

DRAFT
PRELIMINARY INITIAL STUDY CHECKLIST

for the

EASTSIDE PARKWAY PROJECT

Monterey County, California

Prepared for:

Fort Ord Reuse Authority
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I. Project Overview

Introduction

The following Draft Preliminary Initial Study Checklist (IS) has been prepared by Denise Duffy & Associates, Inc. (DD&A) for the Eastside Parkway Project (project) in the former Fort Ord in Monterey County, California. This report has been prepared in order to provide a preliminary environmental analysis of the project for the project sponsor, the Fort Ord Reuse Authority (FORA), and for the project engineer, Whitson Engineers, for informational purposes alone and is not intended to serve as an Initial Study in satisfaction of the California Environmental Quality Act (CEQA). The analysis provided in this report provides an initial overview of potential environmental topics utilizing the environmental checklist in Appendix G of the CEQA Guidelines that may result from implementation of the proposed project, identifies additional technical studies that are required, and recommends the level of environmental documentation required for CEQA compliance.

The following report is based on existing technical analyses prepared for the project, 30% project plans (prepared by Whitson Engineers, October 2011), and site surveys. The following technical reports have been prepared for the project: Geotechnical and Percolation Testing (October 2010, Kleinfelder); Forest Resource Evaluation (September 2011, Staub Forestry); Phase 1 Archaeological Survey (September 2010, Archaeological Consulting); Traffic Operation Analysis (RBF Consulting, November 2011), and Biological Resources Report (January 2011, DD&A). Where appropriate, avoidance and minimization measures have been identified to reduce potentially significant impacts.

Project Description

The project site is located within the former Fort Ord military base in Monterey County, California (Figure 1). The Eastside Parkway Project consists of the construction of approximately three miles of new roadway through the former Fort Ord extending from Eucalyptus Road, where it intersects Parker Flats Cut-off, northeast to Inter-Garrison Road (Figure 2). The project also includes approximately one mile of road expansion along Inter-Garrison Road from its intersection with the new Eastside Parkway to the East Garrison Project site, and an extension of approximately 0.25 mile of Gigling Road to intersect the new Eastside Parkway (Figure 2).

The project's Area of Potential Effect (APE) consists of a 200-foot wide corridor to which direct project impacts will be restricted; however, the entire APE will not be impacted. In addition, depending on the type and purpose of technical analyses, project study areas vary and may be larger or smaller than the APE. A regional aerial map showing the alignment and proposed grading within the 200-foot corridor was provided by Whitson Engineers on October 31, 2011 (Figure 2). At the time of preparation of this Preliminary Initial Study Checklist, total grading quantities were not available.

The project area is located at an elevation ranging from approximately 150 to 400 above mean sea level (msl). The topography of the project area ranges from relatively flat to slightly rolling hills. Vegetation consists of various habitat types, but dominated by coast live oak woodland.

Project Location

The project site is located within the former Fort Ord military base in Monterey County, California. The City of Seaside is located to the east and the City of Marina is located to the north of the project area; unincorporated Monterey County borders the project area on its western and southern boundaries. The proposed alignment is primarily located within designated "development" parcels, as designated by the



Title: **Project Vicinity Map**

File: **ESP Vicinity Map.mxd**

Date: **12-06-11**

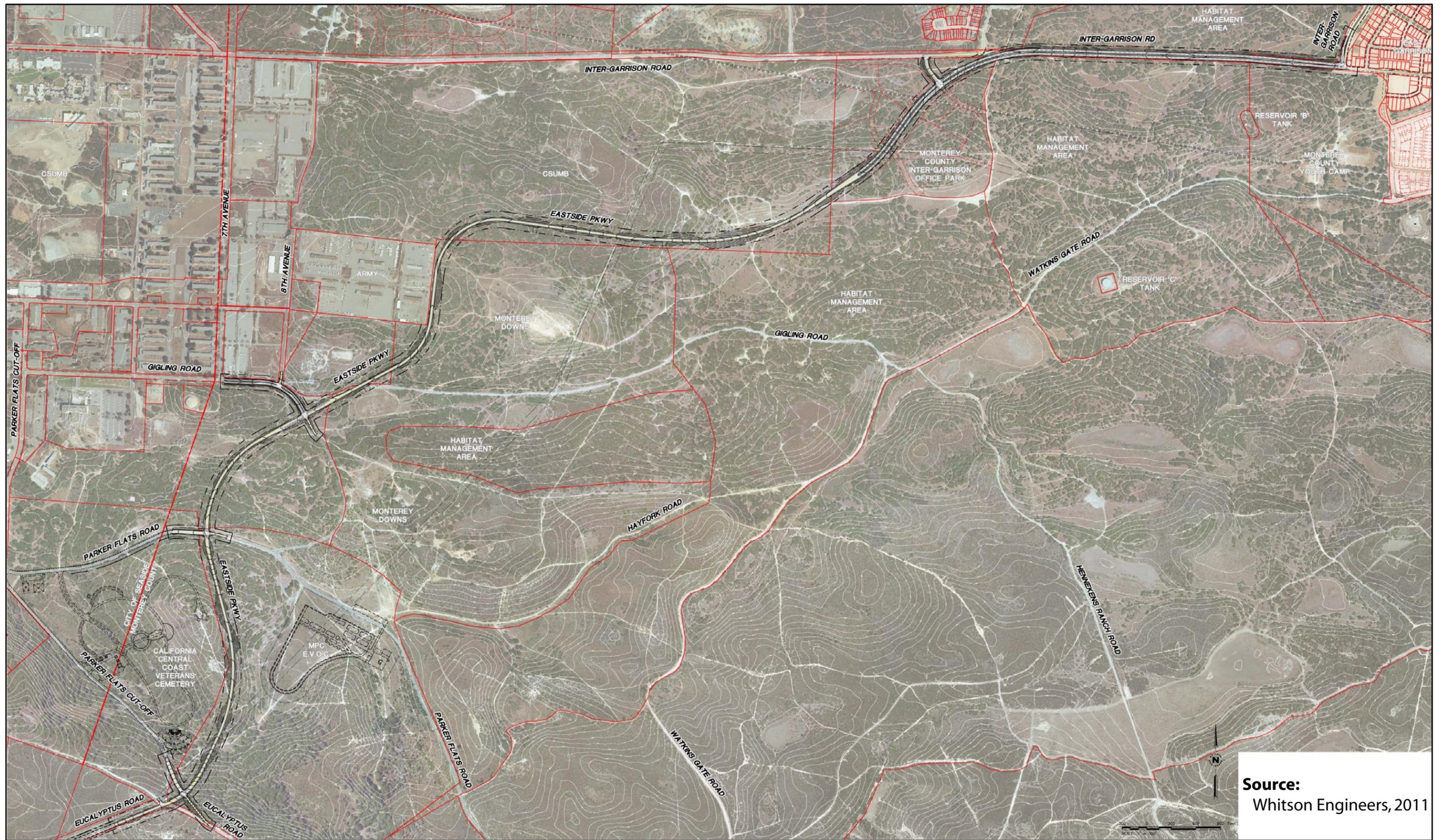
Scale: **1 inch = 1.32 miles**

Project: **2010-14 Eastside Pkwy**



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Figure
1



Source:
Whitson Engineers, 2011



<p>Title: Proposed Project Plans</p>
<p>File: Fig 2 - Project Plans.pdf</p>

Date:	12-06-11
Scale:	N/A
Project:	2010-14 Eastside Parkway



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Figure
2

Fort Ord Installation-Wide Multi-Species Habitat Management Plan (HMP) (U.S. Army Corps of Engineers, 1997), with the exception of the portion associated with Inter-Garrison Road, which includes approximately one mile of road expansion along Inter-Garrison Road from its intersection with the new Eastside Parkway to the East Garrison Project site.

Project Background

The 1997 Fort Ord Base Reuse Plan (BRP) included a compilation of roadway segments that were analyzed/developed in concert with various State and local agencies and incorporated into a regional network by the Transportation Agency of Monterey County (TAMC). Eastside Parkway (at that time called Eastside Road, renamed by the County of Monterey in 2009) is one piece of that roadway network. Also a piece of that roadway network was the Highway 68 Bypass Freeway and the Fort Ord Expressway, four-lane high-speed roadways intended to relieve congestion on existing facilities.

Since the adoption of the BRP, TAMC and FORA analyzed options to the Highway 68 Bypass Freeway and the Fort Ord Expressway that would serve the same amount of traffic and relieve congestion by building a smaller, less impactful roadway in conjunction with widening General Jim Moore Boulevard. This analysis led to the design of Eastside Parkway connecting, by way of Eucalyptus Road, to General Jim Moore. In its current alignment, Eastside Parkway is a smaller and less impactful alternative to mitigate former Fort Ord development.

Eastside Parkway links Inter-Garrison Road to Gigling Road and Eucalyptus Road. It is designed as a two-lane roadway to supplement the traffic capacity of existing Highway 68 and the Blanco Road/Reservation Road connections between Salinas/Highway 101 and the Peninsula/Highway 1. The commute route of Davis Road - Reservation Road - Inter-Garrison Road - Eastside Parkway will decrease traffic on the two existing connectors.

At the same time, the alignment of the Inter-Garrison Road and Eastside Parkway intersection encourages through traffic movement around the California State University Monterey Bay (CSUMB) campus, protecting the campus from regional traffic as noted in CSUMB recent planning work and at their request.

Alternatives Analysis

Placeholder for discussion

Purpose and Need

The Eastside Parkway Project is an integral project within the long term planning for the redevelopment of the former Fort Ord. The project is mitigation for implementation of the Fort Ord BRP required by CEQA and the TAMC to alleviate existing and future traffic increases in the regional road network.

Public Agency Approvals and Permits

Anticipated approvals/permits from the following public agencies that may be required¹:

- CEQA Compliance;
- California RWQCB National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit;

¹ The included list is preliminary and additional approvals/permits may be identified by subsequent environmental document(s).

- County of Monterey project approval;
- FORA project consistency determination;
- County of Monterey grading permit;
- County of Monterey tree removal and encroachment permits;
- Monterey Bay Unified Air Pollution Control District (MBUAPCD): coordination with throughout the construction process; and
- 2081 Incidental Take Permit from CDFG.

II. Preliminary Initial Study Environmental Checklist

Provided below is preliminary analysis of the environmental topics included in CEQA’s Initial Study Environmental Checklist (Appendix G of CEQA Guidelines).

1. AESTHETICS

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

Discussion:

The project site is not located in a designated scenic vista area per the local general plans. The site is not within view from State Route 1, an eligible State Scenic Highway. However, temporary construction impacts (e.g. grading/paving activities) and the permanent loss of oak woodland and other habitats would result from the construction of the proposed project. These impacts would be considered a substantial degradation of the existing visual character of the area. This is a potentially significant impact that would require mitigation. Best Management Practices (BMP) may be implemented to reduce the temporary construction-related impacts. Mitigation measures for impacts to oak woodland and other habitats have been identified in the Biological Resources Report and Forest Resource Evaluation. However, a Forest Management Plan (FMP) needs to be prepared in compliance with Title 16, Chapter 16.60, of Monterey County Code, which may provide additional measures.

Additionally, implementation of the project would result in the introduction of new light and glare, which could adversely affect nighttime views in the area (e.g., traffic lighting, automobile headlights, and street lights). This is a potentially significant impact that would require mitigation. It is recommended that a visual analysis be conducted for this project to determine the level of project impacts and identify mitigation measures, as needed.

Recommended Avoidance/Minimization Measure(s):

- To be determined through additional technical analysis (e.g. a visual analysis); measures identified in the visual analysis, Biological Resources Report, Forest Resource Evaluation, and FMP should reduce potential impacts. However, it is not known at this time whether these impacts will remain significant and unavoidable.

2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There are no designated agricultural or timberland lands or resources located on or adjacent to the project site.

Recommended Avoidance/Minimization Measure(s):

- None required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Long-term impacts to air quality, in the form of conflicting with air quality plans, contributing to an air quality violation, or resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region are expected to be less than significant; however, these areas require more in-depth analysis in subsequent environmental review (also see *Section 7 Greenhouse Gases*).

Implementation of the project would result in temporary construction-related air quality impacts. Short-term air quality impacts of particulate matter emissions occurring during construction could be minimized with implementation of standard construction practices; however, more detailed mitigation measures would be developed by subsequent environmental review.

There are no sensitive receptors located within the immediate vicinity of the proposed project. Therefore, the potential to expose sensitive receptors to substantial pollutant concentrations or create objectionable odors affecting a substantial number of people is expected to be low.

It is anticipated that air quality impacts can be reduced to a less-than-significant level with implementation of recommended mitigation measures.

Recommended Avoidance/Minimization Measure(s):

- Standard construction practices typically implemented to reduce temporary construction-related air quality impacts include:

- Apply water to all excavated or graded areas to prevent excessive dust.
 - Cover or water all material transported offsite to prevent excessive dust release.
 - Minimize the total construction area disturbed by grading, earth moving, or excavation.
 - Limit onsite construction vehicle speeds to 15 miles per hour.
 - Clean loose soil from construction vehicles before exiting the work site.
 - Maintain all construction vehicles internal combustion engines according to manufacturer specifications.
- Additional measures may be recommended in subsequent environmental review.

4. BIOLOGICAL RESOURCES

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

Discussion:

Construction and implementation of the proposed project would potentially have significant impacts on biological resources. A Biological Resources Report (January 2011) was prepared for the proposed project. The proposed Eastside Parkway alignment is primarily located within designated “development” parcels, as designated by the HMP, with the exception of the portion associated with Inter-Garrison Road, which includes approximately one mile of road expansion along Inter-Garrison Road from its intersection with the new Eastside Parkway to the East Garrison Project site.

For the portion of the proposed project located within development parcels, impacts to HMP species and habitats occurring within those parcels were anticipated and mitigated through the establishment of habitat reserves and corridors, and assignment of management requirements for other parcels on former Fort Ord. The HMP species known or with the potential to occur within these parcels include Monterey ornate shrew, CTS, California legless lizard, Hooker’s manzanita, sandmat manzanita, Toro manzanita, Monterey ceanothus, Monterey spineflower, and Eastwood’s goldenbush. In addition to these HMP species identified, impacts to sensitive maritime chaparral habitat are also addressed in the HMP and, therefore, impacts to this habitat are also considered mitigated through the implementation of the HMP based on the same conclusions. Potential impacts to these special-status species and maritime chaparral are considered less-than-significant where the project is located in designated development parcels.

However, for the portion of the proposed project along Inter-Garrison Road, impacts to HMP species and habitats would be considered potentially significant where they occur in the designated habitat reserve or corridor parcels (i.e., Habitat Corridor/Youth Camp and East Garrison North parcels). No HMP species or habitats were observed within the designated habitat reserve or corridor parcels. Additionally, no HMP species or habitats were observed within the adjacent designated development parcels along Inter-Garrison Road. As a result, no impacts to HMP species or habitats are expected to occur within this portion of the proposed project. Monterey spineflower critical habitat does occur within the designated habitat reserve and corridor parcels, and the proposed alignment does encroach into critical habitat.

Where suitable habitat exists within the entire project site, the proposed project has the potential to impact special-status species that were not addressed in the HMP. The non-HMP species that are known or have the potential to occur within the project site include: the hoary bat; Monterey dusky-footed woodrat; American badger; nesting raptors and other protected avian species, including, but not limited to, the white-tailed kite, Cooper’s hawk, California horned lark, and burrowing owl; and coast horned lizard.

The HMP does not exempt existing or future land recipients from the requirements of the federal Endangered Species Act (ESA) and California Endangered Species Act (CESA). There is only one listed species that is considered known or with the potential to occur within the project site that would require take authorization from the resource agencies: California tiger salamander (CTS), which is listed under both federal and state ESAs. Therefore, although CTS is a HMP species, the take of this species is prohibited under the ESA and CESA without authorization from the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (DFG). Impacts that may result in take of CTS would need to be authorized by the Service and DFG through the issuance of incidental take permits from both agencies to avoid being in violation of the ESA and CESA.

The project also has the potential to impact up to 65 acres of coast live oak woodland habitat, which is protected by Monterey County Code and the Oak Woodland Management Act (PRC Section 21083.4). Please refer to the Forest Resource Evaluation prepared for the project for specific tree data (Staub Forestry and Environmental Consulting, 2011). In compliance with Monterey County Code, the preparation of a Forest Management Plan (FMP) is required for a tree removal permit. It is recommended that the Forest Resource Evaluation be used to prepare the FMP.

It is assumed that potentially significant impacts to biological resources could be avoided or minimized with the implementation of mitigation measures; however, it is not known at this time whether impacts can be reduced to a less-than-significant level.

Recommended Avoidance/Minimization Measure(s):

- Implementation of mitigation measures identified in the Biological Resources Report and Forest Resource Evaluation.
- Additional measures may be recommended in subsequent environmental review, including within the Forest Management Plan. However, it is not known at this time whether these impacts will remain significant and unavoidable.

5. CULTURAL RESOURCES

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

Discussion:

A Phase 1 Archaeological Survey was prepared for the project (Archaeological Consulting, September 2010) which included a review of historical records, a field survey, and Native American consultation. The survey concluded that no known historical or archaeological resources would be adversely impacted by implementation of the proposed project. However, ground disturbance during construction phases could unearth previously unknown archaeological resources and/or human remains; therefore, mitigation was provided, which would reduce the potential impact to a less-than-significant level.

Recommended Avoidance/Minimization Measure(s):

- If archaeological resources or human remains are unexpectedly discovered during any construction, work shall be halted within 50 meters (±160 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated, with the concurrence of the Lead Agency, and implemented.

6. GEOLOGY AND SOILS

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

Discussion:

A Geotechnical Investigation and Percolation Testing report was prepared for the proposed project (prepared by Kleinfelder, October 2010). Due to the project's area relative proximity to various fault lines, implementation of the proposed project would have the potential to expose people or structures to seismic-related impacts. Mitigation measures reducing potential impacts to a less-than-significant level are required to be developed through subsequent environmental review. Additionally, the Geotechnical Investigation and Percolation Testing report prepared for the project notes numerous potential issues and impacts based on soils in the project area, which would need to be addressed through mitigation measures during construction phases of the project in order to reduce potential impacts to a less-than-significant level.

Recommended Avoidance/Minimization Measure(s):

- Implementation of the mitigation measures identified within the Geotechnical Investigation and Percolation Testing report.

7. GREENHOUSE GASES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■	□	□	□
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	■	□	□	□

Discussion:

The removal of a significant number of trees, as projected by the Forest Resources Evaluation, would represent a potentially significant, indirect, impact to greenhouse gas emissions. The effect of tree removal on carbon sequestration needs to be further addressed in subsequent environmental review, as it represents a potentially significant impact.

Recommended Avoidance/Minimization Measure(s):

- Additional measures may be recommended in subsequent environmental review. However, it is not known at this time whether these impacts will remain significant and unavoidable.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	□	□	■	□
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	□	■	□	□
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	□	□	□	■

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	■	□	□	□
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	□	□	■
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	□	□	■	□

Discussion:

The former Fort Ord has been the subject of extensive and on-going environmental analysis as part of the U.S. Army’s disposal of Fort Ord and FORA’s subsequent base reuse plan and associated EIR. In 1990, the former Fort Ord was added to the National Priorities List of Hazardous Waste Sites (“Superfund List”). A base-wide assessment of potentially hazardous sites was conducted in 1994 by Harding Lawson Associates, which categorized sites according to the level of remedial actions required under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Portions of the project area remain with potential unexploded ordnance restrictions and are included in the Environmental Services Cooperative Agreement (ESCA). On March 31, 2007, the Army and FORA entered into an ESCA thereby allowing the Army to transfer 3,500 acres of Economic Development Conveyance (EDC) properties, including the project parcels, and the responsibility of removing Munitions and Explosives of Concern (MEC) to FORA. Under the terms of the ESCA and additional agreements between the EPA and DTSC, FORA is required to meet the same standards for MEC remediation as the Army and abide by all federal and state regulations governing the cleanup of a Superfund site. As this process is currently in effect for the project parcels with remediation of lands currently occurring, no additional assessment is required. The lands will have been remediated prior to construction and transfer to Monterey County.

Recommended Avoidance/Minimization Measure(s):

- None required.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	■	□	□	□
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	□	□	□	■
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	■	□	□	□
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	■	□	□	□
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	■	□	□	□
f) Otherwise substantially degrade water quality?	■	□	□	□
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	□	□	□	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	■	□	□	□
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the	□	□	□	■

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
failure of a levee or dam?				
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Construction and implementation of the proposed project could result in potentially significant impacts to hydrology and water quality. Construction of the roadway alignments would create new impervious surfaces resulting in an increase in runoff, and the roadway could potentially disrupt existing drainage flows, potentially violating water quality standards. Construction activities (e.g. grading, excavating, and leveling of the terrain) would result in impacts to the drainage of the project area. The increase in runoff could be controlled onsite through drainage improvements. The proposed project may also result in erosion impacts during construction activities; however, the selected contractor will be required to implement standard erosion control measures during construction to reduce erosion impacts to a less-than-significant level. The proposed project would result in ground disturbance of over one acre total, and, therefore, would require a NPDES General Construction StormWater Permit. Implementation of BMPs would likely achieve compliance with water quality standards; however, additional analysis of potential water quality impacts is recommended.

Additionally, the project site is in the vicinity of a flood hazard zone, Flood Zone AO, which is an area subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet. The project area contains soils with a high percolation rate (e.g., sand) so flood impacts are minimized. No evidence of flooding, standing water, or wetland plants were observed during field surveys. Further analysis is required to determine potential impacts and/or mitigation measures. It is anticipated that potential water quality impacts can be reduced to a less-than-significant level with implementation of BMPs and mitigation measures identified in subsequent environmental review.

Recommended Avoidance/Minimization Measure(s):

- Implementation of BMPs and additional measures that may be recommended in subsequent environmental review.

10. LAND USE AND PLANNING

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

Discussion:

Implementation of the proposed project would not divide an established community and would not conflict with applicable land use plans, such as the Fort Ord Reuse Plan or the HMP; the proposed project was anticipated by both plans.

Recommended Avoidance/Minimization Measure(s):

- None required.

11. MINERAL RESOURCES

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

Discussion:

No impacts to mineral resources would be anticipated by construction or implementation of the proposed project as there are no known mineral resource sites in the project area.

Recommended Avoidance/Minimization Measure(s):

- None required.

12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	□	□	□
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■	□	□	□
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■

Discussion:

Construction and implementation of the proposed project would involve both temporary noise impacts related to construction phases and long-term noise impacts associated with the operational phase of the project. The preparation of a Noise Study for the project is recommended to determine extent of impact and applicable mitigation measures.

Recommended Avoidance/Minimization Measure(s):

- To be determined through a Noise Study and additional measures may be recommended as a result of further analysis and subsequent environmental review.

13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed roadway alignment would be constructed within the former Fort Ord adjacent to and serving existing regional and proposed future residential and commercial projects. Therefore, no people or housing would be displaced as a result of the construction and operation of the project. The project has been proposed in order to provide improved circulation in the project area of the former Fort Ord, City of Seaside, City of Marina, and unincorporated Monterey County. The project would not be growth-inducing as the proposed roadway is mitigation for existing and planned redevelopment uses on the former Fort Ord as described in the Fort Ord Reuse Plan.

Recommended Avoidance/Minimization Measure(s):

- None required.

14. PUBLIC SERVICES

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14. PUBLIC SERVICES

Would the project result in:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Implementation of the proposed project could result in potentially significant impacts to fire and police protection service providers as a result of an increase in the demand for services. The proposed project would not result in impacts to schools or parks. Subsequent environmental review will analyze potential impacts to fire and police services. It is anticipated that these potential impacts can be reduced to less-than-significant levels through recommended mitigation measures.

Recommended Avoidance/Minimization Measure(s):

- Additional measures may be recommended in subsequent environmental review.

15. RECREATION

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

Discussion:

Construction of the proposed roadway may increase access to BLM open space lands and other proposed open spaces on the former Fort Ord. The proposed roadway alignment will provide access points and is directly adjacent to public lands. Access and recreational use should be analyzed more in subsequent environmental review to determine the level of impact and identify mitigation measures, as necessary. Implementation of the proposed project would not result in the increased use of existing recreational facilities causing substantial deterioration of a facility and would not involve the expansion of existing recreational facilities.

Recommended Avoidance/Minimization Measure(s):

- Additional measures may be recommended in subsequent environmental review.

16. TRANSPORTATION/TRAFFIC

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

Discussion:

A Traffic Operations Analysis was prepared for the proposed project (RBF, November 2011), which analyzed future 2030 traffic operations for the road corridor. A traffic signal warrant and level of service analyses were conducted. Some intersections will require a traffic signal or roundabout. It was determined that under year 2030 conditions, all study roadway segments and intersection would operate at an acceptable LOS D or better. It is not anticipated that additional traffic studies are required.

Recommended Avoidance/Minimization Measure(s):

- Implementation of the recommendations identified in the Traffic Operations Analysis.

17. UTILITIES AND SERVICE SYSTEMS

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

Discussion:

Construction of the proposed project would require the construction of new stormwater drainage facilities to accommodate runoff. The impacts associated with the construction of these facilities are addressed as a component of the roadway construction as described in the project description and analyzed in the Hydrology & Water Quality section of this Preliminary IS. Impacts associated with drainage are anticipated to be reduced to a less-than-significant level with implementation of BMPs and additional measures that may be recommended during subsequent environmental review. Also see *Section 9. Hydrology & Water Quality*.

Recommended Avoidance/Minimization Measure(s):

- Implementation of BMPs and any additional measures that may be recommended in subsequent environmental review.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	□	□	□
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	□	□	□
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	□	□	□

Discussion:

As discussed in this Preliminary IS, the construction and operation of the proposed project have the potential to degrade the quality of the environment, have potential impacts that are cumulatively considerable, and have potential direct or indirect adverse environmental effects on human beings. With the exception of aesthetics, biological resources, and greenhouse gases, it is anticipated that all potentially significant environmental impacts can be reduced to a less-than-significant level through project design, conditions of approval, and/or mitigation measures. However, this assumption cannot be verified without further environmental review. Most of the analysis can be done within the environmental document, but it is recommended that the following technical studies be prepared to analyze potential impacts and identify mitigation measures, as necessary:

- Visual analysis,
- Air Quality analysis,
- Forest Management Plan,
- Greenhouse Gas Emissions and Carbon Sequestration analyses,
- Drainage analysis, and
- Noise Study.

Based on the need for additional analysis, potentially significant impacts to aesthetics, biological resources, and greenhouse gases, and level of public controversy, it is recommended that an Environmental Impact Report (EIR) be prepared in compliance with CEQA.

References

- Archaeological Consulting (September 2010), *Phase 1 Archaeological Survey*.
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- Denise Duffy & Associates (January 2012), *Biological Resources Report*.
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- Fort Ord Reuse Authority (1997), *Base Reuse Plan*.
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- Kleinfelder (October 2010), *Geotechnical and Percolation Testing*.
- Monterey Bay Unified Air Pollution Control District (2008), *CEQA Air Quality Guidelines*.
- RBF Consulting (November 2011), *Traffic Operation Analysis*.
- Staub Forestry (September 2011), *Forest Resource Evaluation*.
- U.S. Army Corps of Engineers, Sacramento District (1993), *Fort Ord Disposal and Reuse Environmental Impact Statement*.
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- U.S. Department of the Army (October 1995), *Base-wide Remedial Investigation/Feasibility Study, Fort Ord, California*.
- U.S. Environmental Protection Agency (July 1994), *Superfund Record of Decision: Fort Ord, Fort Ord, California*.
- Whitson Engineers (October 2011), *30% Project Plans*.

