SR 68 / Hitchcock Road (#39) – Stop Controlled (Eastbound).** With the addition of project traffic, this intersection would continue to operate at an overall LOS A during both the AM and PM peak hours. However, the worst approach at this intersection would change from LOS C to LOS D in the AM peak hour (a less than one second increase in delay) and continue to operate at LOS F in the PM peak hour (with

a six second increase in delay). Per Caltrans significance criteria, the project would have a significant impact at this intersection.

*Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would to allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.*

*It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.*

*This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by developers of individual projects within the Plan Area would mitigate impacts of their projects at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then each project developer will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

## **Mitigation Measure**

Implementation of mitigation measure T-2 (TAMC region development impact fee) presented earlier would reduce this impact to a less than significant level if the improvements are included in the TAMC regional fee program. If TAMC does not include the recommended improvements in the regional fee program, the impact would be significant and unavoidable.

**Significant and Potentially Unavoidable Impact - Merrill Street / Abbott Street (#42) – Stop Controlled (Northbound).** With the addition of project traffic, the overall operations at this

intersection would continue to operate at LOS A in the AM peak hour and change from LOS A to LOS B in the PM peak hour. However, the worst approach at this intersection would change from LOS D to LOS E in the AM peak hour (with a 16 second increase in delay) and continue to operate at LOS F in the PM peak hour (with a 175 second increase in delay). Per Salinas significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvement would reduce this impact to a less than significant level and the intersection would operate at LOS A in both the AM and PM peak hour.

1. Signalize the intersection.
2. Add eastbound Abbott Street left-turn lane.
3. Add westbound Abbott Street left-turn lane.

*Improvements at this intersection are not included in the City of Salinas TFO. The City will consider adding these improvements to the TFO. If the City adds the improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are included in the fee program. If the City of Salinas does not include these improvements in the fee program, the impact would be significant and unavoidable.

**Significant Impact - Skyway Boulevard / E. Alisal Street (#43) – Stop Controlled (Northbound and Southbound).** With the addition of project traffic, the overall operations at this intersection would change from LOS C to LOS F in the AM peak hour and from LOS B to LOS F in the PM peak hour. Per Salinas significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvement would reduce this impact to a less than significant level and the intersection would operate at LOS B in both the AM and PM peak hour.

1. Signalize the intersection.

*Improvements along E. Alisal Street are included in the City of Salinas TFO (#36).*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

### **Significant Impact - U.S. Highway 101 / Spence Road (#44) – Stop Controlled (Westbound).**

With the addition of project traffic, the overall operations at this intersection would change from LOS D to LOS F in the AM peak hour and would remain at LOS F in the PM peak hour, with a 250+ second increase in delay. Per Caltrans significance criteria, the project would have a significant impact at this intersection. Implementation of the following improvement would eliminate this impact.

1. Eliminate intersection and construct frontage road system.

*Improvements in the TAMC Regional Development Fee Program (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.*

## Mitigation Measure

Implementation of mitigation measure T-2 (TAMC regional development impact fee) presented earlier would reduce this impact to a less than significant level.

## ROAD SEGMENT IMPACTS

**Significant Impact - Abbott Street (Harris Road – Firestone Driveway) (Segment #1f).** With the addition of project traffic, this segment would change from LOS B to LOS E in the AM peak hour and from LOS A to LOS E in the PM peak hour. Per Monterey County significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve this road segment to LOS B.

1. Widen to a four-lane expressway.

*Improvements on this road segment are included in the TAMC Regional Development Fee Program (#7 and #10).*

## Mitigation Measure

Implementation of mitigation measure T-2 (TAMC regional development impact fee) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - Airport Boulevard (Terven Avenue – De la Torre Street) (Segment #2b).**

With the addition of project traffic, this segment would change from LOS A to LOS C in the AM peak hour and from LOS D to LOS F in the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve this road segment to LOS A.

1. Widen to a four-lane divided arterial.

*Improvements along this road segment are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment. Improvements on this road segment are also planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). The improvements in Phase 1 of the Airport Boulevard Interchange project are enough to mitigate the project's impacts on this road segment. Therefore, T-1 is adequate mitigation.*

**Mitigation Measure**

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - Blanco Road (Cooper Road – Davis Road) (Segment #3a).** With the addition of project traffic, this segment would continue operating at LOS E in the AM peak hour and LOS F in the PM peak hour, with a corresponding volume increase of 17 vehicles in the AM peak hour and 18 vehicles in the PM peak hour. Per Monterey County significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve this road segment to LOS B in the AM peak hour and LOS C in the PM peak hour.

1. Widen to a four-lane expressway.

*Improvements on this road segment are included in the City of Salinas TFO (#26 and #41).*

**Mitigation Measure**

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - Blanco Road (Davis Road – Alisal Street) (Segment #3b).** With the addition of project traffic, this segment would continue operating at LOS D in the AM peak hour and LOS F in the PM peak hour, with a corresponding volume increase of 34 vehicles in the AM peak hour and 36 vehicles in the PM peak hour. Per City of Salinas significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve this road segment to LOS B in the PM peak hour.

1. Widen to a four-lane divided arterial.

*Improvements along this road segment are included in the City of Salinas TFO (#41).*

### **Mitigation Measure**

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - Davis Road (Blanco Road – Ambrose Drive) (Segment #4b).** With the addition of project traffic, this segment would continue operating at LOS F during both the AM and PM peak hours, with a corresponding volume increase of 17 vehicles in the AM peak hour and 18 vehicles in the PM peak hour. Per Monterey County significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve this road segment to LOS B in the AM peak hour and LOS C in the PM peak hour.

1. Widen to a four-lane expressway.

*Improvements on this road segment are included in the TAMC Regional Development Fee Program (#8).*

### **Mitigation Measure**

Implementation of mitigation measure T-2 (TAMC regional development impact fee) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - U.S. Highway 101 (Sanborn Road – John Street) (Segment #20h).** With the addition of project traffic, this segment would continue operating at LOS C during the AM peak hour and would change from LOS C to LOS D during the PM peak hours, with a corresponding volume increase of 649 vehicles in the AM peak hour and 669 vehicles in the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve this road segment to maintain LOS C in the AM peak hour and improve to LOS C in the PM peak hour.

1. Widen to a six-lane freeway.

*The widening of U.S. Highway 101 to a six-lane freeway through the City of Salinas is included in the City of Salinas TFO (#32).*

## Mitigation Measure

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

## WEAVING SEGMENT IMPACTS

**Significant Impact - Southbound U.S. Highway 101 between Hartnell Road and Abbott Street (Segment #27).** With the addition of project traffic, this weaving area would change from LOS A to LOS C during the AM peak hour and from LOS C to LOS D during the PM peak hour, with a corresponding volume increase of 447 vehicles during the AM peak hour and 803 vehicles during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this weaving segment. Implementation of the following improvement would eliminate this impact.

1. Prohibit southbound U.S. Highway 101 left turn movement onto eastbound Hartnell Road. This can best be accomplished through a complete median closure at the U.S. Highway 101/Hartnell Road intersection. Implementation of this improvement would eliminate the weaving segment entirely.

*Improvements along this segment of U.S. Highway 101 are included in the TAMC Regional Development Fee Program (#7).*

## Mitigation Measure

Implementation of mitigation measure T-2 (TAMC regional development impact fee) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - Northbound U.S. Highway 101 between Airport Boulevard and Fairview Avenue (Segment #28).** With the addition of project traffic, this weaving area would change from LOS A to LOS C during the AM peak hour and from LOS D to LOS E during the PM peak hour, with a corresponding volume increase of 255 vehicles during the AM peak hour and 483 vehicles during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve operations on this weaving segment to LOS C in the PM peak hour.

1. Implementation of the planned reconstruction and relocation of the northbound off-and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C or better in the AM peak hour and LOS C in the PM peak hour.

*Improvements along this segment of U.S. Highway 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38).*

### **Mitigation Measure**

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - Southbound U.S. Highway 101 between Airport Boulevard and Sanborn Road (Segment #29).** With the addition of project traffic, this weaving area would change from LOS C to LOS D during the AM peak hour and from LOS B to LOS C during the PM peak hour, with a corresponding volume increase of 324 vehicles during the AM peak hour and 273 vehicles during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve this weaving segment to improve to LOS B in the AM peak hour and maintain LOS C or better in the PM peak hour.

1. Add a third through lane along southbound U.S. Highway 101 between the Sanborn Road and Airport Boulevard interchanges. When combined with the existing two through lanes and one auxiliary lane, this would result in a total of four travel lanes within the weaving section. Implementation of this improvement would result in acceptable weaving operations.

*Improvements along this segment of U.S. Highway 101 are included in the City of Salinas TFO (#38).*

### **Mitigation Measure**

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

**Significant Impact - Northbound U.S. Highway 101 between Fairview Avenue and Sanborn Road (Segment #30).** With the addition of project traffic, this weaving area would remain at LOS B during the AM peak hour and change from LOS C to LOS D during the PM peak hour, with a corresponding volume increase of 126 vehicles during the AM peak hour and 184 vehicles during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. Implementation of the following improvement would improve this weaving segment to improve to LOS C in the PM peak hour.

1. Construct a collector-distributor roadway between the northbound U.S. Highway 101 ramps to and from Fairview Road and Sanborn Road. A collector-distributor road is a distinct roadway separated from the mainline freeway lanes whose sole

purpose is to access the on- and off-ramps. By moving the ramps to the collector-distributor roadway, fewer vehicles would be present within the weaving area, thereby providing more weaving opportunities. Both ramps to and from Fairview Avenue and Sanborn Road are recommended to connect to this collector-distributor roadway, and Caltrans should also consider incorporating the northbound Airport Boulevard ramps as well. Implementation of this improvement would result in acceptable weaving operations.

*Improvements along this segment of U.S. Highway 101 are included in the City of Salinas TFO (#32 and #37).*

### **Mitigation Measure**

Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.

## **2.11 WATER SUPPLY**

Information in this section is derived primarily from the *City of Salinas General Plan*; the *City of Salinas General Plan FEIR, Water Supply Assessment for Salinas Ag-Industrial Center, Salinas, California* (Cal Water 2009); *Final Supplement for the Salinas General Plan Final Program EIR*; and *Draft Environmental Impact Report/Environmental Impact Statement for the Salinas Valley Water Project* (MCWRA 2001). The Water Supply Assessment (WSA) is included in this EIR as [Appendix L](#).

One related response to the NOP was received: Cal Water noted that it planned to prepare a water supply assessment for the project.

### ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- 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 that would not support existing land uses or planned uses for which permits have been granted); or

- 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.

## ***Policy and Regulatory Setting***

### **City of Salinas General Plan Policies**

**Policy LU-6.2:** Review development proposals to ensure that adequate water supplies, treatment, and distribution capacity is available to meet the needs of the development without negatively impacting the existing community.

**Policy LU-6.3:** Participate in and support regional programs and projects that target the improvement and conservation of the region's groundwater and surface water supply.

**Policy LU-6.4:** Actively promote water conservation by City residents, businesses and surrounding agricultural producers.

**Policy LU-6.5:** Review projects such as residential projects with 500 or more units for compliance with Sections 10910-10915 of the California Water Code.

**Policy COS-1.5:** Cooperate with the Monterey County Water Resources Agency, the State Water Resources Control board, and the Regional Water Quality Control Board to implement programs that address the two primary causes of poor water quality in the planning area: salt water intrusion and nitrate contamination.

**Policy COS-2.2:** Work with water providers to institute conservation programs to address water supply problems caused by groundwater overdrafting.

**Policy COS-2.3:** Apply standards that promote water conservation in agricultural, residential, and non-residential uses.

**Policy COS-2.4:** Enforce the City's Water Conservation Ordinance.

**Implementation Program COS-1:** To reduce pollutants in urban runoff, require new development projects and substantial rehabilitation projects to incorporate Best Management Practices (BMPs) pursuant to the

National Pollutant Discharge Elimination System (NPDES) permit to ensure that the City complies with applicable state and federal regulations.

### **City of Salinas Municipal Code – Water Conservation Program**

The City's Municipal Code Chapter 36A specifically addresses water conservation and its relationship to water resource management. The purpose of the regulation is to facilitate water conservation in Salinas. This is to be done by implementing the City's Urban Water Conservation Plan, designed in significant part to reduce pumping from the Salinas Valley Groundwater Basin. The City's goal is to reduce pumping by 15 percent relative to the baseline year of 1987. The regulation is also intended to ensure that water conservation actions are integrated into the design and construction of new development projects.

### **Proposed Specific Plan Policies and Standards**

**Goal 7-6:** Reduce impacts on the Salinas Valley Groundwater Basin by reducing water consumption.

**Policy 7-12:** Comply with the City's Water Conservation Ordinance.

**Policy 7-13:** Implement low-water using fixtures in restrooms and break areas.

**Policy 7-14:** Utilize low-water using plant materials and water efficient irrigation methods.

These policies are implemented in the Specific Plan through design standards. Section 7.5.3, Water Efficiency, contains specific standards that address landscaping and indoor water use. Landscaping must be drought-tolerant and of low water demand, turf areas are limited, irrigation systems must be water efficient and monitored to ensure their proper function. Water conserving fixtures are required in all restrooms and break rooms.

### **Federal and State Regulations**

**Drinking Water Quality.** The primary federal legislation related to water supply is the Safe Drinking Water Act. This legislation was passed in 1974. It delegates responsibility for setting standards for contaminants in drinking water supplies to the Environmental Protection Agency. There are approximately 83 contaminants listed in the Safe Water Drinking Act that are subject to regulation. The Environmental Protection Agency establishes a maximum contaminant level

for each of these. The Safe Drinking Water Act is enforced at the state level by the California Department of Health Services.

**Water Supply Availability.** In response to its concern about the approval of large new developments without proof that water supply is available to serve them, in 2001 the State of California passed Senate Bill 610 (SB 610). SB 610 amended Section 10910 of the California Water Code. It requires that a Water Supply Assessment (WSA) be prepared and incorporated into the CEQA process for new development projects that meet certain size and development intensity criteria. The size criterion for industrial projects is as follows:

A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

The proposed project exceeds the size and development intensity variables noted above and therefore, it is subject to the requirements of SB 610. A WSA must include analysis of the estimated water demands and proposed water sources for a new project. In order for the project to be approved, the WSA must conclude that the supply of domestic water available to the development is adequate, and will continue to be adequate over the next 20 years during normal, dry, and multiple-dry years. The WSA must be included in the CEQA document for the proposed project.

The legislation describes how responsibility for preparing a WSA is to be assigned. Typically, the water purveyor which would serve a proposed project must prepare the WSA. The Plan Area is located within the service area of Cal Water. Cal Water is therefore required to prepare a WSA for the project. Cal Water completed and approved a draft WSA in March 2009. Cal Water consulted with the City and with the project applicant during preparation of the WSA to ensure that it accurately reflected the land use and development intensity assumptions included in the Specific Plan. Water infrastructure improvements and other provisions needed to ensure that the Cal Water supply, storage, and distribution system will be adequate to meet the demands generated by build out of the Plan Area were also discussed.

## ***Environmental Setting***

### **Hydrological Setting**

All existing water supply for the City is derived from groundwater. There are no sources of imported water available to augment groundwater supplies. For this reason, the condition of groundwater resources from both a supply and quality perspective are critically important in considering potential effects of water demand created by new urban development. Agricultural

activities place the highest demand on groundwater resources, with urban uses substantially less so. Due to the growth of urban development and agricultural activities over time, demand for groundwater has increased and is resulting in impacts on groundwater availability and quality. Groundwater overdraft is occurring and that overdraft has precipitated the intrusion of seawater into the groundwater system.

The City of Salinas is situated at the northern end of the Salinas Valley, a relatively narrow, elongated, fault down-dropped, sedimentary basin in the California Central Coast Range. The uplifted mountainous boundary consists of older granitic, metamorphic and marine sedimentary rocks of the Salinian tectonic block. Beneath the valley, a thick sequence of Tertiary marine sedimentary rocks is overlain by late Tertiary to Recent non-marine sedimentary deposits of fluvial and alluvial fan origin. The uppermost 1,000 feet, or more, of this non-marine sequence contains the fresh ground-water basin that is utilized for various water supply purposes. This basin is known as the Salinas Valley Groundwater Basin (SVGB).

As described in the *Final Supplement for the Salinas General Plan Final Program EIR*, all of the water supply for the City of Salinas is extracted from two hydraulically connected subbasins of the SVGB known as the Pressure Subarea and the East Side Subarea. There are two other subbasins in the SVGB known as the Upper Valley Subarea and the Forebay Subarea, but neither of these areas contains groundwater that is extracted for use in Salinas. Much of the water supply for Salinas is extracted from the Pressure Subarea. Three primary water-bearing strata have been identified in the Pressure Subarea: the 180-foot aquifer, the 400-foot aquifer, and the deep zone. Due to subsurface conditions, the flow of groundwater between the two aquifers is limited.

The East Side Subarea is located north and east of the City. Due to extraction of groundwater that exceeds the recharge of water to the subarea (mostly from stream channels on the west slope of the Gabilan Range), groundwater levels have declined. This has resulted in inflow of groundwater from the Pressure Subarea to the East Side Subarea that is estimated to be larger than the natural recharge from the aforementioned streams.

Based on California Department of Water Resources Bulletin 118, prepared in 1994, as described in the *Final Supplement for the Salinas General Plan Final Program EIR*, the Pressure Subarea was found to be hydrologically balanced with no overdraft occurring. The East Side Subarea was found in overdraft of approximately 28,000 acre-feet of water per year. As stated in Cal Water's WSA for the project, the MCWRA estimates that the SVGB is in functional overdraft of about 45,300 acre-feet per year. It is believed that groundwater pumping throughout the entire valley has contributed to overdraft of the SVGB. MCWRA data indicate that water levels have declined in all four of the SVGB sub-basins. However, minor declines in the lower two sub-basins (Upper Valley and Forebay) appear to be in response to extended drought conditions.

## Groundwater Levels

As stated in the WSA, except for an annual variation of approximately thirty-five feet, average static groundwater levels in most of Cal Water's Salinas District wells since 1961 have changed elevation only during drought years. Historical data collected continuously over the last 25 years indicates that the Salinas system has not experienced regular or frequent supply deficiencies during dry weather periods. Groundwater charts show that the majority of Cal Water's wells combined static levels have remained essentially unchanged during this period. From 1980 to 1999 (20 year period), the Salinas District's annual demand increased from 10,562 acre-feet to 18,690 acre-feet or increase of 8,128 acre-feet (428 acre-feet/year), which on a percentage basis is approximately 77 percent. In 1976 and 1977, the average groundwater elevation declined by 20 feet. Recovery occurred in 1982 and 1983 when increased rainfall and runoff refilled local reservoirs and increased groundwater recharge. With the extended drought that started in 1984, the average elevation began declining and by summer 1992 had dropped by 35 feet. Recovery of the groundwater level during the past few years has been occurring as a result of increased rainfall and runoff. Salinas District well levels for the past 15 years (1991 to 2006) show the average depth to groundwater is 120 feet below ground surface with minimal change.

## Groundwater Quality

As stated in the *Final Supplement for the Salinas General Plan Final Program EIR*, the groundwater quality in much of Monterey County is considered good to excellent. Localized water quality problems exist from the occurrence of seawater intrusion and nitrate contamination. Within the Cal Water service area, nitrates are present in most wells at varying concentrations due to vertical movement from the ground surface through geologic materials and unsealed or improperly abandoned wells. The quality of water in several Cal Water wells has also been affected by the presence of volatile organic compounds, including methyl-tert-butyl ether (MTBE). Cal Water has had to shut down several wells because excessive nitrate concentrations or methyl-tert-butyl ether.

**Seawater Intrusion.** Due to groundwater overdraft and the hydrologic continuity between the ocean and the aquifers of the SVGB, seawater has been intruding into the aquifers near the coast at a rate of approximately 28,800 AF per year. This problem was first identified as early as the 1930s. Seawater intrusion occurs when a groundwater source (i.e. the SVGB aquifer, or more specifically the 180-foot and 400-foot aquifers in the Pressure Subarea) loses pressure and the boundary between fresh water and seawater migrates into the aquifer. The salts contained in seawater (chlorides) are a contaminant and render water extracted from these aquifers unusable for agricultural and domestic purposes. A number of urban supply and agricultural supply wells near the Monterey Bay coastline have been abandoned or destroyed as a result. Seawater has intruded the 180-foot aquifer to a point that nearly reaches the westernmost Salinas city limit.

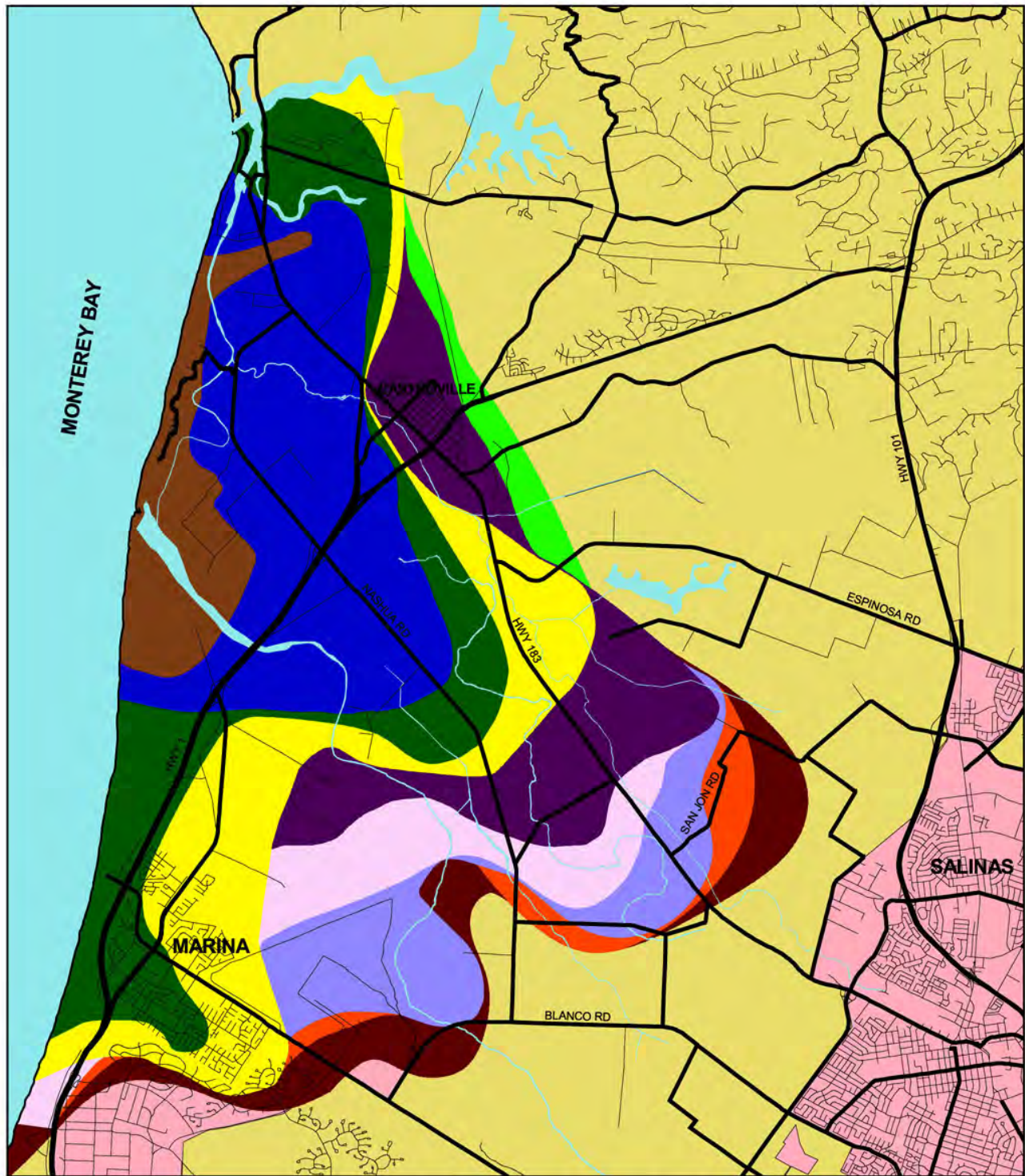
The 400-foot aquifer has been less intensely intruded, with the limit of intrusion generally west of Nashua Road and Highway 183 near Castroville. [Figure 15, Seawater Intrusion Map – 180-foot Aquifer](#) and [Figure 16, Seawater Intrusion – 400-Foot Aquifer](#), show the extent of intrusion as of 2006. Both figures show approximately the western half of the City. The Plan Area is located approximately 1.25 miles further to the east.

***Seawater Intrusion Mitigation Actions.*** Several actions have taken place over time in an effort to stem seawater intrusion into the SVGB. The State Water Quality Control Board initiated adjudication proceedings in 1996 in response to concerns about overdrafting and resultant impacts from seawater intrusion. The SVGB is not currently adjudicated because the MCWRA, U.S. Army Corps of Engineers, Regional Water Quality Control Board, and others have been collaborating to plan and implement projects to control seawater intrusion and overdraft of the SVGB.

Two of the most notable projects that have been approved and are being implemented include the Castroville Seawater Intrusion Project and the Salinas Valley Water Project. The Castroville Seawater Intrusion Project, which was completed in 1998, generates recycled water for use by agricultural interests in the Castroville area during the irrigation season. By providing recycled water for agricultural use, the need for groundwater pumping to meet agricultural demand is significantly reduced. This in turn results in reduced intensity and rate of seawater intrusion.

The goals of the Salinas Valley Water Project are to: stop seawater intrusion, manage nitrate contamination, provide improved water supplies to meet current and year 2030 agricultural water needs, and hydrologically balance the SVGB. The project is currently being implemented and is expected to be completed in approximately April of 2010. Please see the MCWRA web site ([http://www.mcwra.co.monterey.ca.us/welcome\\_svwpp\\_n.htm](http://www.mcwra.co.monterey.ca.us/welcome_svwpp_n.htm)) for more information.

It is important to reemphasize that in combination with the Castroville Seawater Intrusion Project, full implementation of the Salinas Valley Water Project will halt seawater intrusion and hydrologically balance the SVGB. To determine how this goal could be achieved, the MCWRA modeled projected water demand and availability in the SVGB through the year 2030. The Salinas Valley Integrated Ground and Surface Water Model was developed for this purpose. Key inputs to the model included population projections and cumulative land use/development assumptions. Population projection inputs were developed in cooperation with the Association of Monterey Bay Area Governments and land use assumptions were based on a variety of inputs including land use plans and spheres of influence boundaries of local cities and the County, development assumptions for Fort Ord, Rancho San Juan, Las Palmas, as well as other County areas as designed for development in the County General Plan. The MCWRA assumed that by 2030, approximately 29,300 acres of new urban development would occur, representing a combination of conversion of agricultural land, open space, and to a lesser degree, in-fill (MCWRA 2001).



**Legend:**

**Seawater Intruded Areas By Year**

- 1944
- 1965
- 1975
- 1985
- 1993
- 1997
- 1999
- 2001
- 2003
- 2005

- Major Roads
- Minor Roads
- Incorporated Areas
- Monterey County
- Water Bodies

**Historic Seawater Intrusion Map**  
**Pressure 180-Foot Aquifer - 500 mg/L Chloride Areas**



1 0 1 2 Miles



Source: MCWRA, 2005 Water Quality Data

Note: The scale and configuration of all information shown hereon are approximate and are not intended as a guide for design or survey work.

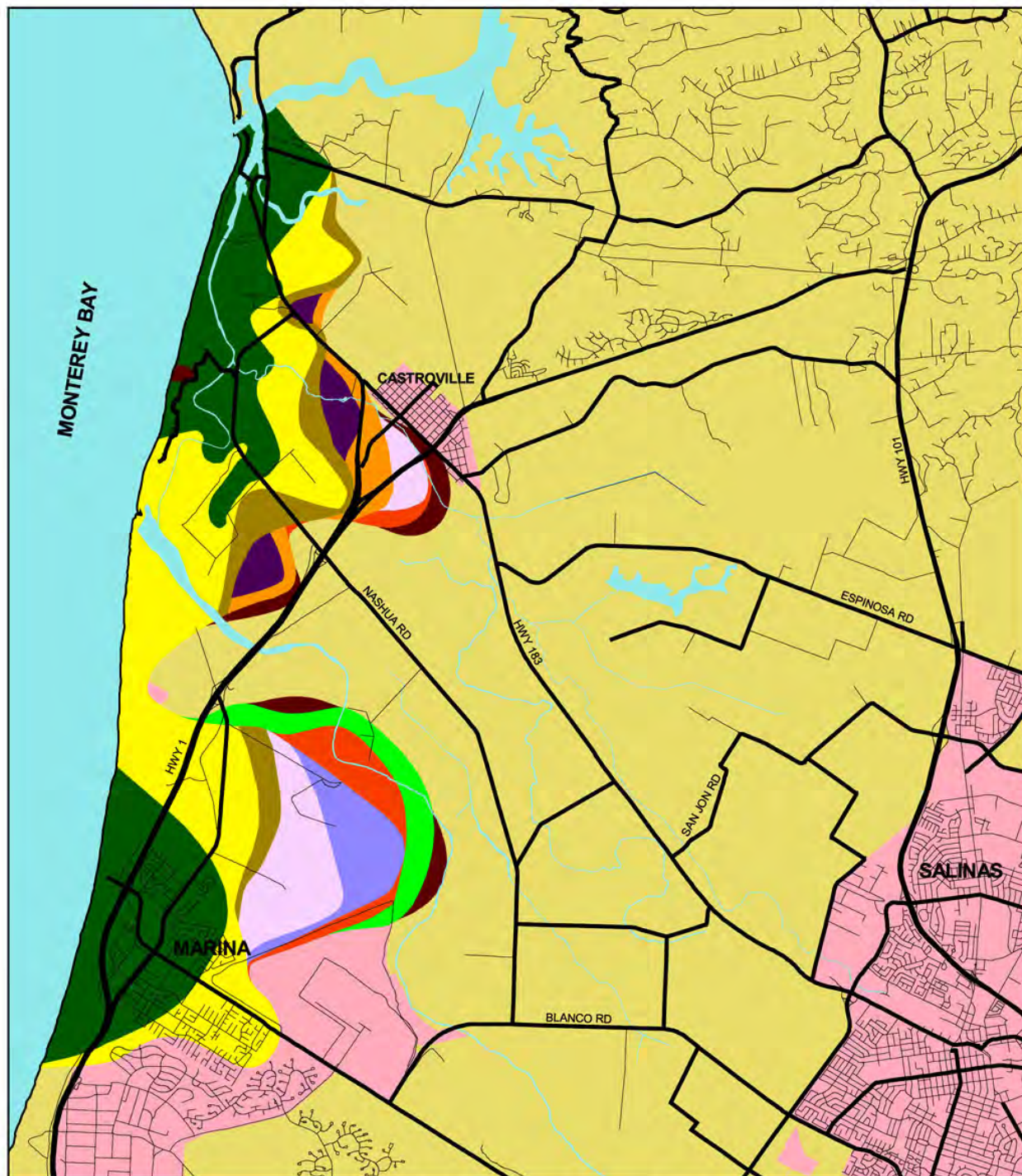
Map Date: February 27, 2006

Figure 15

**Seawater Intrusion Map - 180-Foot Aquifer**

Salinas Ag-Industrial Center Program EIR

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**Legend:**

**Seawater Intruded Areas By Year**

1959  
1975  
1985  
1990  
1993  
1995  
1997  
1999  
2001  
2003  
2005

Major Roads  
Minor Roads  
Incorporated Areas  
Monterey County  
Water Bodies

**Historic Seawater Intrusion Map**  
**Pressure 400-Foot Aquifer - 500 mg/L Chloride Areas**



1 0 1 2 Miles



Source: MCWRA, 2005 Water Quality Data

Note: The scale and configuration of all information shown hereon are approximate and are not intended as a guide for design or survey work.

Map Date: February 27, 2006

Figure 16

# Seawater Intrusion Map - 400-Foot Aquifer

Salinas Ag-Industrial Center Program EIR

E

M

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Projected water demand from the approximately 29,300 acres of new urban development was a key component of the total water demand projection for 2030 within the SVGB, and by extension, a key component of designing the Salinas Valley Water Project such that it will provide sufficient supplemental water to bring the SVGB into hydrological balance. By doing so, groundwater overdraft and exacerbation of seawater intrusion impacts from cumulative development to 2030 would be mitigated.

**Nitrate Contamination.** Nitrate contamination typically is caused by the leaching of fertilizer into soil and from percolation of runoff containing excess fertilizers into groundwater. Storm and agricultural runoff into surface drainage ditches is also a source. Nitrates can be removed from extracted groundwater using ion exchange and/or reverse osmosis. All cities in the Salinas Valley, Cal Water, and Alco have had to replace wells over time due to high nitrate levels. It is believed that nitrate contamination has affected the upper aquifer layer throughout the SVGB. Additional more detailed information on current nitrate contamination conditions is provided in the Cal Water WSA.

### **Water Demand from Agricultural Uses within the Plan Area**

The WSA includes a detailed estimate of water demand from the existing agricultural use of the Plan Area starting on page 25. Net water demand is a function of several variables, each of which is described in the WSA and summarized below. Generally, it is determined by identifying the baseline existing water demand for a site, if any, and subtracting that value from the projected water demand under project build out conditions.

The historic baseline water use for the Plan Area is a function of the agricultural uses that have historically occurred on it. Currently, approximately 231 acres of the 257-acre project site are actively farmed. The balance of the Plan Area is comprised of farm buildings, roads and other non-irrigated uses. There are four existing wells within the Plan Area that all have been used for agricultural purposes over time. Typically, three have been in use with a fourth reserved as a spare. Primary crops grown have included lettuce, cauliflower, and broccoli. It is assumed that crops are routinely rotated and that two crops per year are grown and harvested. Irrigation is mainly by sprinkler or drip systems, which are supplied by groundwater pumped from principally two wells within the Plan Area that have a measured pumping capacity of 1,100 gallons per minute (gpm) and 1,000 gpm, respectively.

Irrigation rates for lettuce and alfalfa/cauliflower were defined as 2.1 feet/acre/crop and 4.04 feet/acre/crop, respectively. It was assumed that one-half of the required irrigation water is for lettuce and the other one-half is for cauliflower or broccoli. Using these factors, agricultural water demand was calculated at 3.0 feet/acre/year. Estimated groundwater pumping for existing irrigated agricultural was therefore estimated as: 2.0 (crops per year) x 3.0

feet/acre/year x 231 acres = 1,386 acre-feet/year. This estimate was validated using a different methodology wherein the power consumption of the on-site irrigation wells was converted to an annual quantity of water pumped. This second methodology resulted in an estimated consumptive use of 1,315 acre-feet/year, which is very close to the previous estimate.

Cal Water then made a general estimate of the amount of irrigation water that recharges to groundwater. Average recharge over wet and dry years was assumed to be 30 percent of the total applied irrigation water. The estimated amount of recharge from agricultural irrigation was calculated as: 2.0 (crops) x 0.3 (recharge percentage) x 3.0 feet/year x 231 acres = 416 acre-feet/year. Estimated net consumptive water use (total use minus volume recharged to groundwater) from existing irrigated agriculture activities was therefore estimated at 1,386 acre-feet/year – 416 acre-feet/year = 970 acre-feet/year.

### **Existing Cal Water Infrastructure and Capacity**

Cal Water draws all of its water supply from the Pressure Subarea and East Side Subarea aquifers. Cal Water has 30 active water wells with a combined capacity of 23,022 gallons per minute. Cal Water plans to drill 21 new wells over the next 20 years to provide for future growth as well to replace existing aging wells or wells that show elevated nitrate levels.

Cal Water currently has eight-inch water mains located in Abbott Street, Harris Road to Harris Place, Dayton Street, and Burton Avenue.

## ***Project Analysis***

### **Projected Net Water Demand**

**Projected Plan Area Water Demand.** The WSA contains detailed information on projected water demand from build out of the Plan Area. Cal Water begins its analysis by determining water demand factors for representative types of activities permitted within each of the three land use categories proposed within the Plan Area. Water demand factors for the Major Agricultural Processing, Minor Agricultural Processing, and Abbott Street Frontage uses were developed using historical data for similar existing activities/facilities located within Cal Water's service area. The average demand factor for the representative uses was calculated using five years of Cal Water data. Based on this process, Cal Water determined that water demand factors of 1.9758 gallons per day per square foot for Major Agricultural Industrial uses and 0.07 gallons per day per square foot for Minor Agricultural Industrial/Abbott Street Frontage uses are appropriate. The combined water demand factor for the latter two uses reflects Cal Water's historic use data which suggests little difference in water demand among representative types of uses that would be permitted within each of these land use classifications.

Cal Water then evaluated the water demand for three building square footage scenarios that were recommended for analysis by the applicant. The worst-case water demand scenario is one in which the Plan Area is developed with the maximum square footage of Major Agricultural Processing use permitted by the Specific Plan as shown in Table 1-2 in Section 1.0, Introduction, of this EIR. The maximum balance of development capacity that would be permitted by the Specific Plan is 2,918,520 square feet of Minor Agricultural Processing and Abbott Street Frontage uses. This is the worst-case water demand scenario because the water demand factor for the Major Agricultural Processing use is 28 times higher than the demand factor for Minor Agricultural Process/Abbott Street Frontage uses. The assumed development scenario is summarized in [Table 13, Estimated Building Space Area – Water Demand Projection](#).

**Table 13 Estimated Building Space Area – Water Demand Projection**

Proposed Use	Square Feet
Major Agricultural Industrial	1,319,868
Minor Agricultural Industrial	2,918,520
<b>Total</b>	<b>4,238,388</b>

*Source:* Cal Water 2009

The water demand factors were then applied to the projected probable number of square feet of building space anticipated within in each land use to derive total projected demand as shown in [Table 14, Projected Plan Area Build Out Water Demand](#).

**Table 14 Projected Plan Area Build Out Water Demand**

Proposed Land Use	Probable Building Area (Square Feet)	Average Water Demand Factor (gal/day/sq. ft.)	Annual Avg. Day Demand (gallons/day)	Max. Month Day Demand (gallons/day)
Major Agricultural Industrial	1,319,868	1.975	2,607,800	5,659,000
Minor Agricultural Industrial/Abbott Street Frontage Zone	2,918,520	.070	204,300	590,420
<b>Totals</b>	<b>4,238,388</b>	<b>-----</b>	<b>2,812,100</b>	<b>6,249,420</b>

*Source:* Cal Water 2009 and EMC Planning Group Inc.

The other two development scenarios evaluated by Cal Water result in lower overall water demand. The second of these scenarios corresponds to the “Resulting Building Area – Probable” assumptions made in Table 2 in Section 1.0, Introduction, of this EIR. Major Agricultural Processing use is reduced to 1,176,120 square feet. Water demand under this scenario is approximately 267,250 gallons less per day than for the first scenario. In the third scenario, Major Agricultural Processing uses are eliminated and the entire Plan Area is built out with Minor Agricultural Process/Abbott Street Frontage uses. Total water demand under the third scenario is 358,280 gallons per day or approximately 2,453,820 gallons per day less than the worst-case demand scenario.

**Net Water Demand.** The projected demand shown in Table 14 does not reflect the volume of water that would be directly or indirectly recharged to groundwater through landscaped areas and percolation of treated industrial wastewater generated by future development within the Plan Area. Nor does it reflect the proposed project’s contribution to production of recycled water that will ultimately be used for agricultural purposes in lieu of groundwater. These contributions will reduce the project’s overall demand for groundwater.

Cal Water estimates that approximately 15 percent of the total water demand will be used for landscaping. Of that amount, approximately 20 percent will infiltrate to groundwater. Applying these factors, approximately 94 acre-feet or three percent of the total project demand would be recharged to groundwater.

Approximately 2,679 acre-feet of water per year is projected for use inside buildings. Of this amount approximately 271 acre-feet per year is estimated to be discharged to the sanitary sewer system and 2,409 acre-feet per year to the industrial wastewater treatment system as described on page 27 of the WSA. Industrial wastewater is treated at the City of Salinas’ industrial wastewater treatment facility. The City is considering options for how industrial waster will be treated in the future that include: 1) membrane treatment where treated effluent could reused, recharged to groundwater or used for agricultural purposes; or 2) continued conventional treatment where treated effluent is recharged to groundwater through percolation. Taking a conservative approach to the potential for treated industrial effluent to be reused or recharged, Cal Water projects that approximately 2,120 acre-feet per year of the total build out water demand would likely be recharged back to groundwater aquifers located at depths between 100 feet and 400 feet.

A portion of the sanitary wastewater generated at Plan Area build out will be reused for agricultural purposes. This too will result in an incremental reduction in the volume of groundwater that must be pumped to serve the proposed project. Based on data obtained from the Monterey Regional Water Pollution Control Agency, in 2007 approximately 13,000 acre-feet of treated wastewater was being used for agricultural irrigation. The City produces about 60 percent of the total wastewater flows delivered to the treatment plant and approximately 33 percent of that amount is used for agricultural purposes. By 2028, the end of the 20-year water

demand forecast period used in the WSA, the City's relative percentage of total wastewater delivered to the treatment plant is expected to grow to about 67 percent of the total and about 18,000 acre-feet per year of treated wastewater is expected to be used for agricultural purposes. Using this data, Cal Water estimates that the proposed project will contribute approximately 96 acre-feet per year of the total 18,000 acre-feet per year of treated water that will be used for agricultural purposes.

Using the above assumptions and analysis, it is possible to determine the net effect of conversion of the Plan Area from agricultural use to agricultural industrial use. The net project effect is summarized in [Table 15, Net Project Effect on Regional Groundwater Storage](#), where it is shown that the proposed project would result in an incremental increase in groundwater storage of approximately 139 acre-feet per year relative to the existing agricultural use of the Plan Area.

### Sufficiency of Cal Water Infrastructure Capacity

Cal Water's source capacity has been adequate to meet maximum day demand up to the present, but with anticipated growth in demand, Cal Water has been adding well capacity to meet future maximum day demands. To meet year 2028 demand, Cal Water needs to add about 15,000 gallons per minute (gpm) of well capacity plus the equivalent of two of its largest wells, which are about 1,500 gpm each, for a total additional capacity of  $15,000 + 3,000 = 18,000$  gpm or approximately 25.92 mgd.

**Table 15 Net Project Effect on Regional Groundwater Storage**

Demand/Savings Source		Volume (acre-feet per year)
Total Plan Area Demand at Build Out		3,141
Groundwater Recharge/Agricultural Reuse		
Outdoor Water Use Recharge	94 acre-feet per year	
Treated Industrial Wastewater Recharge	2,120 acre-feet per year	
Treated Sanitary Wastewater Reuse	96 acre-feet per year	
Subtotal Groundwater Recharge/Agricultural Reuse		
Plan Area Net Consumptive Groundwater Demand at Build Out		831
Existing Agricultural Use Net Consumptive Groundwater Demand		970
Increase in Groundwater Storage Resulting from Proposed Project		970 – 831 = 139

*Source:* Cal Water 2009

As part of its plan to increase its overall water supply, distribution, and storage system capacity and quality, Cal Water has requested the applicant to reserve three water well sites within the boundary of the Plan Area for purchase and development by Cal Water. Each site is approximately 10,000 to 20,000 square feet in size. Cal Water will be responsible for constructing each of the wells over time as demand for supply within the entire service district increases. Improvements at each site are likely to include a new well, a turbine pump, booster pumps, a pump shelter, a treatment plant, diesel generator set, etc.

Cal Water has also identified the need to construct a new water storage tank off-site in part to meet the long-term flow needs for the proposed project. The approximately 1,000,000 gallons tank would be constructed on a site on Dayton Street near Harkins Road that is owned by Cal Water. The tank dimensions would be 73 feet in diameter and 32 feet in height. The site already contains other water infrastructure improvements including a 1,500,000 gallon storage tank and water treatment facility. The site is within an industrial area and surrounded by industrial uses. The effects of constructing this improvement are discussed in this EIR.

### **Water Supply Adequacy Conclusion**

Pursuant to SB 610 requirements, Cal Water projected water demand within the entire Cal Water Service area in five year increments over 20 years and compared it to the projected demand within the Cal Water service area. The five year increments used were 2009 to 2013, 2014 to 2018, 2019 to 2023, and 2024 to 2028. Table 10 on page 16 of the WSA shows projected demand over the noted five year increments, including that from Plan Area build out and from build out of the entire Future Growth Area (a “worst case” demand scenario for this area). The incremental increase in water demand for these four periods exceeds Cal Water’s previous “high” demand scenario that was based on projected growth in service connections over time. Based on Cal Water calculations, the proposed project constitutes approximately 16 percent of the growth in water demand (relative to 2008) within Cal Water’s service area in 2013, 42 percent in 2018, 40 percent in 2023, and 30 percent in 2028.

As stated on page 45 of the WSA, Cal Water represents that it will have adequate water supplies to meet the projected Plan Area build out demand in addition to those of its existing customers and 49 other anticipated future water users as identified by the City for the 20 year period from 2008 to 2028 under normal, single dry year and multiple dry year conditions. This conclusion is based on the following:

- Cal Water’s plan to construct 21 new wells with approximately 21,600 gpm capacity in the next 15 years;
- Cal Water’s ability to supply water to the Plan Area, the City’s proposed growth areas for the West, Central and East Specific Plans, and other City planned developments with water from wells within its Salinas service area;

- Cal Water's plans for supply and distributions system improvements (new and replacement wells, treatment and related transmission, storage and distribution system improvements);
- Historical Salinas area data demonstrating no diminishment in Cal Water's groundwater supply during single dry and multiple dry years; and
- In-place, proven, ongoing conservation programs and best management practices for reducing demand during single and multiple dry years.

### **Groundwater Recharge and Impervious Surfaces**

Under current conditions, a percentage of precipitation which falls within the boundary of the Plan Area has a significant chance for being recharged to groundwater given existing soil conditions, topography, etc. Under build out conditions, approximately 85 percent of the Plan Area will be covered with impervious materials such as concrete, building roofs, etc. If rainfall runoff from these surfaces was discharged to natural or man-made storm drainage facilities, much of the groundwater recharge potential that existed prior to development would be lost. This could result in an incremental decrease in groundwater levels and groundwater supply. However, as described in Section 2.8, Hydrology and Water Quality, the applicant is required to incorporate Low Impact Development Design features into the proposed project consistent with City standards. Low Impact Development Design is used in part to encourage infiltration of storm water into the groundwater system. Consequently, the incremental loss of recharge potential from impervious surfaces is expected to be largely off-set. Please refer to Section 2.8 for more information.

### **Effects on Groundwater Quality**

**Seawater Intrusion.** Water demand from build out of the Plan Area is anticipated to be substantial. Nevertheless, based on Cal Water's evaluation, that demand is projected to result in positive recharge of approximate 139 acre-feet per year of groundwater relative to demand created by the existing/historical agricultural use of the Plan Area. While this change may be positive from a net site/Plan Area water use perspective, demand created by build out of the Plan Area will continue to be met by groundwater withdrawn from the SVGB by Cal Water. The SVGB is considered to be in overdraft. Overdraft has resulted in intrusion of seawater into the 180-foot and 400-foot aquifers – the primary sources of domestic groundwater in the SVGB. Please refer back to Figures 15 and 16 for illustrations of the extent of seawater intrusion. This is a significant water quality concern.

As described above in the "Groundwater Quality" subsection of the Environmental Setting, the MCWRA is scheduled to complete implementation of the Salinas Valley Water Project in about

April of 2010. This project will halt further groundwater intrusion into the SVGB and bring the SVGB into hydrological balance through the year 2030. The Salinas Valley Water Project was designed with the assumption that nearly 29,300 acres of undeveloped land would be converted to urban uses by the year 2030. The proposed project is representative of the conversion of agricultural land to urban use that the MCWRA assumed would occur and for which the Salinas Valley Water Project was designed to mitigate short-term and long-term cumulative water demand impacts on the SVGB. Therefore, the Salinas Valley Water Project is assumed to serve as mitigation for impacts on groundwater quantity and quality that would occur from the continued demand for groundwater created by build out of the Plan Area.

The finding of less than significant impact of the proposed project is further supported by the fact that conversion of the Plan Area from agricultural row crop production to agricultural sector industrial support uses would result in an incremental reduction in groundwater demand of approximately 139 acre-feet per year.

**Nitrate Contamination.** Build out of the Plan Area may result in an incremental reduction in nitrate contamination of groundwater. Nitrates contamination is often found in conjunction with intense agricultural activities where nitrates found in nitrate based fertilizers percolate into the groundwater system or are delivered to groundwater by other means (i.e. wells). The proposed project will result in conversion of 257 acres of land used for agricultural row crop production to agricultural industrial uses that support the agricultural sector. Intensive use of fertilizers will largely cease, thereby incrementally reducing the volume of nitrates, if any, that may have percolated to groundwater from agricultural activities in the Plan Area over time.

**Volatile Organic Compound Contamination.** To date, leaking underground storage tanks have been the main source of methyl-tert-butyl ether contamination within Cal Water's service area. Studies are on-going to locate and remediate such sources. Fuel storage facilities may be constructed within the Plan Area depending on the needs of the businesses that locate there. Regulatory requirements for the siting, construction, maintenance, and monitoring of such facilities have been substantially enhanced over time consistent with the recognition of their potential as point sources of soil, surface water, and groundwater contamination. Such regulations are embodied in Title 23, Division 3, Chapter 16, Underground Tank Regulations of the California Code of Regulations. Development and management of such facilities consistent with these regulations as required should ensure that future development of the Plan Area does not contribute to existing methyl-tert-butyl ether contamination problems.

## ***Impacts and Mitigation Measures***

**Less than Significant Impact – Water Supply Availability.** Through the analysis conducted in the WSA pursuant to SB 610, Cal Water has determined that it will have sufficient water supply

available to meet demand created by build out of the Plan Area. Projects constructed within the Plan Area must incorporate a range of water conservation measures consistent with development standards contained in the Specific Plan, with the City's water conservation ordinance, and with applicable Cal Water conservation programs in order to reduce water demand. No mitigation measures are required.

**Less than Significant Impact – Depletion of Groundwater Supply Leading to Exacerbation of Groundwater Quality Degradation.** Build out of the Plan Area will generate a significant demand for groundwater. Cal Water projects a reduction in water demand of 139 acre-feet per year relative to the existing agricultural use of the Plan Area. Development within the Plan Area will continue to create demand for groundwater within the SVGB, which is currently in overdraft. Overdraft conditions have caused seawater intrusion that has degraded groundwater quality near the coast. The MCWRA is scheduled to complete the Salinas Valley Water Project in April of 2010. That project will halt seawater intrusion and bring the SVGB back into hydrologic equilibrium. It will serve as mitigation for seawater intrusion and groundwater overdraft impacts that would otherwise be created by new development through the year 2030, including new development such as that proposed in the Specific Plan. Considering these factors, the proposed project is considered to have a less than significant impact on groundwater supply and quality. The Specific Plan contains a range of policies and development standards designed to reduce demand for groundwater. No mitigation measures are required.

**Less than Significant Impact – Effects of New Water Supply/Storage Infrastructure.** While not triggered solely by water supply demand created by the proposed project, Cal Water has determined that a new water storage tank is needed to improve its overall water supply and distribution system and in turn, to ensure that future Plan Area development can be appropriately served. The new tank would be constructed on a parcel located on Dayton Street near the Plan Area that is owned by Cal Water. That parcel contains existing water system infrastructure including a large water tank. The potential effects of constructing the tank have been evaluated in individual sections of Section 2.0 of this document. No significant environmental impacts are anticipated and no mitigation measures are required.

## 2.12 SANITARY AND INDUSTRIAL WASTEWATER

The analysis in this section is based upon the project description submitted by the applicant, discussions with City of Salinas Development and Engineering Services Department staff, the *City of Salinas General Plan*, *City of Salinas General Plan FEIR*, *Final Supplement for the City of Salinas General Plan EIR*, *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report* (CDM June 2008), and *The Salinas Ag-Industrial Center Engineer's Report*.

## ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- Exceed wastewater treatment requirements of the Central Coast Regional Water Quality Control Board (RWQCB);
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or
- 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.

## ***Policy and Regulatory Setting***

The Plan Area is located largely within unincorporated Monterey County. Per the GSA MOU, the City and County have determined that the project site may be suitable for annexation under certain conditions. If the proposed project is approved, the policies of the City of Salinas General Plan would apply.

### **City of Salinas General Plan**

**Policy LU-7.1** Provide a sewer system that meets the needs of the community for sewer collection and treatment and work with MRWPCA for sewer treatment needs.

**Policy LU-7.2** Review development proposals to ensure that adequate sewer collection and treatment facilities are available to meet the needs of the development without negatively impacting the existing community.

### **Proposed Specific Plan Policies and Standards**

The Specific Plan does not include policies directly related to the provision of sanitary or industrial wastewater.

## **Water Quality Control Plan for the Central Coastal Basin**

The State Water Resources Control Board (SWRCB) oversees and protects surface and groundwater resources within the central coast counties. The SWRCB implements the provisions of the Code of Federal Regulations Part 403 pertaining to wastewater discharges, and California Code of Regulations, Title 23, Chapter 15 with regard to land disposal of wastewater. The SWRCB may ultimately be a responsible agency for the City's planned expansion of its industrial wastewater treatment capacity as described in this section of the EIR.

## ***Environmental Setting***

### **Wastewater Systems Overview**

Two separate wastewater treatment systems serve Salinas. Sanitary wastewater, that generated largely by households, commercial businesses, and offices, is conveyed via a system of collection pipes to the Monterey Regional Water Pollution Control Agency's (MRWPCA) Salinas Pump Station, which is located to the west of the City. From the Salinas Pump Station, it is conveyed through MRWPCA facilities to the MRWPCA's regional treatment plant located north of the City of Marina.

The City of Salinas also owns and operates an industrial wastewater conveyance and treatment system. The industrial sewer system is separate from the sanitary sewer system. Industrial wastewater is collected from industrial uses located in southeastern Salinas and transported to a treatment facility located west of the City, north of Davis Road, and adjacent to the Salinas River. [Figure 17, Industrial Wastewater Treatment System](#), shows the general locations of existing major components of the industrial wastewater system and shows two conceptual locations for a new treatment facility, as discussed below.

### **Sanitary Sewer Collection and Treatment Systems**

**City Facilities.** Sanitary wastewater produced in the City is conveyed through the City's conveyance facilities to the former City treatment plant site, known as "TP1". The plant closed when the MRWPCA regional plant began service. From that location it is pumped via the MRWPCA's Salinas Pump Station and Salinas Interceptor pipeline to the MRWPCA treatment plant in Marina. The primary components of the City's collection system include five trunk lines, 14 pump stations, and a system of smaller collection facilities that convey wastewater from individual homes, businesses, and other developed uses to the trunk lines and pump stations.

Wastewater generated by development within the Plan Area would be conveyed through new on-site wastewater collection pipes that will be installed as illustrated in the applicant's Engineer's Report. Flows would first be conveyed to an existing pump station located near

Harkins Street and Dayton Street and a 27-inch force main located in Blanco Road. The City's current Sanitary Sewer Master Plan, which is the basis for planning improvements to the sewer system, did not account for additional wastewater flows related to development of the Plan Area as that area had not been formally proposed for development at the time the master plan was prepared. Preliminary revisions to the master plan have recently been developed which describe improvements needed to accommodate the proposed project. These are discussed in the Analysis section below.

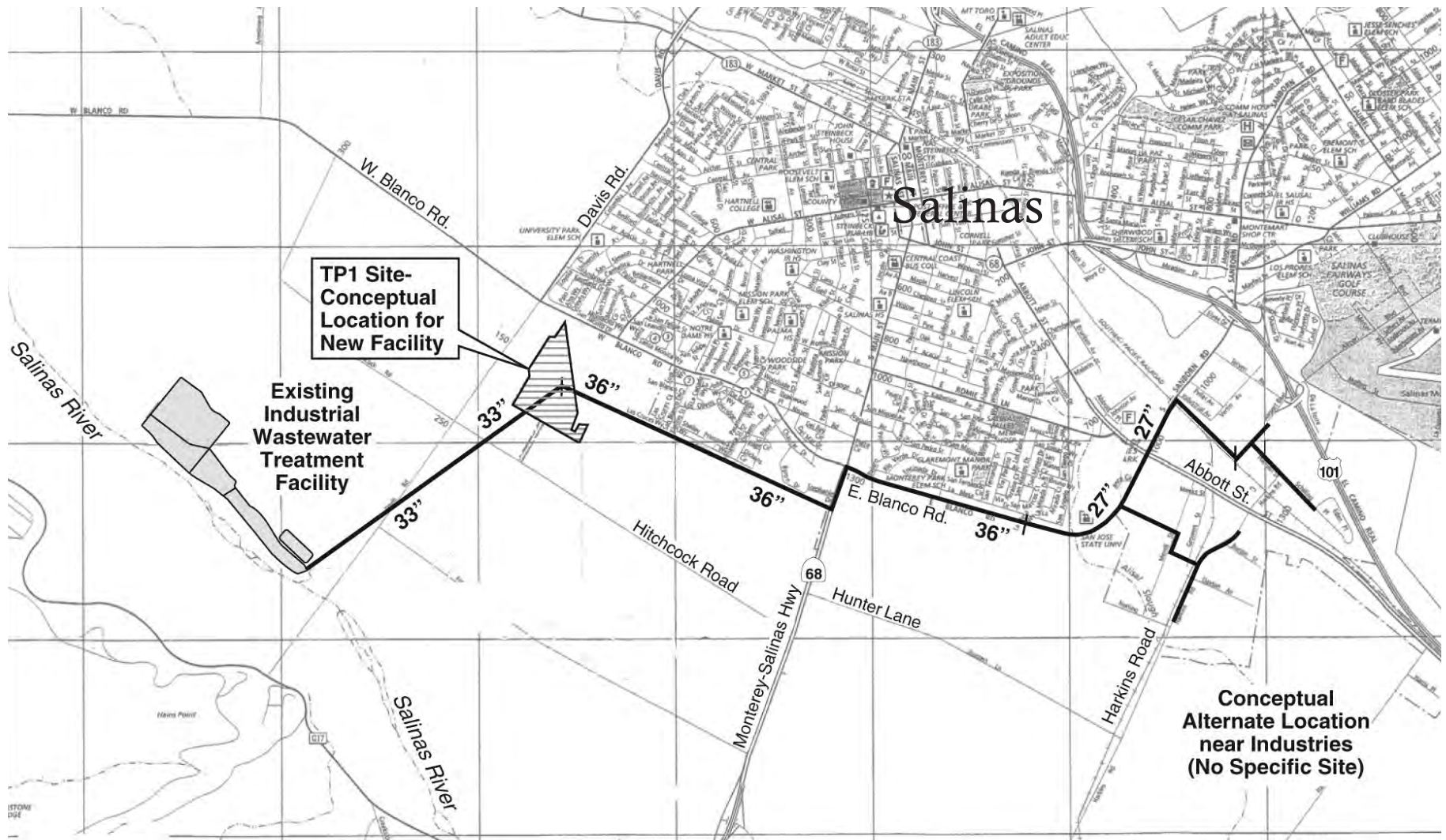
**MRWPCA Facilities.** According to the MRWPCA, the Salinas Pump Station and Interceptor have a peak capacity of about 36 million gallons per day (mgd). The current average flow is about 13 mgd with peak flows up to 18 mgd. The MRWPCA treatment plant has a permitted capacity of 29.6 mgd. Capacity of wastewater facilities is based on peak flow, not average or total flow. The MRWPCA collects both connection fees and capacity fees from new users to offset the cost of providing for their additional demands (Jennifer Gonzales, personal communication, February 11, 2009).

The MRWPCA treatment plant is expected to have capacity through 2020-2028 to serve development within the boundaries of its member agencies (local cities and the County) without implementation of a water conservation program, and until 2030 if a water conservation program is fully implemented. Two capacity expansions were pre-designed when the wastewater treatment plant was initially designed and constructed, and these could expand the plant to an ultimate capacity of 37 mgd (Mark Thomas and Company 2007).

To assist in the planning and approval process for the proposed project, on May 7, 2009, the City sent the MRWPCA an email request for a "Can and Will-Serve" letter. A utility's issuance of such a letter typically signals that it has the capability/capacity to provide service to a project. On May 29, 2009, the MRWPCA issued a Can and Will Serve Notice to the City in which it stated that adequate capacity in the Salinas Pump Station and the regional treatment plant is available to accommodate increases in demand for conveyance and treatment capacity generated at build out of the Plan Area.

### **Industrial Wastewater System and Treatment Plant Capacity**

Information in this section is from the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report* (Camp, Dresser, McKee 2008). This report was prepared under contract to the City. The report was prepared in response to the City's recognition that demand for industrial wastewater conveyance and treatment services at General Plan and Plan Area build out would exceed the capacity of the City's existing conveyance and treatment facilities. The report identifies options for and phasing of improvements to existing conveyance and treatment facilities needed to accommodate long-term cumulative demand. It also sets forth options for financing the improvements.



Source: EMC Planning Group Inc. 2009,  
CDM 2008

Figure 17  
**Industrial Wastewater Treatment System**

Salinas Ag-Industrial Center Program EIR

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**Operations.** The City's industrial wastewater treatment facility treats discharges from industrial customers located in the southeastern part of the City. The industrial wastewater is transported from industrial sites to the treatment facility through the City's industrial sewer conveyance system. The industrial customers are primarily food processing and related businesses, many of whom conduct fresh vegetable packing operations. Other customers include a seafood packing company and related services such as manufactured ice, refrigerated warehousing, and corrugated and solid fiber boxes.

The treatment facility operates year round; however, generation of wastewater flows varies seasonally. Flows during the high use months from April through October, when facilities are in full operation, are significantly higher than flows during the low use months from November through March. Winter flows are lower than summer flows because some customers, particularly fresh vegetable packing and cooling facilities move their operations to warmer southern locations.

The existing conveyance system begins in southeastern Salinas, with branch lines serving industrial uses on both sides of Abbott Street to the east of Blanco and Sanborn Roads. The main trunk line runs south of the City then more or less parallel to Davis Road to the treatment plant. Prior to reaching the treatment plant, the conveyance system flows through the site of the City's former sanitary sewer treatment plant. Except for a force main leading to Sanborn Road, the system is gravity fed. The system is constructed of reinforced concrete pipe ranging in size from 14 to 36 inches.

The treatment plant was constructed in the early 1970s and consists of an aeration lagoon, three percolation/evaporation ponds, and 60 shallow disposal beds (also known as drying beds or irrigation beds). An emergency overflow storage pond is available for temporary storage of excessive flows or in the event of a pump failure. Wastewater is treated in the 13-acre aeration lagoon with a design water depth of 10 feet. At an average design flow of four mgd the detention time is about 10 days. Natural anaerobic decomposition then completes treatment with the breakdown of settled solids in the lower layer of the lagoon. From the aeration lagoon, the water is discharged by gravity to a series of three ponds having a total surface area of 110 acres. Flow between the ponds is by gravity. The water depth in the ponds ranges from five to 11 feet when filled to capacity. The disposal beds comprise about 67 acres located adjacent to the westernmost pond. The disposal beds are loaded alternately with water for rapid disposal by percolation and evaporation. These beds are used in conjunction with the percolation ponds, particularly during peak flow periods.

**Treatment Capacity and Demand.** The plant is designed to treat an average dry weather flow of 4.0 mgd, with a peak flow of 6.8 mgd (1.7 times the average flow). The City's current Waste Discharge Requirements permit for the facility, issued by the RWQCB, specifies that daily

wastewater flow averaged over each month shall not exceed 4.0 mgd. A study conducted in 2004 concluded that actual operating capacity may be diminished by a lack of adequate disposal capacity if one or more of the percolation ponds and/or drying beds are out of service. The capacity under these circumstances would range from 2.5 to 3.7 mgd.

The conveyance system is comprised of several pipe sizes, with flow capacities ranging from 5.6 to 16.0 mgd. The final segment of the pipeline (leading to the treatment plant) has deteriorated, and a report prepared for the City in 2003 recommended rehabilitation or replacement. A few isolated sections of the system (including the final segment) have lower flow capacities than the upstream segments, thus limiting overall conveyance capacity, although the conveyance capacity is reasonably matched to the capacity of the treatment plant.

Current daily flow ranges from 1.8 to 3.5 mgd during the peak summer season and from 0.6 to 1.5 mgd during the winter low period. Currently, there are total allotments of 3.34 mgd assigned to customer properties. Of the total allotment amount, 1.13 mgd is assigned to properties that are no longer active industrial customers. In the near-term, this unused capacity is available for use by other customers. During the high use months, the peak flows reaching the treatment facility are currently about 1.25 times the average monthly flow. The industrial system must be able to accommodate the flows during the high use months and have peaking ability to accommodate the highest day peak flows. The conveyance system from customers to the treatment facility must accommodate the highest day (peak) flow.

**Shunting Option.** The City is in the process of designing a “shunt” line project. The project involves construction of a separate pipeline that connects the existing industrial wastewater conveyance system to the sanitary wastewater conveyance line that delivers sanitary wastewater to the MRWPCA’s wastewater treatment plant in Marina. The project would be constructed within the City’s former wastewater treatment plant site (TP1) where the distance between the two lines is minimal. The line would give the City the ability to divert industrial wastewater flows from its system into the sanitary wastewater system for treatment at MRWPCA’s regional plant. This option could be utilized in instances, should they occur, where the treatment capacity of the City’s industrial wastewater treatment plant could be exceeded. The current shunt line design flow volume is 6.8 mgd (Boyle Engineering 2009).

The MRWPCA and the City are communicating on the design and operations of the shunt line system and on the characterization of industrial wastewater flows to ensure that the project is feasible. Additional communication is needed. The shunt line project would provide the City with significant flexibility in handling increased industrial wastewater flows expected with General Plan and Plan Area build out. While the shunt would provide treatment capacity flexibility, it is not planned as a permanent solution to the City’s need to increase its industrial wastewater treatment capacity as described below.

**Future Wastewater Conveyance and Treatment Capacity Expansion Planning.** The City expects flows from new industrial uses will be added to the system in the future. As noted previously, the City has been planning for expansion of industrial wastewater conveyance facilities and treatment capacity. At its July 29, 2008 meeting, the Salinas City Council approved implementation of a program for such expansion. The program is based on the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report*.

Several conveyance system improvement needs are identified. These consist largely of the replacement/expansion of segments of several conveyance mains that transport wastewater from existing industrial areas to TP1 and from that site to the industrial wastewater treatment plant.

The City expects an ultimate need for average daily treatment capacity in the range of 8.0 to 10.0 mgd during the high use months. New industrial wastewater treatment capacity (4.0 to 6.0 mgd) would be added at a new treatment plant, though the possibility of adding additional capacity at the existing plant is not eliminated. Expansion of the existing plant at its current location may present regulatory challenges.

Two potential locations for a new plant have been identified. The first is an undetermined location to the south of the City's existing industrial area and the second is TP1, the City's former domestic wastewater treatment site (refer back to [Figure 17, Industrial Wastewater Treatment System](#)). Improvements would be made to the existing treatment facility to ensure its existing permitted capacity can be fully utilized. The existing plant may remain in operation over the long-term, although consideration may be given to closing that facility and expanding capacity at the new plant as compensation. Treatment capacity expansion improvements are summarized below by proposed phase.

**Phase 1 (improvements at the existing facility to enhance capacity by about 0.3 mgd by 2010)**

- Improve the utilization of existing facility capacity, and implement critical improvements to maintain capacity and to provide added site security and safety at the treatment plant.
- Install a shunt/bypass to MRWPCA sanitary sewer, for use if needed.

**Phase 2 (create a 2.0 mgd increase in capacity, most likely at a new plant on a new site)**

- Continued implementation of key improvements at the existing facility to maintain reliable capacity, including:
  - Improvements to the downstream end of the existing 27-inch pipe (about 2,600 linear feet); and
  - Replacement or slip-lining of an approximately 5,100-foot section of a 33-inch pipe located near the treatment plant.

- Implement appropriate conservation/reuse at existing industrial locations;
- Construct additional 2.0 mgd treatment capacity (the report assumes this to be at a new site, as a pilot plant for a larger treatment plant);
- As part of near-term studies to select a best treatment technology option and location:
  - Participate in regional water supply planning with respect to potential reuse of treated wastewater, and potential joint partnership options with other agencies for the treatment facility; and
  - Evaluate cogeneration or other energy saving measures that may reduce operating costs of new conventional treatment facility option.

**Phase 3 (expand the capacity of the new plant by an additional 2.0 to 4.0 mgd)**

- Add another 2.0 to 4.0 mgd treatment capacity at the pilot plant location.
- Maximize reasonable conservation/reuse at the source to reduce size of treatment facility.
- As appropriate, based on selected treatment technology and results of near term studies:
  - Participate in regional water supply projects for reuse of treated wastewater, and joint partnerships with other agencies for the treatment facility.
  - Implement cogeneration or other energy saving measures that may reduce operating costs of new conventional treatment facility option.
- Re-evaluate feasibility of continued use of existing treatment facility with completion of capital improvement projects and/or potential replacement of its capacity at the new facility location.

Two potential treatment methods are being considered. A membrane treatment facility would require only five to ten acres of land, and would return high quality water that could be used for irrigation or recharge. Highly saline brine would most likely be discharged to a deep injection well. A conventional treatment plant using an aerobic oxidation ditch and an anaerobic digester, with rapid infiltration ponds is also being considered. It would require approximately 100 acres.

The SWRCB would be a responsible agency for new plant construction or expansion of the permitted capacity of the existing plant. The SWRCB would review project plans and environmental documents as part of its process to approve modifications to the City's existing Waste Discharge Requirements.

## Project Analysis

### Sanitary Wastewater Conveyance and Treatment

**Project Sanitary Wastewater Facilities and Generation.** As part of the backbone infrastructure improvements to be made within the Plan Area, new on-site sanitary wastewater collection lines would be constructed beneath planned roadways. A pump station would be constructed within the western portion of the Plan Area. On-site collection pipes would connect to existing City lines. Most of the Plan Area collection pipes would feed into the City's existing conveyance system on Dayton Street. Trenching within City street rights-of-way would be required for a short distance in order to complete the connections.

The applicant's Engineer's Report includes an estimate of projected sanitary wastewater generation at build out of the Plan Area. The average sanitary wastewater flow is projected at 0.62 mgd. The projection is based on detailed information on the projected Plan Area uses and was prepared in order to adequately size the wastewater infrastructure. It is considered to be a conservative projection. Cal Water included a generalized projection of sanitary wastewater projection from the Plan Area in its WSA for purposes of developing a water budget for the Plan Area. Their projection is 0.23 mgd; however, that projection is based on wastewater generation as a percent of water use and is not as refined as the projection included in the Engineer's Report. Cal Water's projection is considered to be conservative for purposes of projecting the Plan Area's water budget. [Table 16, Sanitary Wastewater Generation](#), summarizes sanitary wastewater generation by land use as described in the Engineer's Report.

**Table 16 Sanitary Wastewater Generation**

Sanitary Wastewater Source	Domestic Wastewater
Agricultural Processing	200,000 gpd
Agricultural Manufacturing	260,000 gpd
Commercial (Abbott Street)	30,000 gpd
Sanitary System Inflow/Infiltration	130,000 gpd
<b>Total</b>	<b>620,000 gpd</b>

*Source:* Ruggeri-Jensen-Azar, 2009

**City Conveyance System Capacity.** There are four components of the overall sanitary wastewater system that must have sufficient capacity to serve the proposed project: the City's collection lines; and the MRWPCA's Salinas Pump Station, Salinas Interceptor line to Marina, and regional treatment plant.

The City has recently completed a preliminary assessment of improvements that must be made to its sanitary wastewater conveyance system in order to accommodate flows from the Plan Area. The improvements include upsizing two segments of an existing main on Industrial Street, upsizing a segment of an existing main on Harkins Road, and upgrading the existing pump station on Harkins Road (Carl Nizawa, City of Salinas Deputy City Engineer, email message, 5/18/09). Applicants for new projects within the Plan Area will be required to pay a fee to cover a fair share of these and any other necessary system improvements needed to serve their projects.

Upgrades of the conveyance system would take place within existing developed areas (street rights-of-way and/or sewer line easements). For this reason and because effects will occur only during the construction of the improvements, potential environmental effects of construction are likely to be short-term and temporary in nature. These effects could include generation of noise, generation of criteria air emissions and greenhouse gases, and temporary interruptions to traffic flow. None of the indirect impacts of the proposed project resulting from expansion of conveyance facilities needed to serve it are likely to be significant and unavoidable. The City will conduct a separate environmental review process to evaluate and mitigate potential impacts of the system improvements.

**MRWPCA Conveyance and Treatment Facility Capacity.** Based on the Can and Will Serve Notice issued to the City by the MRWPCA, the Salinas Pump Station and the regional wastewater treatment plant have adequate capacity to accommodate build out flows from the Plan Area. Although the *City of Salinas General Plan FEIR* identified a limitation in the Salinas Pump Station and Interceptor, MRWPCA indicates there is adequate capacity in these facilities to accommodate the proposed project. Therefore, construction of new MRWPCA conveyance or treatment facilities is not needed to accommodate flows from the Plan Area.

### **Industrial Wastewater Conveyance and Treatment**

The City will need to expand the capacity of segments of its industrial wastewater conveyance system and expand treatment capacity to meet the total demand that would be created at build out of the General Plan and Plan Area. The Engineer's Report estimates average industrial wastewater generation from the Plan Area at 2.50 mgd, with most of that flow coming from projected agricultural processing uses. Total treatment capacity of about 8.0 to 10.0 mgd average daily flow is needed at General Plan and Plan Area build out. Flows from the Plan Area would therefore represent about 24 to 30 percent of the total demand projected at General Plan and Plan Area build out.

If the shunting project is implemented, it could provide the City with wastewater treatment capacity flexibility over time as expansion of current City wastewater treatment capacity is pursued.

The applicant would construct the backbone industrial wastewater collection lines within the proposed Plan Area roadways and individual project developers would build improvements to connect to the backbone system. The backbone system would connect to the City's existing conveyance main at the intersection of Harkins Road and Dayton Street, about 1,750 feet west of the Plan Area. A pump station would be required to deliver the flow to the existing City system. The pump station would be located either near the point of connection or on-site where Dayton Street would enter the Plan Area.

Industrial wastewater flows generated at build out of the Plan Area would exceed currently available conveyance and treatment capacity. Some amount of new development within the Plan Area or elsewhere in the City could proceed under various interim treatment capacity enhancement measures without the need to construct additional industrial wastewater treatment capacity. These interim measures are the Phase 1 improvements summarized above. Additional capacity must be developed in order meet demand created under Plan Area build out conditions, as well as demand from other industrial development not anticipated in the General Plan. The proposed Phase 2 improvements would be adequate to serve build out of the Plan Area (CDM, table 3-1, pages 3-1 to 3-14).

The applicant and future individual project developers will need to participate in funding measures for expansion of industrial wastewater treatment and conveyance capacity. Such measures may include increased user fees, increased connection charges, or other public financing mechanisms.

Construction needed to replace/upgrade portions of the City's conveyance system will likely take place within existing developed areas (road rights-of-way and/or existing conveyance line easements). Further, the construction process for these improvements would be short-term. Given these factors, the indirect environmental effects created by construction of improvements needed to serve the proposed project are not expected to be significant and unavoidable. Independent environmental review of such improvements will be undertaken by the City to identify and mitigate any potential impacts.

The precise option(s) that will be used to expand treatment capacity have not yet been identified by the City; therefore, precise project descriptions or locations of improvements are not yet available. Without this information, the likely potential effects of constructing new capacity cannot currently be defined with precision. Nevertheless, given the options described in the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report*, construction of new capacity could have potentially significant effects related to aesthetics, agricultural resources (loss of farmland), air quality (construction emissions and odors), global warming, biological resources (habitat loss and take of endangered species), cultural resources (disturbance of buried resources or remains), hazards, hydrology and water quality (discharge of treated effluent and/or brine), and land use and planning (land use

conflicts). The City will be required to conduct additional environmental review when an expansion option(s) is selected and detailed project plans are developed.

## ***Impacts and Mitigation Measures***

### **Less Than Significant Impact – City Sanitary Wastewater Conveyance Facility Capacity.**

Future development within the Plan Area will create demand for additional capacity in the City's sanitary wastewater conveyance system. Upgrades to several segments of existing mains and to an existing pump station will be required. The applicant and future individual project developers will be required to pay fees to mitigate costs for the City to make these improvements.

Construction of City conveyance system upgrades will take place within existing developed areas (road rights-of-way and sewer facilities easements) and construction activities would be short-term. Given these factors, it is not anticipated that construction activities will result in significant and unavoidable impacts. Potential environmental impacts and mitigations will be identified through a separate CEQA process that addresses these improvements in detail.

### **Less Than Significant Impact – MRWPCA Sanitary Wastewater Conveyance and Treatment Facility Capacity.**

At build out, the proposed project would generate 0.62 mgd of additional sanitary wastewater. MRWPCA has indicated through its Can and Will Serve Notice that there is adequate capacity in its Salinas Pump Station and regional wastewater treatment plant to accommodate the flows anticipated at build out of the Plan Area. The proposed project would pay fees to off-set the incremental cost of providing the additional services.

No new MRWPCA facilities would need to be constructed to accommodate flows from the project; therefore, the project would not result in indirect impacts on the environment that might otherwise occur if construction of new facilities was required to serve it.

**Less than Significant Impact – Industrial Wastewater Treatment Capacity.** The proposed project would ultimately result in the generation and required treatment of up to 2.50 mgd of industrial wastewater. The City's current industrial wastewater treatment capacity is about 4.0 mgd, of which about 0.5 mgd is available for new uses. Therefore, industrial wastewater generation under Plan Area build out conditions would exceed the current treatment capacity.

The industrial wastewater treatment capacity expansion program described in the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report* serves as a basis for the City to meet cumulative conveyance and treatment facility capacity demand generated at General Plan and Plan Area build out. As a condition of development of individual sites within the Plan Area, individual developers would be required to pay a fair share fee for industrial wastewater system improvements and/or to construct necessary improvements

as specified by the City based on the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report*. Fees would need to be paid prior to issuance of a building permit and construction of improvements would need to be completed prior to issuance of an occupancy permit for each individual project. Further, building permits for individual sites within the Plan Area would not be issued unless adequate industrial wastewater capacity is available or can be projected to be available per the City's industrial wastewater system improvement program.

As described in the Analysis section above, construction of new industrial wastewater treatment capacity could have potentially significant effects related to aesthetics, agricultural resources (loss of farmland), air quality (construction emissions and odors), global warming (effluent emissions), biological resources (habitat loss and take of endangered species), cultural resources (disturbance of buried resources or remains), hazards, hydrology and water quality (discharge of treated effluent and/or brine), and land use and planning (land use conflicts). Specific analysis of potential impacts is not possible at this time due to the lack of a defined site or design. The precise type and significance of potential impacts and definition of mitigation measures would be evaluated by the City through a separate CEQA process once an option(s) for capacity expansion is selected and detailed project plans are developed.

**Less than Significant Impact – Industrial Wastewater Conveyance Facility Capacity.**

Segments of the existing conveyance mains located between the Plan Area and the existing industrial wastewater treatment plant are not adequate to meet conveyance demand that will be created at build out of the Plan Area. The City's industrial wastewater treatment expansion program includes actions to improve the conveyance system to accommodate build out of the Plan Area and build out of other industrial areas in the City. As a condition of development of individual sites within the Plan Area, individual developers would be required to pay a fair share fee for industrial wastewater system improvements and/or to construct necessary improvements as specified by the City based on the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report*. Fees would need to be paid prior to issuance of a building permit and construction of improvements would need to be completed prior to issuance of an occupancy permit for each individual project. Further, building permits for individual sites within the Plan Area would not be issued unless adequate industrial wastewater capacity is available or can be projected to be available per the City's industrial wastewater system improvement program.

As discussed in the Analysis section above, construction of off-site conveyance system improvements needed to serve the Plan Area will take place within existing road rights-of-way and/or conveyance system easements. Construction activities could result in short-term environmental effects such as noise generation, generation of criteria air emissions and greenhouse gases, and temporary disruption of traffic circulation. While the proposed project

may indirectly contribute to these effects through its demand for system capacity expansion, it is anticipated that any short-term effects that are identified can be mitigated to a less than significant level. The precise type and significance of potential impacts and appropriate mitigation measures would be evaluated by the City through a separate CEQA process once improvement plans are formulated.

## 2.13 NOISE

The information in this section is based primarily on data from the *City of Salinas General Plan*, *City of Salinas General Plan FEIR*, *City of Salinas Zoning Code*, the *Salinas Ag-Industrial Center Traffic Impact Analysis*, and the *Salinas Ag-Industrial Center Specific Plan*.

### ***Standards of Significance***

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- Result in 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;
- Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; or
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

### ***Policy and Regulatory Setting***

#### **City of Salinas General Plan**

**Policy N-1-1:** Ensure that new development be made compatible with the noise environment by using noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions.

**Policy N-1-3:** Locate only urban development within the Salinas Municipal Airport “area of influence” that is compatible with the airport noise environment and meets the guidelines of the Caltrans Handbook.

**Policy N-2-1:** Ensure that noise impacts generated by vehicular sources are minimized through the use of noise control measures (i.e. earthen berms, landscaped walls, lowered streets).

**Policy N-2-2:** Control truck traffic routing to reduce transportation related noise impacts on sensitive uses.

**Policy N-3-1:** Enforce the City of Salinas Noise Ordinance to ensure stationary noise sources and noise emanating from construction activities, private developments/residents and special events are minimized.

**Noise Compatibility Standards.** Table N-3 of the General Plan defines the noise/land use compatibility standards that are applied throughout the City. Of relevance to the proposed project are noise exposure standards at industrial land uses, as these are the only developed uses located adjacent to the Plan Area and the primary uses along travel routes on which most of the project generated traffic would be distributed. Noise exposure levels of up to 70 dBA are considered acceptable at the property line of industrial land uses. Noise levels of up to 80 dBA are considered conditionally acceptable; new development exposed to such noise levels may only be undertaken after a detailed noise analysis is conducted and noise reduction measures are included in the project design. Noise exposure levels above 80 dBA are considered unacceptable. New development in such areas will likely need substantial mitigation to meet City standards.

Portions or all of the Abbott Street Frontage Zone described in the Specific Plan could be developed with uses that are more noise sensitive than industrial uses. For representative types of Abbott Street Frontage Zone uses such as offices or professional businesses, the General Plan noise compatibility standard for maximum acceptable exterior noise exposure is 65 dBA.

### **City of Salinas Zoning Code and City of Salinas Noise Ordinance**

Section 37-50.180 of the Zoning Code identifies performance standards for noise. Noise compatibility standards for various land uses are specified as are short-duration cumulative noise level standards. Requirements for noise studies are specified as are options for noise abatement and mitigation. The maximum permissible noise level at the property line of industrial uses is defined as 70 decibels (dBA). Noise that occurs for a cumulative period of no more than one minute and no more than five minutes may exceed this level by 10 dBA and five dBA, respectively.

The City's Noise Ordinance, Chapter 21A of the Municipal Code, defines various classes of noise (A through D) and defines noise regulations that pertain to each. These regulations are largely not applicable to the proposed project.

**Vibration Standards.** The City does not have specific vibration thresholds. Based on studies of vibration conducted by the Federal Transit Administration, when there are fewer than 70 vibration events per day, a vibration velocity level of 80 VdB or greater will result in annoyance to people, and a level of 100 VdB or less is suggested to prevent damage to fragile buildings.

### **Proposed Specific Plan Policies and Standards**

Section 5.7, subsection (j) Performance Standards, of the Specific Plan includes noise performance standards that are proposed for application only within the Plan Area. These standards would modify those found in Zoning Code chapter 37-50.180 as described above. The applicant proposes that noise levels not exceed 75 dBA at the property line of individual parcels within the Plan Area. Noise generated from uses on parcels within the Plan Area must not exceed 75 dBA at the property lines of those parcels. Conversely, maximum noise levels to which uses within the Plan Area can be exposed must not exceed 75 dBA at the property lines of the parcels on which those uses are located. For the existing adjacent industrial uses to the northwest, this represents a five dBA increase relative to the 70 dBA noise exposure standard for industrial uses contained in the Zoning Code and General Plan. The applicant does not propose changes in the one-minute and five-minute cumulative performance standards described in the Zoning Code.

## ***Environmental Setting***

### **Existing Conditions**

Transportation is the primary source of ambient noise in the Plan Area. Traffic on U.S. Highway 101 is the dominant source of noise. Periodic rail traffic on the Union Pacific Railroad line, located adjacent to U.S. Highway 101 between the highway and the Plan Area, is also a noise source as is traffic on Abbott Street and Harris Road. Truck traffic comprises a significant percentage of the total vehicle trips on U.S. Highway 101, Abbott Street, and Harris Road. Figure 5.3-1, Existing Noise Contours, in the General Plan EIR shows that ambient noise levels from vehicular traffic are between 65 dBA and 70 dBA along the Plan Area frontage with Abbott Street, owing primarily to traffic noise from U.S. Highway 101 and traffic on Abbott Street.

Other sources of ambient noise include industrial activities located adjacent to the Plan Area on the northwest and southeast, periodic operation of agricultural equipment, and operations at the Salinas Municipal Airport. Based on noise contours shown in Figure 5.3-2, Salinas Airport Future Noise Contours, in the General Plan EIR, the Plan Area lies completely outside of the 55 dBA noise contour for anticipated future airport operations. These contours are assumed to be representative of existing conditions as well because no change in existing airport operations was assumed in the preparation of the future noise contour information.

## **Sensitive Receptors**

The Plan Area is located adjacent to existing agricultural lands, existing industrial uses, and near U.S. Highway 101. There are no sensitive receptors (residences, schools, hospitals, etc.) adjacent to the Plan Area. Further, as described in Section 2.10, Transportation and Circulation, and in the Analysis section below, there are few if any sensitive receptors along the major transportation corridors onto which the majority of project related vehicle trips would be distributed (i.e. Abbott Street between Harris Road and Harkins Road, and Abbott Street between Harris Road and U.S. Highway 101) that are not already significantly affected by traffic noise or noise from existing industrial uses. The closest residential neighborhoods are approximately one mile to the north along Romie Lane (east of Blanco Road) and about one and one-half miles to the west in the community of Spreckles, respectively.

## ***Project Analysis***

### **Noise Exposure and Vibration – Short-Term Construction Effects**

Construction of infrastructure and future projects within the Plan Area will involve use of heavy equipment for grading, excavating, materials movement; other equipment such as generators, cutting and fastening tools, pneumatic equipment, etc.; and other activities that will generate high levels of noise over short periods of time. Since there are no sensitive receptors immediately adjacent to the Plan Area, these short-term sources of noise are not expected to create significant adverse impacts. Construction noise may be a nuisance at adjacent industrial uses, but any nuisance will be temporary. All construction noise activities must comply with Noise Implementation Program N-3 of the General Plan, which requires that such activities be consistent with noise standards in the Zoning Code and Noise Ordinance.

The most likely source of ground vibration during construction would be large bulldozers and loaded trucks. Typical bulldozer or loaded construction truck activities generate vibration levels at about 86-87 VdB at a distance of 25 feet and are likely to exceed the 80 VdB at any distance closer than 50 feet; however, since there are no sensitive receptors located immediately adjacent to the Plan Area, it is unlikely that vibration, even over the short-term, would result in a potentially significant impact.

### **Noise Exposure - Stationary Noise Sources**

Given the wide variety of potential uses that are permitted within the Plan Area as specified in the Specific Plan, it is not possible to speculate about the type, intensity, or duration of noise that may be generated from future uses. The noise performance standards contained in the Specific Plan would regulate noise generation from operations of future projects within the Plan Area.

The Specific Plan includes a standard that would allow an increase in the current maximum noise level permitted at the property lines of individual parcels within the Plan Area. The City's current performance standards allow a maximum noise level at industrial use property lines of 70 dBA. The proposed Specific Plan standard is 75 dBA. City staff has considered this change. It is not uncommon for other jurisdictions to permit 75 dBA as an acceptable maximum noise exposure standard at industrial land uses. In combination with the fact that ambient noise levels in the Plan Area and at adjacent industrial uses are already elevated due to traffic noise on U.S. Highway 101, that the only developed uses that could be affected by the change are industrial

uses that are least noise sensitive, and that the higher standard would apply only to uses within the Plan Area, this proposed change is not expected to create noise exposure that impacts health and safety at adjacent industrial uses.

### **Noise Exposure - Traffic Related Noise**

Traffic related noise generated at build out of the Plan Area has the potential to affect future uses within the Plan Area and to impact noise sensitive uses along transportation routes onto which that traffic would be distributed. Plan Area generated traffic noise will be in addition to that assumed to be generated under General Plan build out conditions as described in the General Plan FEIR.

The most important variables related to traffic noise are the increase in trucks trips that would occur and the location of roadways onto which those trips would be distributed. Much of the information needed to determine potential noise impacts from traffic related noise is derived from the *Salinas Ag-Industrial Center Traffic Impact Analysis Final Draft Report* or "TIA". The TIA is included in [Appendix K](#). A complete hardcopy of the TIA is available for review at the City of Salinas Development and Engineering Services Department.

The TIA describes traffic generation and distribution information for several different scenarios including Background No Project conditions (existing conditions plus addition of traffic from projects in the vicinity that have already been approved but not yet constructed) and Background Plus Project Build Out (Specific Plan build out) conditions. Regarding truck trips, as described in Exhibit 16 of the TIA, approximately 36 percent of all trips generated at Plan Area build out would be truck trips comprised of heavy duty long-haul line trucks and lighter duty field trucks which transport produce and other related agricultural products to and from the Plan Area.

**Noise Exposure at Future Plan Area Uses.** Figure 5.3-1, Existing Noise Contours, in the General Plan EIR shows that under existing (2002) conditions, noise levels along the Plan Area frontage with Abbott Road were approximately 65 dBA to 70 dBA. These levels are likely to be slightly higher if traffic generated by the Background projects is added to the road network, as is

done in the TIA for the Background No Project condition. Abbott Street is the most heavily traveled roadway adjacent to the Plan Area under Background No Project conditions.

Uses along Abbott Street within the Plan Area could range from those permitted within the Abbott Street Frontage Zone to Major or Minor Agricultural Processing uses as described in Section 1.3, Project Description. Abbott Street Frontage Zone uses could include offices and other business and professional uses that are generally considered more noise sensitive than are Major or Minor Agricultural Processing uses. The City's noise/land use compatibility standards allow a maximum 65 dBA exterior noise exposure level at office and business professional types of uses. However, as noted previously, this standard would be modified by a new standard contained in the Specific Plan which would permit a maximum noise level of 75 dBA at the property lines of all parcels within the Plan Area. Without the addition of Plan Area build out traffic, exterior noise levels under the Background No Project condition along Abbott Street at the boundary of the Plan Area (and property lines of future individual parcels that front on Abbott Street) would not exceed the proposed Specific Plan standard.

Under Background Plus Project Build Out conditions, noise levels along Abbott Street will increase. To determine the projected traffic volume change, the traffic generation and distribution information in the TIA for Background No Project and Background Plus Project Build Out scenarios is used (Diagrams 8 and 30 from Appendix B of the TIA, respectively). The proposed project would create an approximate 128 percent increase in PM peak hour traffic on Abbott Street between Harris Road and Harkins Road based on traffic distribution and volume data for the Abbott Street/Harris Road intersection.

The relative noise level increase resulting from changes in traffic volume can be estimated. The decibel scale of noise measurement is a logarithmic one. All other factors remaining the same, it would take a 22 percent increase in traffic volume to cause a one decibel increase in noise levels, a 58 percent increase in traffic to cause a two dB increase and a 100 percent increase in to cause a three dB increase. A three dBA increase in noise level is generally imperceptible to most observers and a noise level increase of three dBA or less is generally considered to have a less than significant impact at noise sensitive uses.

Using these traffic volume increase assumptions and the likelihood that a higher percentage of trips from the Plan Area will be truck trips (that create noise of greater intensity than other types of vehicles) , Plan Area traffic could result in an increase in ambient noise of slightly more than three dBA along Abbott Street. Overall noise levels along Abbott Street could; therefore, be in the range of approximately 68 dBA to 73 dBA or slightly more under Plan Area build out conditions. The maximum anticipated exterior noise level is not expected to exceed the proposed 75 dBA standard at the property lines all future individual parcels located along Abbott Street. As a result, potential exterior noise exposure impacts would be less than significant.

**Noise Exposure – Off-Site Uses.** Based on Background Plus Project Build Out PM peak hour conditions as described in the TIA, more traffic will be distributed onto Abbott Street along the Plan Area frontage than onto any other road segment. Much of this traffic, which consists of approximately 67 percent of the total employee vehicle trips and approximately 60 percent of the heavy duty “line” truck trips, will travel to Harkins Road, turn east on Harkins Road, then north on Hansen Street, then proceed to U.S. Highway 101 via Airport Road or on to other points within the City. This will be the most heavily traveled route in terms of vehicle volume and potential off-site vehicle related traffic noise generation of any route taken by trips generated under Plan Area build out conditions. Development along this route consists entirely of a variety of industrial uses. There are no known noise sensitive uses along this route.

To determine if noise from Plan Area generated traffic could result in an exceedence of the City’s noise compatibility standards, traffic volumes under Background No Project were compared with Background Plus Project Build Out conditions. This was done for the segment of Harkins Road between Abbott Street and Hansen Street based on volume and distribution information for the Abbott Street/Harkins Road intersection as shown in Diagrams 8 and 30 in Appendix B of the TIA, respectively. Plan Area traffic would create an approximately 96 percent increase in traffic volumes on this segment of Harkins Road. Given this increase, noise volume would increase by slightly less than three dBA. Since upwards of 58 percent of the heavy duty truck trips (line trucks) from the Plan Area will travel this route, the incremental noise increase is likely to be slightly higher. This noise level increase will not likely be perceptible and is considered to be a less than significant impact, especially given the fact that noise levels in this industrial area are already elevated due to rail traffic on the Union Pacific Railroad line, which traverses Harkins Road, and on U.S. Highway 101, which is located about three hundred yards from the subject segment of Harkins Road.

### **Noise Exposure – Airport Operations**

A small portion of the Plan Area is located within the airport Area of Influence as shown in [Figure 7](#) in Section 1.0, Introduction, of this EIR. However, as noted previously, none of the Plan Area is within the 55 dBA noise contour for future airport operations as shown in Figure 5.3-2, Salinas Airport Future Noise Contours, in the General Plan FEIR. Therefore, airport operations will not generate noise within the Plan Area that exceeds exterior exposure standards.

## ***Impacts and Mitigation Measures***

**Less than Significant Impact – Exposure of Plan Area Uses Located Along Abbott Street to Noise Levels that Exceed Specific Plan Noise Standards.** Under Background No Project traffic

conditions as described in the TIA, new Plan Area commercial or business professional type uses located along Abbott Street within the Abbott Street Frontage Zone could potentially be subjected to traffic generated noise levels that exceed the City's exterior noise compatibility standard of 65 dBA for such uses. However, a standard is included in the Specific Plan that would permit noise levels of up to 75 dBA at the property lines of all individual parcels within the Plan Area. Under Background Plus Project Build Out conditions as described in the TIA, traffic generated noise levels along Abbott Street, which would be the most heavily traveled roadway adjacent to the Plan Area, would not exceed the 75 dBA standard. Therefore, impacts resulting from potential exceedence of the applicable exterior noise exposure standard would be less than significant. No mitigation measures are required.

**Less than Significant Impact – Increase in Ambient Noise Levels from Plan Area Industrial Operations.** Operations of agricultural industrial uses within the Plan Area will generate noise that increases ambient noise levels. The Specific Plan includes a modified performance standard for maximum noise levels permitted at the boundary of the Plan Area. The current standard of 70 dBA at the property line of an industrial use would be increased to 75 dBA at the property lines of all individual parcels located within the Plan Area only. This change is not expected to impact public health or safety given the absence of nearby sensitive receptors and the fact that the only adjacent developed uses are non-sensitive industrial activities. No mitigation measures are required.

**Less than Significant Impact – Increase in Ambient Noise Levels from Plan Area Generated Traffic.** Under Plan Area build out conditions, traffic levels along the major streets onto which that traffic would be distributed will increase. The streets that will receive the highest volumes of traffic are bordered by industrial uses. Noise level increases of up to or slightly more than three dBA are expected on these streets, which include Abbott Street between Harris Road and Harkins Road, and Harkins Road/Hansen Street/Airport Boulevard (west of U.S. Highway 101) between Abbott Street and U.S. Highway 101. Noise level increases of approximately three dBA or less are considered less than substantial and would have a less than significant impact, especially given the absence of noise sensitive uses. No mitigation measures are required.

**Less than Significant Impact – Temporary Construction Noise.** Construction activities within the Plan Area will generate noise. There are no noise sensitive uses located immediately adjacent to the Plan Area. Construction activities must conform to standards in the Zoning Code and Noise Ordinance. The applicant is not requesting modifications to either set of standards regarding management of construction noise. Provided construction activities are carried out consistent with these standards, no mitigation measures are required.

**Less than Significant Impact – Exposure to Airport Related Noise.** The Plan Area is located entirely outside the 55 dBA noise contour as described in the Figure 5.3-2, Salinas Airport

Future Noise Contours. Therefore, future uses within the Plan Area would not be subject to airport related noise uses that exceed the City's noise compatibility standards. No mitigation measures are required.

## 2.14 OTHER ISSUES

Several possible effects of developing the Plan Area as proposed in the Specific Plan are considered to be less than potentially significant. Each of these effects and the reasons why they are considered less than potentially significant are described below.

### ***Biological Resources***

The entire Plan Area has been in agricultural production for many years. As such, it has been highly modified from its natural form. The applicant retained a biologist to prepare a biological assessment for the Plan Area. The report, *Biological Survey Report for the Salinas Agricultural-Industrial Business Park, Abbott Street and Harris Road, Salinas, CA. APNs 177-133-004, 177-133-005, 177-133-007*, is included in this EIR as [Appendix M](#). The report was peer reviewed by EMC Planning Group Inc.'s staff biologist, who concurred with its findings.

The natural values of the property are considered to be very low, with naturalized, non-native annual weeds dominating. Unplanted vegetation is sparse on the property and the habitat is best classified as ruderal with some elements of the non-native grassland plant community present. Over 95 percent of the plant species present are naturalized, non-native annuals.

No plant or animal species classified as a sensitive species, or sensitive habitat, such as wetland habitats, were found on or within 100 feet of any portion of the Plan Area. The California Department of Fish and Game Natural Diversity Data Base records for the Salinas Quadrangle and Natividad Quadrangle and surrounding areas do not show any records for sensitive plant species on the property. No sensitive animal species were observed on or within 100 feet of the Plan Area. California Department of Fish and Game Natural Diversity Data Base records for the Salinas Quadrangle and Natividad Quadrangle and surrounding areas do not show any records for sensitive animal species on the property.

Impacts to biological values will be minimal. All development and construction related disturbance will be on areas with very low biological values that are highly disturbed from ongoing, intensive row-crop agriculture. Monitoring inspections will not be necessary due to the low level of impacts to biological values.

## ***Land Use and Planning***

The Plan Area is located adjacent to existing industrial development within the City and bordered on its remaining sides by agricultural uses. Development of the Plan Area would represent the extension of an existing urban edge and consequently, would not physically divide an established community.

The proposed project has been reviewed to determine whether or not it conflicts with plans, policies or regulations of agencies with jurisdiction over it. At the local level, development of the Plan Area as proposed by the applicant has been found to be in substantial conformance with the General Plan and Zoning Code. Through the development regulations contained in the Specific

Plan, the applicant is proposing a number of changes to existing development standards contained in the Zoning Code. These changes have been reviewed and a determination made that the changes would not result in significant environmental impacts.

The proposed project's consistency with applicable plans and programs is discussed in Section 1.4, Local and Regional Plan Consistency. Please refer to that section for more information.

The Plan Area is not included in the boundary of any habitat conservation plan.

## ***Mineral Resources***

According to the California Department of Conservation, Geological Survey Publication OFR 99-01, the Plan Area is not included in a mineral resource zone where known or inferred mineral resources are likely to occur. Therefore, development of the Plan Area would not conflict with the conservation of, access to, or recovery of designated mineral resources.

## ***Population and Housing***

Development of the Plan Area will generate an estimated 4,142 jobs (ADE 2009), and by so doing, improve the jobs-to-housing balance in the City. It is unknown what percentage of those jobs would be filled by persons residing within the City, broader Monterey County, or outside of the County. With a significant workforce available within the City and County, it is anticipated that a majority of jobs would be filled by local residents. Consequently, the proposed project is not expected to generate a significant indirect increase in population. Development of the Plan Area will require utility extensions and infrastructure construction; however, on their own, the improvements are not expected to remove an impediment to growth that indirectly would create a substantial increase in population growth. Please refer to Section 3.2, Growth-Inducing Impacts, for more information.

There are two homes located within the Plan Area, neither of which is used as a residence. The project would not displace substantial numbers of existing housing units, nor would it displace a substantial number of people.

## ***Recreation***

Development of the Plan Area is not expected to create a significant increase in population. The proposed project does not include new housing and it is assumed that a majority of jobs it creates would be filled by workers that currently reside within the City or the broader Monterey Peninsula/Monterey County area. The City collects park impact fees from new residential development, but not commercial or industrial development. The potential impact of industrial development on park and recreation resources is considered negligible and it would not result in the need to construct new park or recreation facilities whose construction could create adverse environmental effects.

## ***Utilities***

Chapter 10 of the applicant's Engineers Report includes a summary of dry utility (electric, natural gas, and telecommunications) needs and availability. PG&E is the electricity and natural gas provider and Comcast and AT&T/SBC provide telecommunications services.

Access to existing facilities/services provided by these companies is available at the Plan Area. Existing high voltage overhead lines exist along Harris Road and Abbott Street. Some upsizing of existing PG&E facilities may be needed to serve the Plan Area, but specific improvements required, if any, have not yet been precisely defined. Extensions of telecommunications cables will also be necessary. It is likely that the utility improvements needed to serve the Plan Area can be located within roadway rights-of-way along Abbott Street and Harris Road and internal Plan Area roadways. Construction of the improvements is not expected to create impacts of a different type or intensity than those described throughout this EIR for development of the Plan Area as a whole.

## **RELATED ENVIRONMENTAL ISSUES**

### **3.1 CUMULATIVE IMPACTS**

#### ***CEQA Requirements***

CEQA Guidelines section 15130 requires a discussion of the significant cumulative impacts associated with the proposed project. A cumulative impact is an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. CEQA Guidelines section 15130(b) requires the following:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact...

#### **Cumulative Development Scenario**

CEQA requires a cumulative development scenario to consist of either: list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or, a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. For most effects, this cumulative discussion uses projections contained in the General Plan FEIR as the cumulative condition with an adjustment

for an additional project for which the City has received an annexation and general plan amendment application. The adjustment consists of a proposed expansion of the existing Fresh Express project, located just south of Blanco Road on a site that is outside the city limit. The site is about 22 acres in size. Fresh Express is proposing to construct an approximately 282,500 square-foot building to expand its existing food processing and cold storage capacity. A General Plan amendment, Zoning Code amendment, specific plan, and annexation are needed for the project to be developed. The General Plan SEIR is utilized as the cumulative condition for climate change impacts as the General Plan FEIR did not contain an analysis of climate change impacts. The cumulative development scenario for traffic consists of the 2030 travel forecasts estimated by the Association of Monterey Bay Area Governments (AMBAG) Regional Travel Forecasting Model.

Table 5.1-3 of the General Plan FEIR includes a summary of development capacity at General Plan build out. That table plus information provided by the City regarding the proposed Fresh Express project are used along with information for the proposed project to create [Table 17, City of Salinas Cumulative Development Scenario with Plan Area Build Out](#). The table summarizes General Plan build out development capacity and total development capacity with the addition of the Fresh Express project and the proposed project. It also summarizes the percentage change in development capacity resulting from the addition of the proposed project. Development of the Plan Area represents less than a two percent increase in total acreage and total commercial and industrial development building square footage in the City. The proposed project adds a significant percentage to the City's total General Industrial development capacity.

**Table 17 City of Salinas Cumulative Development Scenario with Plan Area Build Out**

	<b>Total Acreage</b>	<b>Commercial &amp; Industrial Building (Sq. Ft.)</b>	<b>General Industrial Acreage</b>	<b>General Industrial (Sq. Ft.)</b>
General Plan Build Out with Fresh Express	13,350	72,337,000	1,311	17,136,000
Plan Area Build Out	257	4,334,220 <sup>1</sup>	257	4,334,220 <sup>1</sup>
% Increase with Proposed Project	1.9	5.7	19.6	20.2

*Source:* City of Salinas General Plan Final EIR, 2002

**Notes** <sup>1</sup> "Maximum" total square footage projected at build out of the Plan Area as described in Table 3-3, F.A.R. and Resulting Building Area, in the Specific Plan

## **Determination of Significant Cumulative Impact**

The incremental cumulative effects of development of the Plan Area would be considered significant if they are “cumulatively considerable”. As stated in CEQA Guidelines section 15065(a)(3), cumulatively considerable means that the incremental effects of an individual project are significant when viewed in conjunction with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Where a lead agency is examining a project with an incremental effect that is not “cumulatively considerable,” a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting their conclusion that the cumulative impact is less than significant. A project’s contribution to a significant cumulative impact may be considered less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

## ***Aesthetics***

The General Plan FEIR concludes that build out of the General Plan will result in a range of potentially significant aesthetic impacts including: Citywide aesthetic impacts, impacts within Gateway areas, impacts on views from U.S. Highway 101, and expansion of urban uses into aesthetic agricultural lands. The proposed project would increase the potential for aesthetics impacts relative to effects described in the General Plan FEIR as it would result in additional development not anticipated in the General Plan or General Plan FEIR. The location of the Plan Area at the southern edge of the City, its high visibility from U.S. Highway 101, and the conversion of agricultural land at the City’s existing urban/agricultural edge make aesthetics issues particularly relevant.

The General Plan includes several key community design policies and implementation programs the implementation of which reduces all significant aesthetics impacts described in the General

Plan FEIR to a less than significant level. These same policies would be used to guide development within the Plan Area. Especially important among them is Community Design Implementation Program Policy 5. This program requires the City to review all discretionary development proposals for potential aesthetic impacts against the City's Zoning Code, Design Guidelines, Landscaping Standards, Lighting Ordinance, and Gateway Guidelines. The applicant has included a range of policies, design standards, and development standards in the Specific Plan to address aesthetics concerns. In light of this fact, the proposed project is not considered to have cumulatively substantial aesthetics impacts relative to those created by build out of the General Plan.

## ***Agriculture***

The General Plan FEIR identifies that build out under the General Plan would result in the conversion of over 3,000 acres of land designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to urban use. Conversion of these agricultural soils to urban uses results in their future unavailability for continued agricultural cultivation and production. This is considered a significant and unavoidable impact. Build out of the Plan Area would result in conversion of an additional 257 acres of Prime Farmland to urban use. Relative to the loss of important farmland from build out of the General Plan, the loss of an additional 257 acres of Prime Farmland is considered to be cumulatively considerable and significant and unavoidable.

This significant and unavoidable impact should be viewed in the context that the proposed project is limited to uses that support the agricultural economy in the Salinas Valley by providing support services that are critical to the economic viability of agricultural cultivation and production. Build out of the Plan Area will remove soils from agricultural production, but the proposed project does not result in the loss of land used for agriculture related purposes.

The applicant is proposing to establish agricultural buffer easements along the southwestern boundary of the Plan Area and a portion of the southeastern boundary. The Specific Plan also requires notification of right-to-farm for land within 1,000 feet of adjacent agricultural lands. These actions may help to slow or prevent future conversion of important farmlands adjacent to the Plan Area to urban use, but will not mitigate the cumulative impact to a less than significant level.

## ***Air Quality***

A proposed project's cumulative air quality impacts are determined based on its consistency with the growth assumptions and projections of the Clean Air Plan. If a city's population growth is within the projections used to develop the Clean Air Plan, that growth is considered to be accommodated by the Clean Air Plan. For commercial and industrial development an

assumption is made that commercial growth is consistent with the needs of a given population, so consistency is also determined based on a comparison of projected to actual population growth. A consistency determination was provided by AMBAG and is included in [Appendix B](#) of this EIR. AMBAG determined that because the proposed project is a population-serving project, and because the City's population is consistent with the population forecasts, the proposed project is consistent with the Clean Air Plan. Therefore the proposed project would not have a cumulatively considerable impact on air quality.

## ***Biological Resources***

The General Plan FEIR considered cumulative impacts to biological resources (pages 5.7-1 through 5.7-20) associated with riparian and wetland resources, trees and oak woodlands, and grasslands. Mitigation measures in the form of policies are presented in that FEIR the implementation of which would reduce impacts to a less than significant level. If valuable biological resources were present within the unincorporated portion of the Plan Area, the proposed project would have the potential to increase impacts on biological resources relative to effects described in the General Plan FEIR as it would result in additional development not anticipated in the General Plan or General Plan FEIR.

An analysis of potential project impacts on biological resources was conducted and is included as [Appendix M](#), *Biological Survey Report for the Salinas Agricultural-Industrial Business Park, Abbott Street and Harris Road, Salinas, CA. APNs 177-133-004, 177-133-005, 177-133-007* (Mercurio 2008). The proposed project has no impact on these, or any other significant vegetation and wildlife resources; therefore, build out of the Plan Area will not result in cumulatively considerable impacts on biological resources.

## ***Climate Change***

The analysis of climate change impacts in Section 2.4, Climate Change, is essentially a discussion of cumulative impacts. The proposed project would create an approximately 21 percent increase in total unmitigated GHGs generated within the City under General Plan build out conditions. This is considered a cumulatively substantial addition to total GHG emissions. The General Plan FEIR concludes that GHG emissions generated under General Plan build out would have a significant unavoidable impact on climate change. Because the proposed project would exacerbate an impact that is already considered cumulatively significant and unavoidable, the effects of the proposed project are also considered cumulatively significant and unavoidable.

## ***Cultural Resources***

The General Plan FEIR concludes (pages 5.8-1 through 5.8-8) that development consistent with build out of the General Plan could have a significant impact on archaeological and/or historic resources; however, with the implementation of policies and programs in the General Plan, the impacts to these resources would be considered less than significant. The proposed project would increase the potential for archaeological resources impacts relative to effects described in the General Plan FEIR as it would result in additional development not anticipated in the General Plan or General Plan FEIR. The proposed project was evaluated for impacts to archaeological resources and to historic resources. The potential for impacts to archaeological resources is low; mitigation is provided should resources be uncovered. There are no known historic resources present within the Plan Area (see Section 2.5, Cultural Resources). Therefore, build out of the Plan Area will not result in cumulatively considerable cultural resources impacts that cannot be mitigated to a less than significant level.

## ***Geology***

Exposure of people and buildings to seismic shaking and associated risks, including liquefaction, are identified on pages 5.10-1 through 5.10-7 in the General Plan FEIR as significant impacts. All related risks are reduced to a less than significant level through implementation of General Plan policies. The proposed project would increase the number of people and buildings that could be exposed to such seismic hazards relative to that evaluated in the General Plan FEIR. As described in Section 2.6, Geology, in this EIR, site-specific geotechnical studies are required that will identify measures needed as part of the construction design and construction processes for new development within the Plan Area to ensure that seismic hazard risks are reduced to a less than significant level. The requirement for these studies is consistent with General Plan policies for geologic impacts. Implementation of the mitigation measures and the City's requirement that new development comply with other General Plan policies will ensure that build out of the Plan Area will not result in cumulatively considerable geologic impacts that cannot be mitigated to a less than significant level.

## ***Hazards***

Potential impacts from hazards, including hazardous materials, flooding, fire, airport operations, and emergency preparedness are discussed in the General Plan FEIR on pages 5.6-8 through 5.6-17. Relative to the analysis contained in the General Plan FEIR, future development within the Plan Area may result in increased risk of hazards through the use, storage, and transportation of hazardous materials; through potential increased fire risk; and through exposure of workers and improvements to hazards from the operation of Salinas Municipal Airport. Nevertheless, these

risks can be mitigated to a less than significant level through the implementation of General Plan policies. Further, the Specific Plan contains policies and development standards that address the above noted hazards that will serve to reduce hazards risks consistent with several General Plan policies. Consequently, build out of the Plan Area will not result in cumulatively considerable hazards impacts that cannot be mitigated to a less than significant level.

## ***Hydrology and Water Quality***

The specific hydrology and water quality impacts of the proposed project are discussed in Section 2.8, Hydrology and Water Quality. Potential cumulative impacts resulting from General Plan build out are described on pages 5.5-1 through 5.5-9 of the General Plan FEIR. Significant cumulative impacts include surface water quality degradation from urban pollutants and erosion/sedimentation and increases in stormwater runoff volumes that could result in flooding and need for new/expanded storm drainage and flood control facilities.

Build out of the Plan Area would create a substantial increase in impervious area and would substantially alter the surface drainage conditions in the Plan Area. Without appropriate storm water management improvements, both effects would have the potential to exacerbate related cumulative impacts identified in the general plan FEIR. However, the proposed project includes a detailed approach for managing stormwater runoff that has been evaluated by the City as being consistent with the City's detailed stormwater development standards as described in Section 2.8 of this EIR. Analysis has also shown that at Plan Area build out, future development would have a near zero effect on off-site flood potential. The maximum increase in surface water elevation in key off-site storm and flood control facilities, i.e. Carr Lake, Heinz Lake, and the Reclamation Ditch, during design storm events would be .002 inches or less. This minimal contribution to surface water elevations is considered less than cumulatively considerable. Analysis also shows that the proposed project would not result in downstream erosion and sedimentation impacts; this potential effect is also considered to be less than cumulatively considerable. Potential cumulative impacts on surface water quality from urban pollutants is mitigated to a less than cumulatively considerable level through implementation of the City's NPDES requirements. Cumulative effects on groundwater are discussion Water Supply section below.

## ***Public Services***

Potential environmental impacts associated with public services can arise if new development creates demand for services that result in the need to construct new or altered services facilities. Fire and police, school, and park and recreation facility needs associated with build out of the General Plan are described on pages 5.13-1 through 5.13-26 of the General Plan FEIR. As

described in Section 2.9, Public Services, demands on fire and police protection services will increase; however, the increase in demand will not result in the need to construct new fire or police facilities. Further, since the proposed project is industrial in nature, it would not result in an increase in demand for school or park and recreation facilities. Therefore, construction of new related facilities will not be required. Therefore, build out of the Plan Area will not result in cumulatively considerable impacts related to public services.

## ***Transportation***

The cumulative traffic scenario is considered to be year 2030 conditions with the proposed project. The 2030 Cumulative with Proposed Project as described in the TIA was evaluated against the 2030 cumulative scenario without the proposed project. This evaluation assumed that a U.S. Highway 101/Harris Road interchange is not constructed.

The 2030 cumulative traffic volumes are primarily based upon the 2030 travel forecasts estimated by the Association of Monterey Bay Area Governments (AMBAG) Regional Travel Forecasting Model. This model was developed over the past several years with its first public release in late 2004. The model uses TransCAD software. The 2030 forecasts are based upon the land use, population and employment forecasts formally adopted by AMBAG in 2004. These forecasts are based upon the input of all the local agencies in Monterey County.

AMBAG subsequently revised its 2004 population and employment projections. The revised projections for industrial employment, which were adopted on June 11, 2008, are significantly (approximately 40 percent) below the previously adopted projections. The previous projections were used to support AMBAG's 2004 regional travel demand model. Since AMBAG updates its regional travel demand model every five years, the newly adopted projections have not yet been incorporated into the AMBAG regional travel demand model. As a result, the 2030 cumulative forecast volumes and analyses can be considered very conservative. For additional discussion about the cumulative project impact methodology, please refer to the TIA in [Appendix K](#).

The cumulative impact thresholds of significance are the same as used to assess project specific impacts (see Section 2.10 Transportation and Circulation).

### **2030 Cumulative Plus Project with No U.S. Highway 101/Harris Road Interchange Scenario Analysis**

The proposed project's contribution (number of vehicles) to impacts at study intersections and roadways is the same whether the vehicles are added to the Background No Project scenario or the 2030 Cumulative No Project scenario. In this section, impacts to study intersections and road segments are only discussed when the improvements needed in this 2030 Cumulative Plus

Project scenario to mitigate impacts to a less than significant level are above and beyond those identified and discussed for the Background Plus Project Build Out scenario in Section 2.10.

No new mitigation measures were identified for this cumulative impact scenario. The payment of impact fees (Salinas Traffic Improvement Program, County of Monterey Countywide Fee [if adopted], and/or the TAMC Regional Development Impact Fee Program) remains the appropriate mitigation for the proposed project's cumulatively considerable contribution to cumulative impacts. No new mitigation measures are necessary. In the event that the City, County and/or TAMC do not add the improvements to their respective programs that are needed to reduce impacts to a less than considerable level, the impact is considered unavoidable.

## INTERSECTIONS

**Potentially Significant and Unavoidable Impact - SR 68 Westbound Ramps / Spreckels Boulevard (#3) – Stop Controlled (Southbound).** This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would also operate at LOS F during both peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Signalize intersection.
- Add a second westbound Spreckels Boulevard left-turn lane.
- Continue westbound lane along Spreckels Boulevard.

*This intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

**Potentially Significant and Unavoidable Impact - SR 68 Eastbound Off-Ramp / Spreckels Boulevard (#4) – Stop Controlled (Northbound).** This intersection would operate at an overall LOS E during the AM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the AM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Add a second westbound Spreckels Boulevard through lane.
- Restripe northbound (SR 68 offramp) left-turn lane to a shared left/right-turn lane.
- Add a second eastbound Spreckels Boulevard receiving lane.

*This intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

**Potentially Significant and Unavoidable Impact - SR 68 Eastbound Onramp / Spreckels Boulevard (#5) – Stop Controlled (Southbound).** The minor street approach at this intersection would operate at LOS F during the AM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Add a second westbound Spreckels Boulevard through lane.
- Add a second eastbound Spreckels Boulevard through lane.

*This intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee*

*by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

**Potentially Significant and Unavoidable Impact - U.S. Highway 101 Northbound Ramps / Fairview Avenue (#7) – Stop Controlled (Northbound).** This intersection would operate at an overall LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Add an eastbound Fairview Avenue right-turn lane.

*This intersection improvement is equivalent to the road segment improvement (RI #85) recommended for road segment 5a (Fairview Road between Sanborn Road and the U.S. Highway 101 northbound ramps). This improvement is not included in the City of Salinas TFO. The City will consider adding this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees by all project developers prior to the issuance of project building permits per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add this improvement to the TFO, then individual project developers will be responsible for a pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

**Potentially Significant and Unavoidable Impact - Sanborn Road / Elvee Drive-U.S. Highway 101 Southbound Ramps (#8) – Signalized.** This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Close Elvee Drive at Sanborn Road and extend the north end to Work Street.
- Widen the southbound U.S. Highway 101 offramp to accommodate two left-turn lanes, one shared through/right turn lane, and one dedicated right-turn lane.
- Add a third northbound Sanborn Road through lane.
- Add a third southbound Sanborn Road through lane.
- Add a second southbound Sanborn Road left-turn lane.

*Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

**Significant Impact - Sanborn Road / Work Street-Terven Avenue (#9) – Signalized.** This intersection would operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Restripe eastbound Work Street to accommodate two left-turn lanes and one shared through/right.
- Widen and restripe westbound Terven Avenue to accommodate two left-turn lanes and one shared through/right.
- Convert east-west split phasing to protected left-turn phasing.
- Adjust signal timing.

- Add a third northbound Sanborn Road through lane.
- Add a third southbound Sanborn Road through lane.

*Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.*

**Potentially Significant and Unavoidable Impact - Blanco Road-Sanborn Road / Abbott Street (#10) – Signalized.** This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Convert eastbound Abbott Street shared left/through lane to a through lane.
- Add a second eastbound Abbott Street left-turn lane.
- Convert westbound Abbott Street shared left/ through lane to a through lane.
- Add a second westbound Abbott Street left-turn lane.
- Convert east-west split phasing to protected left-turn phasing.
- Convert the existing northbound Blanco Road-Sanborn Road right-turn into a free right-turn.
- Add a third northbound Blanco Road through lane.
- Convert the existing westbound Abbott Street right-turn into a free right-turn.

These improvements would result in LOS E during the AM peak hour and LOS F during the PM peak hour and will reduce delays to a level that is less than the 2030 cumulative no project no interchange condition, thereby mitigating the project's incremental affect on level of service.

*Improvements at this intersection are not included in the City of Salinas TFO. The City will consider adding these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees by all developers of individual projects within the Plan Area per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, all developers will be responsible for a pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

**Potentially Significant and Unavoidable Impact - Harkins Road / Hansen Street (#15) – Signalized.** This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Restripe northbound Harkins Road to accommodate one left-turn lane, and one shared left/through/right lane on the northbound approach. These improvements would require reconstruction of the existing intersection and traffic signal.
- Restripe the eastbound Hansen Street approach to one shared left/through lane and two right-turn lanes.
- Modify the signal.
- Convert the existing eastbound Hansen Street right-turn to include right-turn overlap phasing.

These improvements would result in LOS E during the PM peak hour and will reduce delays to a level that is less than the 2030 cumulative no project no interchange condition, thereby mitigating the project's incremental affect on level of service.

*While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. Highway 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).*

*The City will consider adding these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees by all developers of individual projects within the Plan Area per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, all developers will be responsible for a pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

**Potentially Significant and Unavoidable Impact - Harkins Road / Abbott Street (#16) – Signalized.** This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Add a second southbound Harkins Road left-turn lane.
- Convert the westbound Abbott Street right-turn to include right turn overlap phasing.
- Convert eastbound Abbott Street shared through/right to a through lane.
- Add an eastbound Abbott Street right-turn lane with right turn overlap phasing.
- Add a second westbound Abbott Street right-turn lane.
- Convert southbound Harkins Road shared through/right to a through lane.
- Add a southbound Harkins Road right-turn lane with right turn overlap phasing.

*Improvements at this intersection are not included in the City of Salinas TFO. The City will consider adding these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees by all developers of individual projects within the Plan Area per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, all developers will be responsible for a pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

**Potentially Significant and Unavoidable Impact - Harkins Road / Hunter Lane (#19) – Stop Controlled (Eastbound).** This intersection would operate at an overall LOS F during the AM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the AM peak hour. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Convert to all-way stop control or signalize

The peak hour signal warrant and the all-way stop control warrant were assessed at this intersection under all traffic scenarios. The all-way stop control warrant is currently met under existing harvest season conditions, and the peak hour signal warrant would be met beginning under 2030 cumulative no project no interchange conditions. Although the peak hour signal warrant would be met under 2030 conditions, the intersection would operate acceptably with all-way stop control. It is recommended that either one-way stop control or a signal be installed at this intersection.

*Improvements at this intersection are not currently included in any fee program. This intersection would operate deficiently under 2030 cumulative no project no interchange conditions and is within the County's*

*responsibility and jurisdiction. The County should include the preferred improvement at this intersection in their proposed future impact fee per the GSA MOU dated August 2006.*

*If the County adopts an impact fee program that includes this improvement prior to issuance of the first building permit for any project within the Plan Area, payment of the fee by all project developers will mitigate the cumulative impact of the project to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to issuance of the first building permit, all project developers will be responsible for a pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

**Significant Impact - Hatton Avenue / Spreckels Boulevard (#21) – Stop Controlled (Southbound).** The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Add a second eastbound Spreckels Boulevard through lane.
- Add a second westbound Spreckels Boulevard through lane.

*The proposed project would widen Harris Road to four lanes along the project frontage. This improvement is beyond the project's frontage improvement obligations. The value of the improvements installed that are beyond the developer's obligation would serve as the project's pro-rata fair share contribution to improvements along Harris Road and Spreckels Boulevard. No additional mitigation is required. Supporting calculations are included in the TIA.*

**Significant Impact - Harris Road / Abbott Street (#22) – Signalized.** This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Add a second northbound Harris Road right-turn lane.
- Add a second westbound Abbott Street left-turn lane.
- Convert the existing northbound Harris Road right-turn to include right-turn overlap phasing.
- Add second northbound Harris Road left-turn lane.
- Convert the eastbound Abbott Street shared through/right-turn lane to a through lane.
- Add an eastbound Abbott Street right-turn lane.

*The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection. No additional mitigation is required.*

**Significant Impact - Harris Road / Harris Place (#23) – Stop Controlled (Eastbound and Westbound).** A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. Without additional improvements, this intersection would operate at an overall LOS F during the AM and PM peak hours, respectively under 2030 cumulative plus project no interchange traffic conditions. The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The proposed project includes designing this intersection with the following lane configurations and traffic controls.

- Signalize intersection.
- Northbound Harris Road approach: One left-turn lane, one shared through/right lane.
- Southbound Harris Road approach: One left-turn lane, one through lane, one right-turn lane.
- Eastbound Harris Place approach: One left-turn lane, one shared through/right lane.
- Westbound Harris Place approach: One shared left/through/right lane.

In addition to these proposed improvements, the following are also recommended.

- Add a second northbound Harris Road through lane.
- Add a second southbound Harris Road through lane.

*The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection. No additional mitigation is required.*

**Significant Impact - Firestone Driveway / Abbott Street (#24) – Stop Controlled (Northbound).** The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Signalize intersection.
- Add a second eastbound Abbott Street through lane.
- Add a second westbound Abbott through lane.

*Improvements along Abbott Street are included in the TAMC Regional Development Fee Program (#7). Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.*

**Significant Impact - U.S. Highway 101 / Gould Road (#25) – Stop Controlled (Westbound).** The minor street approach at this intersection would operate at LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Eliminate the intersection and construct a frontage road system.

*Improvements in the TAMC Regional Development Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.*

**Street A Project Road / Abbott Street (#27) – Future Project Intersection.** This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls.

- Signalize intersection.
- Northbound Street A Project Road approach: Two left-turn lanes, one right-turn lane.
- Eastbound Abbott Street approach: Two through lanes and one right-turn lane.

- Westbound Abbott Street approach: One left-turn lane and two through lanes.

*If the intersection is designed with these lane configurations and traffic controls, no significant impact will occur at this location.*

**Harris Road / Street B Project Road (#34) – Future Project Intersection.** This intersection will be created with the implementation of the proposed project. The proposed project includes designing this intersection with the following lane configurations.

- Northbound Harris Road approach: One left-turn lane and one through lane.
- Southbound Harris Road approach: One through lane and one right-turn lane.
- Eastbound Street B Project Road approach: One left-turn lane and one right-turn lane.
- In addition, a signal will be required at this intersection under 2030 cumulative plus project no interchange traffic conditions.

*The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection and a significant cumulative impact would be avoided. No additional mitigation is required.*

**Potentially Significant and Unavoidable Impact - Davis Road / Blanco Road (#38) – Signalized.** This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Convert the northbound Davis Road shared through/right-turn lane to a through lane.
- Add a dedicated northbound Davis Road right-turn lane.
- Add a second southbound Davis Road left-turn lane.
- Add a second southbound Davis Road right-turn lane.
- Add a third eastbound Blanco Road left-turn lane.
- Convert the eastbound Blanco Road shared through/right-turn lane to a through lane.
- Add a dedicated eastbound Blanco Road right-turn lane.

- Convert southbound and westbound right-turns to overlap phasing.
- Add a second northbound Davis Road right-turn lane.
- Add a second southbound Davis Road through lane.
- Add a second westbound Blanco Road left-turn lane.

*Improvements at this intersection are included in the City's TFO (#26 and #41) and the TAMC Regional Development Impact Fee (#8). In addition, the County should include this intersection in their proposed future impact fee per the GSA MOU dated August 2006.*

*If the County adopts an impact fee program that includes these improvements prior to issuance of the first building permit for any project within the Plan Area, payment of the fee by all project developers will mitigate the cumulative impact of the project to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to issuance of the first building permit, all project developers will be responsible for a pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

## ROAD SEGMENTS

The project's contribution to cumulative impacts is generally the same as the contribution of background projects with the following exceptions:

**Significant Impact - Blanco Road (Davis Road – Alisal Street) (Segment #3b).** This segment will operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Upgrade this segment to a four-lane expressway.

*Improvements along this road segment are included in the City of Salinas TFO (#41). Payment of traffic impact fees per the City of Salinas TFO will reduce this impact to a less than significant level.*

**Significant Impact - Davis Road (Hitchcock Road – Blanco Road) (Segment #4a).** This segment will operate at LOS E during the AM peak hour and LOS F during the PM peak hour. Per the Monterey County significance criteria the cumulative plus project would have significant impacts. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a four-lane expressway.

*Improvements on this road segment are included in the TAMC Regional Development Impact Fee Program (#4). Implementation of mitigation measure T-2 (TAMC impact fee) presented earlier would reduce this impact to a less than significant level.*

**Significant Impact – Davis Road (Blanco Road – Ambrose Drive) (Segment #4b).** This segment would operate at LOS F during the AM and PM peak hours. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a four-lane expressway.

*Improvements on this road segment are included in the TAMC Regional Development Impact Fee Program (#8). Implementation of mitigation measure T-2 (TAMC impact fee) presented earlier would reduce this impact to a less than significant level.*

**Potentially Significant and Unavoidable Impact - Fairview Avenue (Sanborn Road – U.S. Highway 101 Northbound Ramps) (Segment #5a).** This segment would operate at LOS E during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen this segment from a two-lane arterial to a three-lane arterial. This would best be accomplished by extending the eastbound Fairview Avenue right-turn lane that was recommended under 2030 cumulative no project no interchange conditions at the U.S. Highway 101 NB Ramps / Fairview Avenue intersection (Int. #7) west towards Sanborn Road as a trap lane onto the northbound U.S. Highway 101 onramp.

*This improvement is not included in the City of Salinas TFO. The City will consider adding these improvements to the City of Salinas TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would*

*not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.*

**Significant Impact - Harris Road (Spreckels Boulevard – Harris Place) (Segment #9a).** This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a four-lane divided arterial.

*The project would provide ultimate Harris Road widening improvements and right-of-way dedication beyond the normally required improvements. This improvement would serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard and reduce the impact to a less than significant level. Supporting calculations are included in the TIA.*

**Significant Impact - Harris Road (Harris Place – Abbott Street) (Segment #9b).** This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the cumulative plus project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a four-lane divided arterial.

*The project would widen Harris Road to four lanes along the project frontage. This improvement would serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard and reduce the impact to a less than significant level. Supporting calculations are included in the TIA.*

**Significant Impact - Sanborn Road (Abbott Street – Terven Avenue) (Segment #13a).** This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a six-lane divided arterial.

*Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.*

**Significant Impact - Sanborn Road (Terven Avenue – U.S. Highway 101) (Segment #13b).** This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per the City of Salinas significance criteria the project would have a significant

impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a six-lane divided arterial.

*Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.*

**Significant Impact - Sanborn Road (U.S. Highway 101 – Fairview Avenue) (Segment #13c).**

This segment would operate at LOS F during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a six-lane divided arterial.

*Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.*

**Significant Impact - Spreckels Boulevard (Hatton Avenue – Harris Road) (Segment #15b).**

This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a four-lane expressway.

*The project would provide ultimate Harris Road widening improvements and right-of-way dedication beyond the normally required improvements along the project frontage. This improvement would serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard and mitigate the impact to a less than significant level. Supporting calculations are included in the TIA.*

**Significant Impact - SR 156 (Castroville Boulevard – U.S. Highway 101) (Segment #17b).**

This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen and upgrade to a four-lane freeway.

*Improvements on this road segment are included in the TAMC Regional Development Impact Fee Program (#3). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.*

**Potentially Significant and Unavoidable Impact - U.S. Highway 101 (Potter Road – Spence Road) (Segment #20a).** This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a six-lane freeway.

*Improvements in the TAMC Regional Development Impact Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. Highway 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC Regional Development Impact Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project on this road segment to a less than significant level. If improvements are not added to the TAMC Regional Development Impact Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

**Potentially Significant and Unavoidable Impact - U.S. Highway 101 (Spence Road – Abbott Street) (Segment #20b).** This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a six-lane freeway.

*Improvements in the TAMC Regional Development Impact Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. Highway 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC Regional Development Impact Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within*

*the Plan Area would mitigate the cumulative impacts of the project on this road segment to a less than significant level. If improvements are not added to the TAMC Regional Development Impact Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

**Significant Impact - U.S. Highway 101 (Airport Boulevard – Sanborn Road) (Segment #20g).**

This segment would operate at LOS E during the PM peak hour. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a six-lane freeway.

*These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.*

**Significant Impact - U.S. Highway 101 (Sanborn Road – John Street) (Segment #20h).** This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen to a six-lane freeway.

*These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.*

**Significant Impact - Airport Boulevard Interchange (Southbound offramp) (Segment #21d).**

This ramp would operate at LOS D during the AM peak hour. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen offramp from one lane to two lanes.

*Improvements at this interchange are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this interchange are also included in the City of Salinas TFO (#32 and #38). Payment of the City of Salinas TFO will mitigate cumulative project impacts on this road segment.*

**Potentially Significant and Unavoidable Impact - Abbott Street Interchange (Southbound onramp) (Segment #23b).** This ramp would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

- Widen onramp from one lane to two lanes.

*Improvements in the TAMC Regional Development Impact Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. Highway 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC Regional Development Impact Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project on this road segment to a less than significant level. If improvements are not added to the TAMC Regional Development Impact Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

**Potentially Significant and Unavoidable Impact - U.S. 101 Northbound Weaving Segment between Hartnell Rd. and Abbott St. (Segment #26).** This weaving segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the cumulative project would have a significant impact on this weaving segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions.

- Prohibit right-turns from westbound Hartnell Road connector to U.S. 101 and relocate them to the existing northbound onramp at Hartnell Road. This improvement would effectively eliminate the study weaving section.
- Convert Hartnell Road to one-way traffic (in the northwest direction) between the Hartnell Road connector and the Hartnell Road onramp.
- Relocate the existing driveway to a residence on Hartnell Road near U.S. 101 to the intersection of Hartnell Road and the northbound on-ramp to U.S. 101.
- Prohibit left-turns from the Hartnell Road connector onto southbound U.S. 101 at the U.S. 101/Hartnell Road connector intersection.

*Improvements in the TAMC Regional Development Impact Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. Highway 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC Regional Development Impact Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project on this road segment to a less than significant level. If improvements are not added to the TAMC Regional Development Impact Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. In order to approve the project, the City would then need to either: a) adopt findings that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans, the County and/or TAMC) and not the City, and should be adopted by such other agency (CEQA Guidelines Section 15091(a)(4)) and that such impact is therefore found to be unavoidable and acceptable (CEQA Guidelines Section 15092(b)(2)(B)); or b) adopt a statement of overriding considerations (CEQA Guidelines Section 15093).*

## **Water Supply**

The General Plan FEIR concludes on page 5.5-6 that build out of the General Plan will result in a significant unavoidable impact on the supply and quality of groundwater. The impact results from continued extraction of groundwater from the Salinas Valley Groundwater Basin, which is considered to be in overdraft condition. Continued pumping is also expected to exacerbate water quality impacts from seawater intrusion. Both of these factors call in to question whether an adequate long-term supply of water will be available to serve new development anticipated in the General Plan.

Build out of the Plan Area would create demand for groundwater supply from 257 acres of development. As described in the WSA, conversion of the Plan Area from agricultural use to urban use would incrementally reduce groundwater demand by approximately 139 acre-feet per year. This is a positive effect of the proposed project. Continued extraction from a groundwater basin in overdraft is of concern for its potential to exacerbate groundwater supply and quality impacts related to seawater intrusion; however, as discussed in Section 2.11, Water, the MCWRA will complete implementation of the Salinas Valley Water Project in about April of 2010. That project will halt the exacerbation of seawater intrusion resulting from continued pumping of the affected aquifers and bring the Salinas Valley Groundwater Basin into hydrologic equilibrium over the period to the year 2030; overdraft of the groundwater basin would therefore be avoided.

The Salinas Valley Water Project was designed based on assumptions about population growth and land use changes to the year 2030. The MCWRA assumed that over this period, approximately 29,300 acres of undeveloped land would be converted to urban use. The proposed project is characteristic of the types of urban development assumed. Hence, the water demand effects of the proposed project are assumed to have been indirectly considered in the design of the Salinas Valley Water Project. Implementation of that project is considered to be mitigation for the project level and incremental cumulative effects of Plan Area build out on groundwater availability and quality impacts related to seawater intrusion. Therefore, the proposed project would have a less than cumulatively considerable impact on groundwater resources and groundwater quality.

The General Plan EIR contains a range of policies designed to reduce water demand from new development. The Specific Plan also includes policies and development standards designed to reduce water demand that mirror and reinforce General Plan policy mitigations. New development within the Plan Area must be consistent with these policies and standards.

## ***Sanitary and Industrial Wastewater***

### **Sanitary Wastewater**

At General Plan build out with flows from the proposed project added, sanitary wastewater flows are projected to be between 30 and 33.6 mgd (Mark Thomas and Company 2007, table 13). The City has determined that upgrades to several segments of sanitary wastewater conveyance mains and an upgrade of an existing pump station are needed to accommodate increased flows from the Plan Area. These improvements are considered sufficient to mitigate both project specific effects and its incremental cumulative effects on the City's ability to provide conveyance services.

The noted upgrades would be to existing facilities that are located within existing developed areas (existing road rights-of-way). Construction activities needed to upgrade the facilities will be short-term in nature. Given these facts, construction of new facilities needed to accommodate the proposed project is not expected to generate significant impacts that cannot be mitigated to a less than significant level. Additional CEQA compliance analysis will be conducted at the time the City undertakes the noted upgrades.

The MRWPCA has issued a Can and Will Serve Notice for the project dated May 22, 2009. It states that the MRWPCA has ample capacity in the Salinas Pump Station and regional treatment plant to accommodate flows from the Plan Area. Given this information, the proposed project would not create an exceedence of MRWPCA sanitary wastewater conveyance or treatment facility capacities. Construction of new facilities would not be required to meet the incremental increase in demand generated by build out of the Plan Area; therefore, the proposed project would have no cumulative impact.

## **Industrial Wastewater**

As described in Section 2.12, Sanitary and Industrial Wastewater, improvements to the City's industrial wastewater conveyance and treatment facilities will be needed to accommodate increased demand generated at General Plan and Plan Area build out.

With planned expansion, the City expects that its industrial wastewater treatment facilities will have capacity to treat 8.0 to 10.0 mgd of industrial wastewater discharges on an average daily basis during the high use months when customer facilities are in operation (Camp Dresser McKee, page 1-3). The proposed project's industrial wastewater generation would comprise approximately 24 to 30 percent of the total treatment capacity required at build out of the General Plan and the Plan Area.

Improvements to the existing industrial wastewater treatment plant will be made in a phase 1 improvement program to maximize its existing capacity. A phase 2 step would see the construction of a new 2.0 mgd pilot plant that in combination with the existing plant, will meet existing demand plus demand created by build out of the Plan Area. Phase 3 would be an expansion of the pilot plant by an additional 2.0 to 4.0 mgd to meet full General Plan build out needs, including demand from the Plan Area. It is possible that part of the General Plan build out capacity need could be achieved by expansion of the existing plant beyond its current capacity (Camp, Dresser, and McKee, table 3-1, pages 3-1 to 3-14). Developers of individual projects within the Plan Area will be required to pay industrial wastewater improvement fees and/or construct industrial wastewater improvements consistent with recommendations identified in the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report*. Payment of fees and/or construction of improvements as

required would mitigate the impacts of the proposed project on the City's ability to develop and provide industrial wastewater treatment services to the Plan Area.

The construction of new or expansion of existing industrial wastewater treatment and conveyance facilities has the potential to create significant impacts. The incremental additional demand for service created by the proposed project could result in these effects being incrementally greater than might occur in the absence of the proposed project.

The precise option(s) that will be used to expand industrial wastewater treatment capacity needed to meet cumulative demand have not yet been identified by the City; consequently, precise project descriptions or locations of improvements are not yet available. Without this information, the likely potential effects of constructing new capacity cannot be defined with precision at present. Nevertheless, given the options described in the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report*, construction of new capacity could have potentially significant effects on agricultural resources (loss of farmland), air quality (construction emissions and odors), global warming, biological resources (habitat loss and take of endangered species), cultural resources (disturbance of buried resources or remains), hydrology and water quality (discharge of treated effluent and/or brine), and land use and planning (land use conflicts). The City will be required to evaluate the potential impacts of treatment capacity improvements through the CEQA process when a capacity expansion option(s) is selected and detailed project plans are developed. Significant impacts identified through this process would be mitigated to a less than significant level wherever possible and feasible.

Construction needed to replace/upgrade of portions of the City's conveyance system to accommodate cumulative demand will likely take place within existing road rights-of-way and/or existing conveyance line easements (within existing developed areas). Further, the construction process would be short-term. Given these factors, it is not expected that the indirect environmental effects created by such construction will be significant and unavoidable. The City will be required to evaluate the potential impacts of constructing conveyance capacity improvements through the CEQA process when detailed project plans are developed. Significant impacts identified through this process would be mitigated to a less than significant level wherever possible and feasible.

## **Noise**

The General Plan FEIR includes an analysis of noise issues on pages 5.3-1 through 5.3-16. The potential cumulative noise concern at issue is the proposed project's contribution to cumulative traffic levels. The General Plan FEIR concludes that traffic volumes generated at build out of the General Plan would result in significant unavoidable noise impacts. This occurs because traffic

generated noise levels would exceed the City's exterior noise exposure standards on roadways in certain portions of the City along which noise sensitive residential, school, and other uses are located.

By adding significant traffic to the City's road network, the proposed project would contribute to increased noise levels along roadways where noise volumes would already exceed exterior noise exposure standards at noise sensitive uses. This is true, for example, on East Romie Lane where General Plan build out noise levels would exceed acceptable standards at existing residential uses. The proposed project would create increased traffic volumes on this roadway relative to that projected under General Plan build out. For this reason, the proposed project is considered to have cumulatively substantial noise impacts. These impacts are considered to be unavoidable as it is unlikely that mitigation, such as structural retrofitting or other measures, could be feasibly employed at all of the adversely affected noise sensitive uses to reduce impacts to a less than cumulatively considerable level.

## 3.2 GROWTH INDUCING IMPACTS

### ***CEQA Requirements***

CEQA Guidelines section 15126.2 (d) requires a discussion of the growth-inducing impacts of a proposed project. Growth inducement refers to the likelihood that a proposed project will foster growth in the surrounding area, either directly or indirectly. The most common factor in fostering growth is the removal of obstacles to population or economic growth. Potential growth-inducing impacts must be discussed in relation to both the potential impacts on existing community service facilities and the way a project may encourage and facilitate other activities that could significantly affect the environment. It must not be assumed that growth in any area is necessarily beneficial, detrimental or of little significance to the environment.

### **Removal of Obstacles to Growth**

There are two primary issues to consider regarding the proposed project's potential to remove obstacles to growth. The first is its facilitation of an expansion of the City's industrial wastewater treatment capacity. The second is the extension of utilities into an area not anticipated for growth in the General Plan.

**Industrial Wastewater Treatment Plant.** Demand for industrial wastewater treatment capacity at build out of the Plan Area would be significant. Demand from the Plan Area would represent approximately 24 to 30 percent of the total treatment demand need projected at General Plan and Plan Area build out. Implementation of the City's planned program to increase wastewater

treatment capacity would create enough capacity to meet only the needs of the Plan Area and of future industrial development already planned and evaluated in the General Plan and General Plan FEIR. Even without additional demand from the Plan Area, capacity expansion would be needed to meet General Plan build out demand. Incorporation of Plan Area demand into the City's capacity expansion program is not considered to constitute project specific growth inducement potential.

**Extension of Utility Infrastructure.** Water supply, wastewater conveyance, industrial wastewater conveyance, storm drainage, and utility infrastructure must be extended to the Plan Area to meet the service needs of future development. In the absence of controls on future growth into adjacent agricultural areas, these extensions could be considered as removing a possible impediment to expanding growth into those agricultural areas. The potential for growth inducement from this action may be reduced, but not eliminated by the applicant's offering of agricultural buffer easements.

As described in Section 2.2, Agriculture, the applicant is offering to establish agricultural buffer easements along the portions of the Plan Area boundary that abut existing agricultural lands. The AG Land Trust Inc. and the County are parties to the easement agreement as shown in draft easement agreement included in [Appendix F](#) of the Specific Plan. The agreement specifically states in section 1.c.2:

No services, municipal or otherwise, shall be extended to serve the property that is currently in agricultural use as of the date of this Buffer Easement that is located to the southeast and/or southwest of the Buffer Easement Property for as long as this Buffer Easement is in effect, with the exception of County Assessors number 177-132-034, 177-132-035, 177-132-036, and 177-132-037 [the existing Harris Place industrial complex].

The agricultural buffer easements should serve to reduce potential for growth inducement. As indicated in the above easement agreement language, the limits on infrastructure extensions are applicable for as long as the easement agreement is in effect, but not explicitly in perpetuity. Therefore, the agreement does not preclude the possibility of future growth-inducement resulting from infrastructure extensions.

### **Population Growth/Job Generation**

At build out, ADE projects that approximately 4,142 jobs will be created by businesses within the Plan Area. It is uncertain as to whether all of these will be new jobs. If one or more existing businesses within the City relocate to the Plan Area, not all of the projected jobs will be new. The proposed project could lead to significant population growth if a sufficient local workforce is

not available to fill available positions. This is not expected to be the case. The City's unemployment rate typically reflects the seasonal nature of jobs in the agricultural and tourism sectors. Unemployment rates in the off-season (winter months) can exceed 13 percent, but drop to six or seven percent in the summer months. Since a significant number of jobs in the Plan Area will likely be directly tied to the seasonal agricultural industry, with many also expected to be available year round, the proposed project can help to reduce unemployment rates throughout the year, both in the City and in surrounding incorporated and unincorporated areas. For this reason, a significant net inflow of new workers/population into the City and surrounding areas is not anticipated.

### **3.3 SIGNIFICANT UNAVOIDABLE IMPACTS**

#### ***CEQA Requirements***

A significant adverse unavoidable environmental impact is a significant adverse impact that cannot be reduced to a less than significant level through the implementation of mitigation measures. CEQA Guidelines section 15093 requires that a lead agency make findings of overriding considerations for unavoidable significant adverse environmental impacts before approving a project.

CEQA Guidelines section 15093(a) requires the decision-making agency (City of Salinas) to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." CEQA Guidelines section 15093(b) states that when the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

The following significant and unavoidable impacts have been defined:

- Loss of 257 acres of Prime Farmland/conversion of Prime Farmland located outside the City's SOI.
- Generation of criteria air pollutants that exceed thresholds established by the MBUAPCD.
- Generation of greenhouse gases that contribute to cumulative climate change impacts.

- Exceedence of level of service standards at 11 intersections under Background Plus Project Build Out conditions and an additional five intersections and three road segments under 2030 Cumulative Plus Project Build Out conditions.

Impacts on these facilities are considered significant and unavoidable in the event that the improvements needed to mitigate the impacts to a less than significant level are not included in the one or more applicable fee programs (City Traffic Improvement Program, the planned Countywide fee program, and/or TAMC's Regional Development Impact Fee Program). If improvements for any impacted facility are added to the applicable fee program, payment of fees into the program(s) by developers of individual projects within the Plan Area would mitigate impacts on nearly all facilities to a less than significant level – unavoidable significant impacts would largely be eliminated. However, in some cases, impacts would remain significant and unavoidable, even with payment of fees.

- Incremental impacts of Plan Area build out traffic noise on noise sensitive uses located along travel routes onto which that traffic would be distributed under 2030 Cumulative Plus Project Build Out conditions.

## 3.4 IRREVERSIBLE ENVIRONMENTAL CHANGES

### ***CEQA Requirements***

CEQA Guidelines section 15126.2 (c) requires a discussion of significant and irreversible changes that would be caused by the project if implemented. The use of non-renewable resources in construction or operation of the proposed project may be irreversible, since a large commitment of such resources makes removal or non-use in the future unlikely. Irretrievable commitments of resources should be evaluated to assure that current use is justified. Secondary, as well as direct effects should be considered. A project that commits future generations to similar uses should be considered, as should the possibility of accidental environmental damage that could result from the proposed project.

Conversion of the Plan Area from an undeveloped use to a developed use is considered to be a permanent change since it is unlikely that the financial and resource commitments made to developing the Plan Area would be reversed over time. Therefore, both the direct changes caused by the conversion and use of the Plan Area and the indirect changes that result from that conversion are assumed to be permanent.

The proposed project would result in the loss of Prime Farmland and commit the land to future urban use. The loss of important agricultural land is a significant irreversible environmental change. The loss of agricultural land is discussed in Section 2.2, Agricultural Resources.

New commercial and industrial development would result in a commitment of non-renewable resources both for construction and operations. Direct consumption of non-renewable resources, especially energy resources such as electricity, oil, natural gas, and other fossil fuel during the construction and operation of new facilities is a notable irreversible effect of the project. Indirect consumption would occur due to the transportation needs of employees, transportation vehicles, etc. New industrial projects may be highly energy consumptive and fuel consumption for transportation, especially from long-haul truck trips, will be significant. The Specific Plan includes a number of policies and development standards designed to reduce energy consumption, but the consumptive use of energy will remain significant and irreversible. This is important in light of climate change concerns. At build out, new development within the Plan Area will likely generate a significant volume of greenhouse gases. Generation of greenhouse gases may contribute to long-term global warming. There is uncertainty about if and when the effects of global warming can be reversed.

The proposed project would also result in the consumption of largely non-renewable or very slowly renewable resources such as wood, aggregate materials, and metals. Water demand will also be significant. Use of potable water is considered a significant irreversible effect. A sizeable volume of water consumed by future development will either be recycled or treated and percolated back to groundwater. But continued demand for natural groundwater will be significant.

Build out of the Plan Area will create an irreversible increase in demand for use of public facilities and resources such as sanitary and industrial waste disposal and treatment, and public services.

The proposed project will also create indirect, irreversible effects. Examples include impacts on the local road network from traffic generation, increased ambient noise levels both within and adjacent to the Plan Area and on roadways onto which Plan Area traffic is distributed, and expansion of the City's urban fringe and permanent change in the aesthetic environment from largely rural agricultural character to intensely urban character.

Future uses within the Plan Area are likely to require the use, storage, and/or transport of hazardous materials. Examples include ammonia used in agricultural product cooling facilities. Such materials must be managed consistent with applicable federal, state, and local regulations. Provided this is done, the risk of accidental release of hazardous materials and the irreversible effects that could result should be largely avoided.

## 3.5 ALTERNATIVES

### ***CEQA Requirements***

CEQA Guidelines section 15126.6 (a) requires a description of reasonable alternatives to the proposed project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. It also requires an evaluation of the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project, but must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. CEQA Guidelines section 15126.6 (b) further requires that the discussion of alternatives focus on those alternatives capable of eliminating any significant adverse environmental impacts or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. CEQA Guidelines section 15126.6 (e) stipulates that a no project alternative be evaluated along with its impacts.

CEQA Guidelines section 15126.6 (d) requires the EIR to present enough information about each alternative to allow meaningful evaluation, analysis and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed. CEQA Guidelines section 15126.6(e) requires the selection of an environmentally superior alternative. If the "No Project" alternative is the environmentally superior alternative, then the environmentally superior alternatives amongst the remaining alternatives must be identified.

### ***Project Objectives***

For review purposes, the objectives of the proposed project as presented in Section 1.3, Project Description, are repeated here. As viewed by the applicant, the Salinas Ag-Industrial Center Specific Plan is a key component in the strategy to transform Salinas into a regional and global center for agricultural-innovation and industry with a focus on fresh foods, and to capitalize on the high value opportunities that are at the crossroads of the agricultural industry today (Kotkin 2008). The following key objectives are the basis for the formulation of the Specific Plan policies, design principles, regulations and development standards:

1. Increase Salinas' potential agricultural-industrial processing capacity beyond the currently-designated industrial lands within the City's SOI;

2. Create a large agricultural-industry hub of synergistic uses that promotes agricultural industry and innovation, and enables businesses to capture cost and resource efficiencies that result from locating within Salinas – an important center of the West Coast agricultural industry;
3. Implement the vision to further Salinas' urban development and services with “orderly and appropriate land use development” as set forth in the GSA MOU between the City and County dated August 28, 2006, and as confirmed in the MOU Supplemental Agreement dated March 27, 2008 (“Uni-Kool Site”);
4. Establish an urban limit for the west and the south of Salinas, west of US Highway 101 through the recording of Agricultural Buffer Easements providing for the protection of the adjacent agricultural land;
5. Attract agricultural industry development to Salinas by streamlining the development review and environmental review processes and promoting development and site design flexibility and functionality needed to accommodate the evolving needs of the agricultural industrial business sector;
6. Maximize the total potential tax revenue for the City and the County from the Plan Area by providing highly functional and environmentally feasible development capacity, maximizing the use of the land, and providing opportunities for high quality economic development;
7. Retain Salinas' existing agricultural-related job base and expand employment generation potential from the Plan Area by maximizing development capacity and providing for diverse agricultural industrial uses that create high-value employment opportunities in close proximity to Salinas' existing population base; and
8. Acknowledging the intensive resource usage, traffic generation, and land development that are characteristic of agricultural-industrial uses, reduce the environmental footprint of the new development by:
  - a. Protecting the adjacent agricultural production lands to the west and south of the Plan Area through the recording of agricultural buffer easements;
  - b. Providing a large agricultural industry hub with efficient access to Highway 101 and other major transportation corridors that encourages multiple, related businesses to locate in proximity to each other and by so doing, reduce the number and length of vehicle trips including cross-town trips, reduce congestion on local roads, reduce generation of air pollutants and greenhouse gases, and reduce potential for industrial vehicle (truck) conflicts with passenger vehicles and pedestrians;

- c. Locating intensive industrial uses where impacts related to land use incompatibilities such as noise, light and glare, air quality, aesthetic, safety, hazards (i.e. ammonia coolant release), etc. are minimized;
- d. Locating urban development with immediate access to urban infrastructure such that the environmental impacts and costs of extending infrastructure or constructing additional infrastructure facilities is minimized;
- e. Sitting the Center on a parcel of land that is outside of areas of existing natural hazards and biological constraints that would either be impacted by the development or reduce its potential developable area; and
- f. Incorporating development standards that promote green building and climate change mitigation.

### ***Review of Significant Effects of the Proposed Project***

Alternatives which avoid or would substantially lessen the significant effects of the Proposed Project are to be considered. The following is a list of significant, or potentially significant, environmental effects of the Proposed Project that were identified in Section 2.0, Environmental Setting, Impacts and Mitigation Measures and in Section 3.1, Cumulative Impacts. With the exception of impacts from the loss of Prime Farmland, exceedence of criteria air emissions thresholds, and generation of greenhouse gases, all of the effects listed below would be reduced to a less than significant level through implementation of mitigation measures and/or conformance with standards found in the Specific Plan and/or City of Salinas Municipal Code:

- Conversion of 257 acres of Prime Farmland to urban use;
- Exceedence of thresholds for generation of criteria air pollutants;
- Generation of greenhouse gas emissions (cumulative);
- Potential damage to or loss of undiscovered archaeological resources;
- Hazards to public safety and structures from seismic shaking and expansive soils;
- Hazards to public safety and structures from liquefaction (ground failure);
- Hazards to public safety from the use, storage, disposal, and/or accidental release of hazardous materials;
- Hazards to public safety from operations of the Salinas Municipal Airport;

- Creation of polluted storm water runoff that could adversely affect water quality in downstream water bodies;
- Traffic-generated noise impacts on sensitive uses located along major roadway;
- Traffic and circulation project impacts and cumulative impacts on numerous City, County, and Caltrans facilities (intersections, road segments, U.S. Highway 101 ramps, etc.) as described in Section 2.10, Traffic and Circulation, and in Section 3.1, Cumulative Impacts (Traffic and Circulation subsection). A number of these impacts would be significant and unavoidable; and
- Exceedence of industrial wastewater capacity at the City's existing industrial wastewater treatment plant, necessitating construction of new treatment capacity that could create significant impacts (to be determined through CEQA analysis of a future expansion project(s)).

### ***Alternatives Considered in Detail***

The following alternatives to the project are considered:

- Alternative 1: No Project – GSA MOU Future Use
- Alternative 2: No Project – Existing Land Use Designation - Continued Agricultural Use;
- Alternative 3: Alternative Project Site #A; and
- Alternative 4: Alternative Project Site #B.

Each of these alternatives is described below, followed by an analysis of how each alternative may reduce impacts associated with the proposed project. Other potential project alternatives were considered, but were not selected for more detailed evaluation. A discussion of the alternatives that were considered, but not evaluated follows the analysis of the four selected alternatives.

### ***No Project Alternatives***

CEQA Guidelines section 15126.6 (e) requires the “No Project” alternative be evaluated along with its impacts. The “No Project” alternative analysis must discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Two no project alternative scenarios are considered. The first considers development that could be reasonably expected to occur at the unincorporated portion of the Plan Area in the foreseeable future as articulated in the GSA MOU. The second considers reasonably foreseeable conditions in the event that agricultural industrial development is not approved by the City per the GSA MOU and that agriculture is maintained as the reasonably foreseeable future use.

#### **Alternative 1: No Project – GSA MOU Future Use**

This no project alternative is based on the assumption that the “reasonably expected” use of the Plan Area in the foreseeable future will be agricultural-industrial related. This assumption is based on the GSA MOU. As discussed in Section 1.4, Local and Regional Plan Consistency, the GSA MOU sets forth a framework for cooperation between the County and the City to manage the City’s growth into unincorporated areas adjacent to the City. The unincorporated portion of the Plan Area is one such area and is described in the GSA MOU specifically as the “Unikool” site. The GSA MOU also defines that development of the Unikool site should be:

...for the exclusive purpose of agricultural processing and processing capacity (Unikool), subject to the establishment of appropriate agricultural conservation easements.

With the adoption of the GSA MOU, both the City and the County acknowledged their mutual expectation that the “Unikool” site will be developed with agricultural processing types of uses.

This alternative is based on the assumption that the Plan Area remains available for development with uses that are consistent with the GSA MOU, or agricultural processing and processing capacity in a manner other than that proposed by the applicant.

**Determination of Environmental Superiority and Comparison to Project Objectives.** As described in the Specific Plan, agricultural processing and processing capacity are key permitted uses that can be constructed anywhere within the Plan Area. It is assumed that these uses will constitute the major percentage of developed uses within the Plan Area. Any other project proposed for the Plan Area must, consistent with the GSA MOU, include these types of uses. Given this fact, it is assumed that any other project proposed for the Plan Area would have a similar range of environmental impacts as the proposed project.

The type and intensity of impacts may be incrementally different, but a determination of the magnitude of such differences is unknown in the absence of an alternative project design. Nevertheless, the significance of impacts would not be expected to be substantially different than for the proposed project. Consequently, this alternative is not deemed to be environmentally superior to the proposed project.

This alternative has the potential to meet some or most of the applicant's objectives. However, as described for Alternative 5, Reduced Development Capacity, if a revised project design includes a reduction of development capacity in order to avoid or substantially lessen the effects of the proposed project, it is possible that key project objectives, including maximizing job generation and tax revenue generation, would not be met. The degree to which a reduced intensity project meets the City's intent to enable development of agricultural-industrial uses at the "Unikool" site, as stated in the GSA MOU, would need to be evaluated at the time a revised project design is submitted.

## **Alternative 2: No Project – Continued Agricultural Use**

If the proposed project were not approved, the existing agricultural use would likely continue into the foreseeable future. Existing activities do have environmental effects which include, but may not be limited to, air quality emissions from farming equipment and crop transportation and creation of fugitive dust, contribution to traffic effects on the local road network, continued use of groundwater withdrawn from an overdrafted groundwater basin, etc. To the extent that the existing agricultural use creates adverse effects or nuisances, if any, those effects would continue into the foreseeable future. With the exception of groundwater effects, the effects of the current agricultural use of the Plan Area would be much less substantial than the effects which will result from the proposed project.

With this alternative, none of the significant environment impacts previously identified for the proposed project would occur. As described in Section 2.11, Water, Cal Water has determined that conversion of the Plan Area from agricultural use to the proposed use would reduce demand on groundwater resources by about 139 acre-feet per year. This beneficial effect of the proposed project would not be realized under this alternative. Nevertheless, this alternative is environmentally superior to the proposed project in that it would have substantially less intense environmental effects and likely avoid most of, if not all of the significant environmental effects identified for the proposed project.

**Determination of Environmental Superiority and Comparison to Project Objectives.** This alternative would be environmentally superior to the proposed project. It would avoid all of the environmental effects identified for the proposed project; however, it would not meet any of the applicant's project objectives. None of the beneficial effects of the proposed project would be realized.

## ***Alternative Project Locations***

CEQA Guidelines section 15126.6(f)(2) describes conditions under which consideration of alternative project location is appropriate. The key question to be considered is whether or not

any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location and on balance, whether the proposed project, placed at an alternative location, is environmentally superior to the proposed project. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in an EIR.

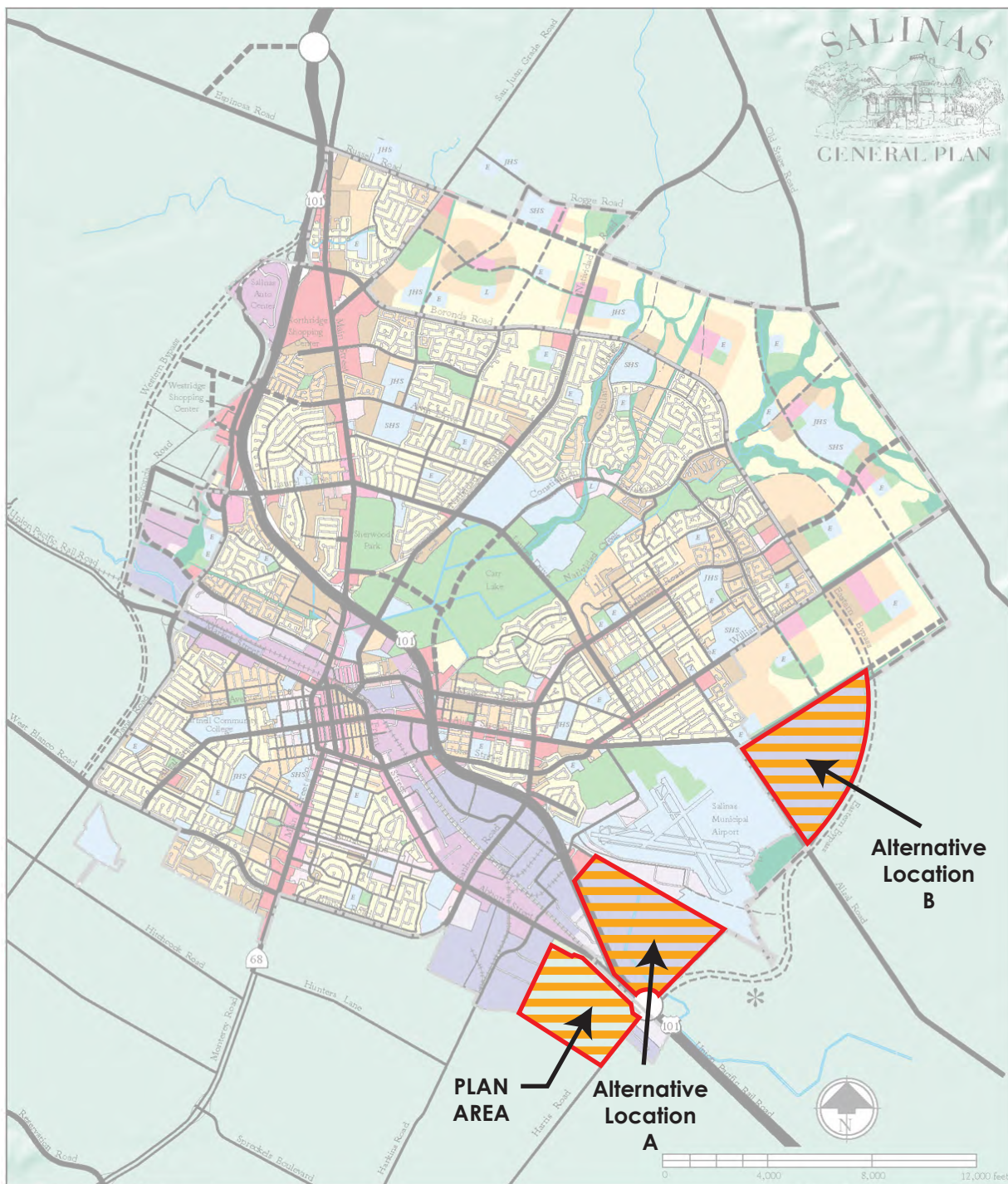
Consideration of alternative project locations is made for one primary reason – avoiding premature conversion of prime farmland. The proposed project would result in conversion of approximately 240 acres of prime farmland to urban use that is outside the City's current SOI. The City has already planned for the conversion of agricultural lands within its SOI through its General Plan and the effects of that loss/conversion of farmland have been evaluated in the General Plan FEIR. From prudent land use planning, environmental planning, and development planning perspectives, it is preferable to first develop sites within the City's SOI whose suitability for development has already been planned for and evaluated. Since the proposed project is industrial, any alternative location must be suitable for industrial development. Further, as will be discussed, developing the proposed project outside the City's SOI inherently results in greater cumulative environmental effects than would its development within the SOI.

Two alternative locations within the City' Sphere of Influence have been considered. These locations are described as Location A and Location B. They are shown on [Figure 18, Alternative Project Locations](#). Both are designated General Industrial in the City's General Plan. The characteristics of each location and the relative environmental effects of their development with the proposed uses are discussed below.

#### **Alternative 3: Alternative Location A**

**Location Characteristics.** Alternative location A is approximately 350 acres in size. Topography is relatively level. It is currently and has historically been used for agricultural production. The applicant for the proposed project does not currently have control of this site. It is currently unknown whether or not the applicant could reasonably acquire, control, or gain access to the site for purposes of developing it with the proposed project. Issues of infrastructure availability and site suitability relative to the Plan Area are discussed below.

**Location A/Proposed Project Environmental Effects Comparison.** At the project level, Location A is not considered to be environmentally superior to the proposed project. While development at Location A would avoid premature conversion of agricultural land, all other potential impacts associated with development of Location A are likely to be as significant as or more significant than are anticipated for development of the Plan Area. The relative environmental effects of developing the proposed project at Alternative Location A are as follows:



Sources: City of Salinas, CBA, Inc.

\* Note: Roadway alignment is conceptual.  
Actual alignment to be determined by Airport Master Plan.

#### General Plan Land Use

	Residential - Low Density (1-8 units/net acre; average 6.5 units/gross acre)		Mixed Use
	Residential - Medium Density (8-15 units/net acre; average 11.75 units/gross acre)		General Commercial/Light Industrial
	Residential - High Density (15-24 units/net acre; average 16.75 units/gross acre)		General Industrial
	Retail		Parks
	Arterial Frontage		Public/Semipublic (Public Schools denoted by E for Elementary, JHS for Junior High School and SHS for Senior High School; Libraries denoted by L)
	Office		Open Space
	Business Park		Agriculture

#### Circulation System

	Freeway/New Interchange		City Boundary
	Highway		Future Growth Area Boundary
	Proposed Highway		
	Major Arterial (Proposed)		
	Minor Arterial (Proposed)		
	Collector (Proposed)		

Source: EMC Planning Group Inc. 2009,  
City of Salinas 2002

Figure 18

## Alternative Project Locations Map

Salinas Ag-Industrial Center Program EIR

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***Aesthetics.*** Impacts would be similar or greater than those for the proposed project. The site is located adjacent to U.S. Highway 101 at the southern gateway to the City. The site may be more visible from the highway than is the Plan Area as all of it fronts on the highway. In combination with its location at the southern entrance to the City, sensitive site design is equally or potentially more critical than that required in the Plan Area.

***Agricultural Resources.*** Impacts would be similar to those for the proposed project as most of the land within the site is prime farmland. All of the land is considered Important Farmland.

***Air Quality.*** Generally, impacts would be similar to those for the proposed project, but could be incrementally greater. No substantial change in vehicle trip generation rates, average daily vehicle trips number, vehicle fleet mix, or total vehicle miles traveled is assumed. These are the main components of the proposed project that create criteria air pollutants. Construction phase air quality effects are expected to be similar. However, as discussed below under Transportation and Circulation, access to U.S. Highway 101 from Alternative Location A is significantly more constrained as is access to the overall circulation network. While development of the Plan Area will result in significant circulation impacts at a number of intersections and road segments, constrained access from Location A could result in more substantial trip delays, increased idling time, and increased greenhouse gas emissions relative to development of the Plan Area.

***Climate Change.*** Impacts would be similar to those anticipated for the proposed project, but could be incrementally greater. This conclusion is based on the assumption that development at Location A would be of the same type and intensity as that proposed for the Plan Area. Therefore, the sources of GHG emissions and the intensity of emissions would likely be similar. However, as discussed above under Air Quality and below under Transportation and Circulation, access to U.S. Highway 101 from Alternative Location A is significantly more constrained at Location A as is access to the overall circulation network. While development of the Plan Area will result in significant circulation impacts at a number of intersections and road segments, constrained access from Location A could result in more substantial trip delays, increased idling time, and increased greenhouse gas emissions relative to development of the Plan Area.

***Geology and Soils.*** Impacts would be similar to or incrementally greater than those for the proposed project. As shown in Figure 5.10-3, Seismic Hazard Zones, in the General Plan FEIR, significantly more of Location A is within a Very High seismic hazard zone than is the Plan Area. Further, approximately one-half of the Location A site is within a high liquefaction (ground failure) hazard area.

***Hazards.*** Impacts would be similar to or incrementally greater than those for the proposed project. The primary change is an increase in hazards from Salinas Municipal Airport

operations. Location A is entirely within the Salinas Municipal Airport Area of Influence as shown in Figure 5.6-3, Salinas Municipal Airport Area of Influence, in the General Plan FEIR. As such, potential safety hazards from airport operations would be greater than within the Plan Area. Development at Location A would be subject to related development standards contained in the Salinas Zoning Code as discussed in Section 2.7, Hazards of this draft EIR. Hazards related to hazardous materials are likely to be similar as the same mix of land uses and facilities would be expected at Location A. Existing hazardous materials/contamination conditions at Location A are unknown. However, no hazardous materials sites are shown within Location A as illustrated in Figure 5.6-1, Hazardous Materials Sites, in the General Plan FEIR. Therefore, a comparison of such conditions with those in the Plan Area cannot be made.

**Hydrology and Water Quality.** Impacts would likely be similar to or incrementally greater than those for the proposed project. Development at Location A is assumed to be of the same character as proposed for the Plan Area and would likely affect similar storm drainage and flood control facilities/infrastructure. Development at Location A must also conform to the City's stormwater design standards and NPDES requirements. Required conformance with the stormwater design standards would require that a detailed stormwater control plan be prepared as has been done for the proposed project. This would assure that potential impacts of development at Location A, including off-site flood hazards and surface water quality degradation, would be adequately mitigated. Conformance with NPDES requirements would also adequately mitigate potential surface water quality impacts.

Approximately 180 acres of the site are within a 100-year floodplain as shown in Figure S-2, Food Prone Areas, of the General Plan. Flooding of the Reclamation Ditch, a flood control facility discussed in Section 2.8, Hydrology and Water Quality, would be a main source of flood flow. The MCWRA is proposing a series of improvements to the Reclamation Ditch to improve its flood control function and to accommodate additional flood flows. This may reduce the existing flood hazard at the site. However, at this time, it is assumed that the development of Location A would result in greater flood hazard impacts because new development may be more exposed to flood damage.

**Noise.** In general, impacts would be similar to those for the proposed project. Depending on site design, it is possible that uses within Location A would be exposed to noise levels that exceed the City's exterior noise compatibility standards. This would not occur for the proposed project as it includes a modification of the City's noise exposure standards. More of Location A fronts on U.S. Highway 101 than does the Plan Area.

While noise from airport operations is likely to be incrementally greater at Location A, the entire site is outside the 65 dBA noise contour for airport operations as shown in Figure 5.3-2, Salinas Airport Future Noise Contours, in the General Plan FEIR. At levels above 65 dBA,

development of office, professional business, and other similar uses could be inconsistent with the City's exterior noise compatibility standards.

Impacts of project generated traffic noise may be lower than for the proposed project. Traffic from Location A would travel a shorter-distance to reach U.S. Highway 101 (via the Airport Boulevard interchange) and therefore, potentially expose fewer uses along travel routes to elevated traffic noise. Noise sensitive residential uses are located closer to Location A than to the Plan Area (about one-third mile to the north along Fairview Avenue), but the majority of trips from Location A will not pass directly adjacent to these residential uses and the uses are already subject to elevated noise from traffic on U.S. Highway 101. Impacts of cumulative traffic generated noise are likely to be similar to those for the proposed project as trips to and from Location A will likely be distributed onto roadways where traffic levels would already create noise that exceeds City standards at sensitive land uses.

**Public Services.** Impacts would be similar to those for the proposed project. Since the type and intensity of development would be the same at Location A as at the Plan Area, the same level of services demand would be created. It is likely that change in location of services demand would not result in the need to construct new public facilities whose construction and operation could have adverse environmental effects.

**Transportation and Circulation.** As summarized in the discussion below, impacts at fewer intersections and road segments over the short term are assumed; however, a limited number of intersections and road segments would most likely be much more severely impacted. The feasibility of making improvements to the severely impacted facilities to accommodate Location A development over the short to mid-term is uncertain. Over the longer-term, if significant circulation system improvements are constructed as envisioned in the General Plan and by Caltrans and TAMC (i.e. the City's eastern bypass and a Harris Road/U.S. Highway 101 interchange) impacts would likely be similar to those for the proposed project.

The impacts of the proposed project on the circulation network are primarily due to combination of its traffic generation, mix of vehicle types (large percentage of trucks), traffic distribution characteristics, and type, location, and capacity of roads and intersections onto which project traffic would be distributed. Project specific significant impacts on 29 intersections, road segments, and U.S. Highway 101 facilities have been identified in the TIA, eleven of which are significant and unavoidable.

The assumptions for traffic generation and vehicle mix for Location A are the same as for the Plan Area. However, the existing road network onto which traffic from Location A would be distributed is markedly different than for the Plan Area. Under current conditions, traffic would have only one access to U.S. Highway 101 – the Airport Boulevard interchange. Location A lacks a second access to the highway as is currently available for the Plan Area at the Hartnell

Road interchange. Traffic from Location A would have few options for accessing other portions of the circulation network as there are currently no improved roadways available for access to and from the site other than at its northern end near the Airport Boulevard interchange. Most of the trips from Location A, including the vast majority of truck trips, would likely require access through or near the Airport interchange, at least in the near to mid-term until additional access to the highway could be developed and other portions of the local road network could be developed. The Airport Boulevard interchange is located adjacent to Location A. Trips from Location A would therefore travel through fewer intersections and road segments to access the highway than is the case for the Plan Area. As a consequence, under Background Plus Proposed Project conditions, it is assumed that impacts from development at Location A would be much more severe at a more limited number of road segments and intersections than is the case with the proposed project.

It is assumed that substantial improvements to the Airport Boulevard interchange, in addition to those already planned and approved (as described in Section 2.10, Transportation and Circulation), would be necessary. Other options to reduce impacts could include building a portion of the east side bypass as described in the General Plan to allow access to U.S. Highway 101 via Alisal Road and Hartnell Road. Access to Alisal Road would also enable access for employee trips into the eastern and northern parts of the City. The cost or feasibility of expanding capacity at the Airport Boulevard interchange, constructing a portion of the east side bypass or improving Alisal Road, Hartnell Road, the Hartnell Road access to U.S. Highway 101, and/or other circulation facilities to accommodate Location A traffic in the short to mid-term is currently unknown.

In the long-term, access from Location A would be substantially improved by construction of a Harris Road interchange as described in the TIA. As recommended in the TIA, the interchange would be located to the south of both the Plan Area and Location A. Please refer to the TIA for a discussion of this proposed improvement and for analysis of how its construction would affect circulation conditions.

**Water.** Impacts would be similar to those for the proposed project. Water demand at Location A would be the same as anticipated for the Plan Area as the project description would not change. Since Location A has also been historically used for agricultural purposes, it is assumed that its conversion to urban use would also result in an incremental reduction in groundwater demand and similar effects on groundwater quantity and quality as described in Section 2.11, Water.

**Sanitary and Industrial Wastewater.** Impacts would be similar or incrementally lower than for the proposed project. Since Location A is already within the City's SOI, its development with industrial uses has already been contemplated by the City and by the MRWPCA in their assessments of sanitary sewer infrastructure and capacity needs. Sewer conveyance infrastructure improvements will be needed on-site and possibly off-site to accommodate Location A

development, similar to those required for the Plan Area. The MRWPCA has already projected wastewater treatment capacity needs at the regional treatment plant based on the City's 2002 General Plan, in which Location A is designated for industrial use. Adequate wastewater treatment capacity is available for such development.

Industrial wastewater conveyance and treatment needs for Location A have already been considered by the City. Expansion of existing industrial wastewater conveyance facilities (which currently terminate on the west side of U.S. Highway 101 on Airport Boulevard) and industrial wastewater treatment capacity would be needed to accommodate development at Location A and other cumulative industrial development within the City. Flows from the Plan Area had not previously been considered by the City until the recent completion of the *City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report* as described in Section 2.12, Sanitary and Industrial Wastewater. Demand created by development of the Plan Area will require that more industrial wastewater treatment capacity be created than would otherwise be the case with development of Location A. The City has not yet selected a specific capacity expansion option; however, it is possible that the environmental impacts created by capacity expansion would be incrementally greater with the proposed project than for the Location A alternative.

**Other Issues.** Impacts related to biological resources, land use planning, mineral resources, population and housing, recreation, and utilities are expected to be similar to those for the proposed project.

**Biological Resources.** Like the Plan Area, Location A has historically been used for agricultural production. The site has been highly modified from its original natural condition. While a detailed biological assessment of Location A has not been conducted, the probability that sensitive habitat or special status species are present is likely to be low, as is the case with the Plan Area.

**Land Use and Planning.** Location A is also adjacent to existing development within the City (the Salinas Municipal Airport) and bordered on its remaining sides by agricultural uses and U.S. Highway 101. Development of Location A would also represent the extension of an existing urban edge and consequently, would not physically divide an established community. Consistency of development at Location A with relevant plans and policies has not been assessed, but it is assumed that development could be planned in a manner that is in substantial conformance with such plans and policies.

**Mineral Resources.** Like the Plan Area, Location A does not contain classified mineral resources.

**Population and Housing.** Like development of the Plan Area, development of Location A would improve the City's jobs-to-housing ratio and is not expected to generate a significant indirect

increase in population. Development of Location A may be incrementally less growth-inducing. Unlike the proposed project, development of Location A would not open up an area of new development that has not already been planned for in the General Plan and evaluated in the General Plan FEIR. Please refer to Section 3.2, Growth-Inducing Impacts, for more information.

**Determination of Environmental Superiority and Comparison to Project Objectives.** In addition to avoiding the premature conversion of prime agricultural land, at the project level, this alternative would likely lessen the magnitude of off-site noise impacts created by project generated traffic and the incremental indirect impacts of constructing new industrial wastewater treatment capacity. At the project level, critical environmental effects of this alternative, including air quality and traffic and circulation impacts, would likely be similar to or greater than for the proposed project, at least in the mid-term to longer-term until new traffic network facilities such as the proposed east side bypass and Harris Road interchange are constructed. In the case of traffic and circulation effects, this alternative may impact fewer intersections than would the proposed project. However, the severity of impacts at key facilities, especially the Airport Boulevard interchange, and uncertainty regarding the feasibility of facility improvements needed to mitigate those impacts outweigh the marginal environmental benefits of this alternative. For these latter reasons, Alternative 3, Location A, is not considered to be environmentally superior to the proposed project at the project level.

This alternative would meet several of the applicant's objectives; however, if potentially constrained access to U.S. Highway 101 is not overcome, this alternative would not meet the objective of developing an agricultural center on land with immediate access to U.S. Highway 101. Further, the feasibility of mitigating flood hazards at Location A to the extent that the hazard is not a constraint to achieving the development capacity envisioned by the applicant is uncertain. If this does not occur, the applicant's objectives of maximizing job generation and tax revenue generation may not be met.

#### **Alternative 4: Alternative Location B**

**Location Characteristics.** Alternative Location B is approximately 400 acres in size. It is currently and has historically been used for agricultural production. It is currently unknown whether or not the applicant could reasonably acquire, control, or gain access to a portion of the site for purposes of developing it with 257 acres of agricultural industrial development as proposed for the Plan Area.

**Location B/Proposed Project Environmental Effects Comparison.** Like Location A, development at Location B would avoid premature conversion of agricultural land. However, nearly all other potential project level impacts associated with development of Location B are likely to be similar to or greater than anticipated for development of the Plan Area; it is not

considered to be environmentally superior to the proposed project. The relative project level environmental effects of developing the proposed project at Alternative Location B are as follows:

***Aesthetics.*** Impacts would likely be lower than those for the proposed project. Location B is less visually sensitive than either the Plan Area or Location A, as it is located out of the immediate viewshed of U.S. Highway 101. The most frequent views of development would be from adjacent existing development within the City and distance views (approximately two miles) from U.S. Highway 101.

***Agricultural Resources.*** Impacts would be similar to those for the proposed project and for Location A as most of the land within the site is prime farmland. All of the land is considered Important Farmland.

***Air Quality.*** Generally, impacts would be similar to those for the proposed project, but could be incrementally greater. No substantial change in vehicle trip generation rates, average daily vehicle trips number, vehicle fleet mix, or total vehicle miles traveled is assumed. These are the main components of the proposed project that create criteria air pollutants. Construction phase air quality effects are expected to be similar. However, truck traffic must travel further to access U.S. Highway 101 (via Alisal Road to Hartnell Road) at the existing Hartnell Road on- and off-ramps) and must “double back” to travel north on the highway. Approximately 59 percent of the total line truck trips and 25 percent of the field trucks are projected to travel north on the highway. Further, since the Hartnell Road on-ramps and off-ramps likely have insufficient capacity to accommodate project generated truck traffic, delays at the ramps could result in greater idle time and pollutant generation. Traffic that travels local streets to access the Airport Boulevard interchange would experience greater delays (through numerous stopped controlled intersections). These factors would result in incrementally increased vehicle miles traveled, idling time, and overall emissions generation.

***Climate Change.*** Impacts would likely be incrementally greater than for the proposed project. As discussed above under Air Quality, development of Location B may result in an incrementally greater number of daily vehicle miles traveled and air emissions volumes, including greenhouse gas emissions. It is assumed that specific actions proposed by the applicant to reduce generation of greenhouse gas emissions would also be employed at Location B.

***Geology and Soils.*** Impacts would be similar to or incrementally lower than those for the proposed project. As shown in Figure 5.10-3, Seismic Hazard Zones, in the General Plan FEIR, Location B is located in a low seismic hazard safety zone. Liquefaction potential is considered to be low. The Plan Area is located primarily in a moderately high hazard area and liquefaction hazards do exist. Location B would likely be subject to the same intensity of seismic shaking potential as would the Plan Area.

**Hazards.** Impacts would be similar to those for the proposed project. The primary change is a potential increase in hazards from Salinas Municipal Airport operations. Approximately 40 percent of the southwestern portion of Location B located adjacent to the airport is within the Salinas Municipal Airport Area of Influence as shown in Figure 5.6-3, Salinas Municipal Airport Area of Influence, in the General Plan FEIR. Depending on which portion of the approximately 400 acre site development occurs, hazards from airport operations could be greater than at the Plan Area. Existing hazardous materials/contamination conditions at Location B are unknown, but no hazardous materials sites are shown within Location B as illustrated in Figure 5.6-1, Hazardous Materials Sites, in the General Plan FEIR.

**Hydrology and Water Quality.** Impacts would likely be similar to those for the proposed project. Development at Location B is assumed to be of the same character as proposed for the Plan Area and would likely affect similar storm drainage and flood control facilities/infrastructure. Development at Location B must also conform to the City's stormwater design standards and NPDES requirements. Required conformance with the stormwater design standards would require that a detailed stormwater control plan be prepared as has been done for the proposed project. This would assure that potential impacts of development at Location B, including off-site flood hazards and surface water quality degradation, would be adequately mitigated. Conformance with NPDES requirements would also adequately mitigate potential surface water quality impacts.

**Noise.** In general, impacts would be similar to or greater than those for the proposed project. On one hand, noise impacts on uses within Location B may be lower. Location B is not adjacent to an arterial roadway on which traffic volumes under existing and/or post project development conditions could be substantial enough to generate noise that exceeds the City's noise compatibility standards. This is not the case with the proposed project (Abbott Street). Further, noise levels at Location B are not elevated due to proximity to U.S. Highway 101 as they are in the Plan Area. On the other hand, depending on the siting of development within Location B, operational noise conflicts with existing and planned adjacent sensitive residential land uses to the north and west could be created that wouldn't exist for the proposed project. Depending on the routes traveled by project generated traffic, traffic noise could impact a much more substantial number of noise sensitive residential and other uses located between Location B and U.S. Highway 101. This would occur if truck access to U.S. Highway 101 via Alisal Road and Hartnell Road proved to be infeasible as is discussed in the Traffic and Circulation subsection below. In this case, truck traffic would take a circuitous route through existing developed areas to access the Airport Boulevard interchange. Sensitive residential and other uses are located along most routes that would be taken to access this interchange.

Potential impacts from noise exposure from airport operations are lower than at the Plan Area as a smaller portion of Location B is within airport operations noise contours.

**Public Services.** Impacts would be similar to those for the proposed project. Since the type and intensity of development would be the same at Location B as at the Plan Area, the same level of services demand would be created. It is likely that a change in location of services demand would not result in the need to construct new public facilities whose construction and operation could have adverse environmental effects.

**Transportation and Circulation.** As is summarized in the following discussion, under existing conditions, development of Location B is assumed to have similar or greater impacts on the circulation network as the proposed project. The assumptions for traffic generation and vehicle mix for Location B are the same as for the Plan Area. However, the existing road network onto which traffic from Location B would be distributed would also be significantly different than for the Plan Area.

The number of intersections/road segments that would be impacted is highly dependent on how truck traffic from Location B would access U.S. Highway 101. Fewer facilities would be impacted if it is feasible for truck traffic to access U.S. Highway 101 via Alisal Road and Hartnell Road in the short-term. It is likely that capacity improvements would be needed along this route. Further, the feasibility of accessing U.S. Highway 101 southbound, the direction that approximately 40 percent of line haul and 62 percent of field trucks are anticipated to travel, is in question. Southbound access is available only at Spence Road to the south where traffic turning left onto southbound U.S. Highway 101 must cross the northbound lanes of the highway. This could create unacceptable safety risks. Over the longer-term, if the Harris Road interchange is constructed and other planned local roadways are constructed/improved (i.e. proposed east side bypass, improvements to Alisal Road and Hartnell Road), potential impacts could be substantially reduced.

If access to U.S. Highway 101 is not available via Hartnell Road, all truck traffic would have to take an indirect route through existing developed areas and multiple stop controlled intersections to access the Airport Boulevard interchange. A number of intersections and road segments would be adversely impacted. It is assumed that substantial improvements to the Airport Boulevard interchange, in addition to those already planned and approved (as described in Section 2.10, Transportation and Circulation), would be necessary. The feasibility of expanding the Airport Boulevard interchange beyond the improvements already planned is in question. Further, a substantial number of employee vehicle trips would likely utilize existing local streets to access Location B. Traffic volumes on several local streets would likely substantially increase, thereby impacting local circulation conditions outside of routes traveled primarily by truck traffic.

**Water.** Impacts would be similar to those for the proposed project. Water demand at Location B would be the same as anticipated for the Plan Area as the project description would not change. Since Location B has also been historically used for agricultural purposes, it is assumed that its

conversion to urban use would also result in an incremental reduction in groundwater demand and similar effects on groundwater quantity and quality as described in Section 2.11, Water.

***Sanitary and Industrial Wastewater.*** Impacts would be similar or incrementally lower than for the proposed project. Please see the discussion of sanitary and industrial wastewater issues for Location A.

The feasibility of constructing industrial wastewater conveyance to meet needs for Location B could be in question. The closest existing terminus of the City's existing conveyance system is on Airport Boulevard west of U.S. Highway 101, a distance of approximately 2.5 miles (as measured by circumventing the south side of the airport). If this improvement is financially infeasible, industrial wastewater treatment would not likely be available and development of the proposed project at Location B may be infeasible.

***Other Issues.*** Please refer to the same discussion presented for Location A. Impacts at Location B are anticipated to be similar to those for the proposed project.

**Determination of Environmental Superiority and Comparison to Project Objectives.** In addition to avoiding the premature conversion of prime agricultural land, this alternative would likely lessen the magnitude of geologic hazards (primarily liquefaction) and incremental indirect impacts of constructing new industrial wastewater treatment capacity. However, key project level environmental effects would be similar to or greater than for the proposed project. Among these are air quality, traffic and circulation, and noise effects. For these latter reasons, Alternative 4, Location B, is not considered to be environmentally superior to the proposed project at the project level.

## ***Other Alternatives Considered***

Several other potential project alternatives were considered, but not selected for detailed evaluation. The potential alternatives are listed below, along with a summary of why each was not selected for more detailed consideration.

### **Project Redesign**

The modification of a project design or site plan may be an appropriate alternative when significant impacts of a proposed project are related to the location, type, character, or intensity of uses proposed within the project boundary. None of the impacts of the proposed project are directly related to one or more of these variables. Consequently, project redesign alternative would not avoid or substantial lessen significant impacts identified for the proposed project.

## **Reduced Development Intensity/Scale**

A reduced project intensity/scale alternative generally often consists of a reduction in the development capacity or a reduction in the acreage of a proposed project. The purpose is to avoid or substantially lessen the magnitude of project effects by reducing the intensity of project activities and/or the location of activities that create the effects. A reduction in the project development capacity or scale would lessen the magnitude of a range of project effects. For example, a five percent reduction in building square footage would yield a five percent reduction in project effects, a 10 percent reduction would yield a 10 percent reduction in effects, and a 20 percent reduction would yield a 20 percent reduction in effects, and so on.

The effects that would be reduced by this alternative include exceedence of criteria air pollutant thresholds, generation of greenhouse gases, delays and congestion at traffic network intersections/road segments, demand for industrial wastewater treatment capacity and potential indirect environmental effects of constructing a capacity expansion, and loss of valuable agricultural land.

The selection of a target percentage reduction in development capacity or scale is considered arbitrary. For this reason, no reduction in development capacity/scale scenario was selected for detailed evaluation. With increasing reductions in development capacity/project size, it is more and more likely that this alternative would not meet key project objectives including maximizing job generation and tax revenues.

## **Additional Alternative Project Locations**

Consideration was given to locating some of the proposed project's development capacity within sites located in South Monterey County on which agricultural industrial uses are already approved. The 60-acre Gonzales Agricultural Business Park is one such site. It is within the City of Gonzales city limits and carries an industrial land use designation. An EIR for the projected use of the site was certified by the City of Gonzales in 2005.

The former ConAgra industrial park site located in King City, also known as the East Ranch Business Park Specific Plan area, was also considered. The specific plan and its associated CEQA documentation were adopted King City in 2007. The specific plan area is about 107 acres in size. It already contains food processing infrastructure formerly operated by ConAgra on about 25 acres. The City has also been considering a proposal to develop a portion of the site with an agricultural cooling facility. The remaining portions of the specific plan area include a large warehousing facility and scattered other uses. It is uncertain as to how much development capacity remains within the specific plan boundary or how much demand exists for development of agricultural industrial uses within either of these two cities.

The full development capacity of the proposed project could not be accommodated at either of these individual alternative sites or at the two sites combined. A majority of the developable industrial land within the Salinas Valley remains within the City of Salinas' SOI and the Plan Area would be the logical location for the remaining proposed development capacity. The synergies (and resulting environmental and economic benefits) afforded by development of one site with the proposed uses were felt to outweigh any marginal benefit of redistributing portions of the project development capacity to locations outside the Plan Area or the City's SOI. In addition it is unlikely that several key objectives of the proposed project would be achieved by developing portions of it in other locations. An alternative that includes the Gonzales, King City, and/or other sites would not substantially meet the City's interest in potentially accommodating development of an agricultural industrial center that supports the agricultural industry in the City and County as expressed in the GSA MOU.

### ***Environmentally Superior Alternative***

The environmentally superior alternative is Alternative 2: No Project – Continued Agricultural Use. CEQA Guidelines section 15126.6(d)(2) states that if the environmentally superior alternative is the “no project” alternative, the EIR shall also define an environmentally superior alternative among the other alternatives.

As has been discussed for both Alternative Project Locations A and B, at the project level, neither of the alternatives are considered, on balance, to be environmentally superior to the proposed project. However, given cumulative impact considerations, implementation of either alternative would be superior to the proposed project in that either would result in fewer overall cumulative impacts than does the proposed project. The cumulative effects of development for Locations A and B have already been evaluated by the City in the General Plan FEIR and GP SEIR because both locations are within the City's SOI. Development of the Plan Area would generate new cumulative environmental effects, i.e. generation of new air emissions, generations of new GHG emissions, generation of new vehicle trips, increased demand for public services and utility infrastructure capacity, and other effects that would not occur if the proposed project were to be developed at Location A or B.

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## **APPENDICES**

**(CONTAINED ON CD ATTACHED TO INSIDE BACK COVER)**

<b>Appendix A</b>	<b>Initial Study, NOP, and Responses to the NOP</b>
<b>Appendix B</b>	<b>AMBAG Letter of Project Consistency</b>
<b>Appendix C</b>	<b>LESA Analysis</b>
<b>Appendix D</b>	<b>URBEMIS Emissions Report</b>
<b>Appendix E</b>	<b>Caltrans CO Screening Protocol Results</b>
<b>Appendix F</b>	<b>Greenhouse Gas Analysis</b>
	<b>General Plan Climate Change Related Goals and Policies</b>
<b>Appendix G</b>	<b>Soil Engineering Investigation</b>
<b>Appendix H</b>	<b>Phase I Environmental Site Assessment</b>
<b>Appendix I</b>	<b>Drainage Analysis</b>
	<b>Hydrology &amp; Hydraulics Study</b>
	<b>Storm Water Control Plan</b>
<b>Appendix J</b>	<b>Public Services Plan &amp; Fiscal Analysis</b>
<b>Appendix K</b>	<b>Traffic Impact Analysis</b>
<b>Appendix L</b>	<b>Water Supply Assessment</b>
<b>Appendix M</b>	<b>Biological Report</b>

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