

**City of Monterey
Environmental Checklist Form**

1. **Project Title:** Move Monterey Multimodal Plan
2. **Lead Agency Name and Address:** City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940
3. **Contact Person and Phone Number:** Christy Sabdo, AICP, Associate Planner, sabdo@monterey.org, (831) 646-3758
4. **Project Location:** Citywide, Monterey, CA 93940
5. **Project Sponsor's Name and Address:** City of Monterey, 570 Pacific Street, Monterey, CA 93940
6. **General Plan Designation:** Various: Very Low-Density Residential; Low-Density Residential; Medium-Density Residential; Public/Semi-Public; Parks, Recreation and Open Space; Commercial; Industrial
7. **Zoning:** Various: Residential Estate (R-E), Residential Single-Family (R-1), Residential Low Density Multifamily Dwelling (R-2), Residential Medium Density Multifamily (R-3), Neighborhood Commercial (C-1), Community Commercial (C-2), General Commercial (C-3), Office and Professional (CO), Cannery Row Commercial (C-R), Visitor Accommodation Facility (VAF), Industrial, Administration and Research (I-R), Open Space (O), Parking (P), Planned Community (PC)
8. **Description of Project:** The proposed project is an update of the City of Monterey's "Monterey on the Move: Multi-modal Mobility Plan". The updated document will be called "Move Monterey Multimodal Plan". The update will include new chapters to help Monterey better manage traffic and accommodate a variety of users better. The Move Monterey Multimodal Plan is intended to guide the implementation of General Plan Circulation Element policies. The Move Monterey Multimodal Plan is available for review at the City's website at: <https://www.monterey.org/Services/Community-Development/Planning>.
9. **Surrounding Land uses and Setting:** The City of Monterey city limits (General Plan planning area) constitute the project site. The City is bordered to the north by Monterey Bay and the City of Seaside, to the south by unincorporated county lands, to the west by the City of Pacific Grove, and to the east by the Fort Ord Redevelopment Area and unincorporated county lands.
10. **Other public agencies whose approval is required:** None.
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?** Tribal Chairwoman Louise Miranda-Ramirez with the Ohlone/Costanoan-Esselen

Nation formally requested a tribal consultation on July 15, 2021. The Esselen Tribe of Monterey County, including the following tribal representatives Tom Little Bear Nason, Chairman; Jana Nason, Brenna Wheelis, and Susan Morely, requested tribal consultation on July 27, 2021. Tribal Chairman, Isaac Bojorquez, with the KaKoon Ta Ruk Bank of Ohlone-Costanoan Indians requested a tribal consultation on July 27, 2021.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

-X.... ... Aesthetics
-Agriculture Resources and Forest Resources
- Air Quality
- Biological Resources
-X... Cultural Resources
- Energy
-X..... Geology/Soils
-X..... Greenhouse Gas Emissions
- Hazards and Hazardous Materials
-X..... Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
-X..... Noise
- Population/Housing
-X... Public Services
-X..... Recreation
-X..... Transportation
-X..... Tribal Cultural Resources
- Utilities/Service Systems
- Wildlife
-X..... Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

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

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

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

..... I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

..... I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (EIR) or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Public Review Period

Begins: August 3, 2021

Ends: September 2, 2021

The Move Monterey Multimodal Plan is available for review at the City’s website at: <https://www.monterey.org/Services/Community-Development/Planning>.

Public Meeting

Date: September 21, 2021

Time: 4:00 or 7:00 pm

Location: Due to COVID, the Planning Commission meeting will be conducted both in person and online. See the City Council agenda when posted at:

(Due to the Health Emergency – Comments can be submitted electronically to planning@monterey.org)

Reviewing Body: City Council

Anyone interested in this matter is invited to comment on the document by written response or by personal appearance at the hearing.

Signature: 

Date: July 29, 2021

Printed name: Christy Sabdo, AICP
Title: Associate Planner
Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940
Phone Number: 831-646-3758
Email Address: sabdo@monterey.org

Attachment: 1. AB 52 Notification of Consultation Opportunity, pursuant to Pub. Resources Code §21080.3.1, to Traditionally and Culturally Affiliated California Native American Tribes

e: City Council
Planning Commission
Architectural Review Committee
Planning Secretary
All Business Associations
All Neighborhood Associations
Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Costanoan, P.O. Box 28, Hollister, CA 95024
Association of Monterey Bay Area Governments, P. O. Box 809, Marina, CA 93933-0809
CA Coastal Commission, 725 Front Street, # 300, Santa Cruz, CA 95060
CA Department of Fish and Wildlife, 20 Lower Ragsdale Drive, Suite 100, Monterey, CA 93940
CA Department of Fish and Wildlife Regional Office, 1234 E. Shaw Avenue, Fresno, CA 93710
CA Department of Parks and Recreation, Monterey District Superintendent, 2211 Garden Road, Monterey CA 93940
California Regional Water Quality Control, Central Coast, Region 3, 895 Aerovista Place, Suite 101, San Luis Obispo, CA 93401-7906
California Native Plant Society, Mary Ann Matthews, 2 Via Milpitas, Carmel Valley, CA 93924-9630
Caltrans District 5, 50 Higuera Street, San Luis Obispo, CA 93401-5415
Dee Dee Ybarra, Chairperson, Rumsen Am: a Tur: ataj Ohlone, 14671 Farmington Street, Hesperia, CA 92345
Irene Zwierlein, Chairperson, Amah Mutsun Tribal Band of Mission San Juan Bautista, 789 Canada Road, Woodside, CA 94062
Kanyon Sayers-Roods, MLD, Indian Canyon Mutsun Band of Costanoan, 1615 Pearson Court, San Jose, CA 95122
Kenneth Woodrow, Chairperson, Wuksache Indian Tribe/Eshom Valley Band, 1179 Rock Haven Ct, Salinas, CA 93906
LandWatch of Monterey County, P.O. Box 1876, Salinas, CA 93902
League of Women Voters, Executive Director, P.O. Box 1995, Monterey, CA 93942
Louise J. Miranda Ramirez, Tribal Chairwoman, Ohlone/Costanoan-Esselen Nation, P.O. Box 1301, Monterey, CA 93942
Molly Erickson, P.O. Box 2448, Monterey, CA 93942-2448
Monterey Bay Air Resources District, 24580 Silver Cloud Court, Monterey, CA 93940
Monterey Commercial Property Owners Association, P.O. Box 1953, Monterey, CA 93942
Monterey County Airport Land Use Commission, 1441 Schilling Place, Salinas, CA 93901

Monterey County Health Department, 1270 Natividad Road, Salinas, CA 93906
Monterey County Land Watch, 306 Capitol St, Ste 101, Salinas, CA 93901
Monterey County Planning, 1441 Schilling Place, Salinas, CA 93901
Monterey District Superintendent, CA Department of Parks and Recreation, 2211 Garden Road,
Monterey, CA 93940
Monterey One Water, 5 Harris Ct, Monterey, CA 93940
Monterey Peninsula Water Management District, P.O. Box 85, Monterey, CA 93942
Monterey Regional Airport District, Chris Morello, 200 Fred Kane Drive, Suite 200, Monterey, CA
93940
Monterey-Salinas Transit, Michelle Overmeyer, 19 Upper Ragsdale Drive, Suite 200, Monterey,
Ca 93940
Native American Heritage Commission
Patrick Orozco, Chairman, Costanoan Ohlone Rumsen-Mutsen Tribe, 644 Peartree Drive,
Watsonville, CA 95076
Sierra Club, Ventana Chapter, Rita Dalessio, Chair, 16 Via Las Encinas, Carmel Valley, CA 93924
Tom Little Bear Nason, Chairman, Esselen Tribe of Monterey County, P.O. Box 95, Carmel Valley, CA
93924
Tony Cerda, Chairperson, Costanoan Rumsen Carmel Tribe, 244 E. 1st Street, Pomona, CA 91766
Transportation Agency for Monterey County, 55 Plaza Cir B, Salinas, CA 93901
Valentin Lopez, Chairperson, Amah Mutsun Tribal Band, P.O. Box 5272, Galt, CA 95632

Note: A copy of this document, as well as informational sources referenced herein, can be reviewed at the City's website: <https://www.monterey.org/Services/Community-Development/Planning>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?			X		- City of Monterey General Plan Map 2 Showing Special Places
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		- City of Monterey General Plan Open Space Element Goals c, d, and h and Policies b.4 and f.6
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from public accessible vantage point.) If the project is in an urbanized area would the project conflict with applicable zoning and other regulations governing scenic quality?			X		- City of Monterey General Plan Urban Design Element - City of Monterey General Plan Open Space Element, Policies a.3 and b.4 - City of Monterey City Code, Chapter 37, Preservation of Trees
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		- City of Monterey General Plan Urban Design Element Policy f.9

Existing Setting

The City of Monterey (City) consists of approximately 10 square miles of coastal lands and forested hills. Much of the City is urbanized; however, its coastline and wooded ridges are devoted primarily to open space and recreational uses. Monterey’s image is that of a small-scale residential community next to Monterey Bay, framed by a forested hill backdrop that draws its charm from a rich historical background, certain commercial enterprises, and natural scenic beauty. The Monterey region is well known for its scenic visual character provided by the coastline and central ridge of wooded hills. The City’s coastal areas provide expansive views of the Pacific Ocean (Monterey Bay).

The City’s General Plan identifies Monterey Bay as the City’s most significant natural resource and also identifies the pine- and oak-covered ridges and foothills as important visual elements, although

some are outside the City. The General Plan also indicates that greenbelts create a beautiful setting and preserve a number of natural resources including Monterey pine trees, as well as form the backdrop of the City and provide a visual break from urban development. The Urban Design Element encourages preservation of forested hillsides as an essential element of the City setting. The Open Space Element calls for preservation of greenbelts to ensure an overall visual impression of open space on the hillsides above Monterey, between neighborhoods and along major transportation corridors.

As identified in the City’s General Plan, all major roads leading to Monterey are scenic highways. Highway 1, south of the City, is a State-designated scenic highway. State Highway 68 (Monterey Salinas Highway) from Highway 1 to the Salinas River is a State- and County-designated scenic highway.

Discussion

a-d). The bicycle and pedestrian facilities proposed in the Move Monterey Multimodal Plan would be constructed at-grade and no significant new trails outside of existing roadways are proposed. No development is proposed that would result in a significant visual impact. Therefore, the potential impact is considered to be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
II. AGRICULTURE AND FOREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
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?				X	<ul style="list-style-type: none"> - City of Monterey General Plan Conservation Element - Monterey County Important Farmland Map (California Department of Conservation, 2018) - City of Monterey General Plan Update Initial Study 2003 - City of Monterey Zoning Ordinance and Map

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	<ul style="list-style-type: none"> - City of Monterey Zoning Ordinance and Map - City of Monterey General Plan Conservation Element
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?				X	<ul style="list-style-type: none"> - City of Monterey General Plan Conservation Element - City of Monterey General Plan Update Initial Study 2003 - City of Monterey Zoning Ordinance and Map
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X	<ul style="list-style-type: none"> - City of Monterey General Plan Conservation Element
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?				X	<ul style="list-style-type: none"> - City of Monterey General Plan Conservation Element - City of Monterey General Plan Update Initial Study 2003 - City of Monterey Zoning Ordinance and Map

Existing Setting

Agricultural Resources

While much of Monterey County is known for agricultural resources and operations, there are no agricultural lands or operations or potential for future agriculture resources or activities within the City itself. There are no mapped prime or other agricultural lands within the City as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency nor are there properties designated for agricultural uses in the City's General Plan.

Forest Resources

Surrounding Conditions. The City of Monterey is primarily an urbanized environment. According to the City's General Plan, there are no commercial forests within the City. The City does not have any identified forest land use in its General Plan, and there is no land zoned Timberland Production within the City.

Discussion

a-e) Agricultural and Forest Resources. The project site does not contain any identified agriculture resources, land identified for potential agricultural production, lands zoned for agricultural use, or lands under a Williamson Act contract. Agriculture operations are not an allowable use in the Zoning Code. Therefore, no impact would occur to agriculture resources. The project will not result in any loss of agricultural or forest land resources. Therefore, the proposed project would result in **no impact** to farmland or agricultural lands or agricultural operations, or forest land or timberland production.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
III. 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:					
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	- City of Monterey General Plan Conservation Element, Policy c.2 - 2008 CEQA Air Quality Guidelines (MBARD)
b) 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)?				X	- 2012-1015 AQMP for MBARD - 2008 CEQA Air Quality Guidelines (MBARD) - City of Monterey General Plan Conservation Element, Policy c.2
c) Expose sensitive receptors to substantial pollutant concentrations?				X	- 2008 CEQA Air Quality Guidelines (MBARD) - City of Monterey Planning Division
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?				X	- 2008 CEQA Air Quality Guidelines (MBARD) - City of Monterey Planning Division

Existing Setting

The project area is within the North Central Coast Air Basin (NCCAB), which is comprised of Santa Cruz, San Benito and Monterey counties. A semi-permanent high-pressure system in the eastern Pacific is the controlling factor in the climate of the air basin. In late spring and summer, the high-pressure system is dominant and causes persistent west and northwesterly winds over the entire California coast. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. Warmer air aloft creates elevated inversions that restrict dilution of pollutants vertically, and mountains forming the valleys restrict dilution horizontally.

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 stagnant conditions allow pollutants to accumulate over a period of days. It is during this season that the north or east winds develop that transport pollutants from either the San Francisco Bay Area or the Central Valley into the NCCAB. During winter and early spring, the Pacific high-pressure system migrates southward and has less influence on the air basin. Wind direction is more variable, but northwest winds still dominate. The general absence of deep, persistent inversions and occasional storm passages usually result in good air quality for the basin as a whole. The City of Monterey is bounded by pine-wooded hills to the south and by the crescent-shaped southerly end of the Monterey Bay to the north. Persistent sea breezes ventilate the area with respect to other metropolitan areas, and the City generally enjoys good air quality throughout the year.

To protect public health, both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards (AAQS) that are the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety to protect public health and welfare. Criteria pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), inhalable particulates (PM₁₀), fine particulates (PM_{2.5}), and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. An area is designated as “in attainment” when it is in compliance with the federal and/or state standards.

The State Air Resources Board (ARB) designates a status for regional air basins as being in attainment or nonattainment with State air quality standards. The Federal Environmental Protection Agency (EPA) provides the designation for National standards. State designations are reviewed annually while the National designations are reviewed when either the standards change, or when an area requests that they be re-designated due to changes in the area’s air quality. Most designations are made by regional air basin, but in some cases designations are made at the county level.

Designations are made by pollutant according to the following categories:

Attainment – Air quality in the area meets the standard.

Nonattainment – Air quality in the area fails to meet the applicable standard.

Unclassified – Insufficient data to designate area, or designations have yet to be made.

Attainment/Unclassified - An EPA designation which, in terms of planning implications, is essentially the same as Attainment.

The NCCAB is under the jurisdiction of the Monterey Bay Air Resources District¹ (MBARD). The MBARD is in attainment or unclassified status for NAAQS and no national attainment plans apply to the region. The NCCAB is a nonattainment area for the CAAQS for both ozone and inhalable particulate matter (PM₁₀) and is an attainment area for other standards, except it is unclassified for hydrogen sulfide (California Air Resources Board 2020).

The MBARD adopted its first Attainment Plan for ozone in 1991. The Air Quality Management Plan (AQMP) for the Monterey Bay Area was the first plan prepared in response to the California Clean Air Act of 1988 that established specific planning requirements to meet the ozone standard. The California Clean Air Act requires that the AQMP be updated every three years. The most recent updates occurred in 2017 with the adoption of the 2012-2015 AQMP. The MBARD’s 2017 AQMP identifies a continued trend of declining ozone emissions in the NCCAB primarily related to lower vehicle miles traveled. Therefore, the MBARD determined progress was continuing to be made toward attaining the 8-hour ozone standard during the three-year period reviewed (Monterey Bay Air Resources District 2017). Attainment of the CAAQS PM₁₀ standard is addressed in the MBARD’s *Senate Bill 656 Implementation Plan*, which was adopted in December 2005. Maintenance of the NAAQS eight-hour standard for ozone is addressed in the MBARD’s *Federal Maintenance Plan for the Monterey Bay Region*, which was adopted in March 2007. The MBARD does not have threshold for the ozone precursors nitrogen oxide and reactive organic gas for construction projects less than one year because this is accounted for in their emission inventories. The MBARD has established a daily emissions threshold for PM₁₀ for construction projects of 82 pounds per day (lbs/day).

Discussion

a) – d) Bicycling and walking are emission-free forms of transportation that do not contribute to air pollution. The project would result in improvements that support and encourage more trips by these modes in place of modes that emit greenhouse gases and other air pollutants. Therefore, **no impacts** regarding air quality would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
IV. BIOLOGICAL RESOURCES – Would the project:					
a) Has 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				X	- City of Monterey, General Plan Conservation Element Goal d, Policies d.1, d.2, d.4, d.5, d.6

¹ Formerly the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
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, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	- City of Monterey, General Plan Conservation Element Policy b.4, d.3, d.5
c) Have a substantial adverse effect on state or 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?				X	- City of Monterey, General Plan Conservation Element Policy b.4
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?				X	- City of Monterey, General Plan Conservation and Open Space Elements
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X	- City of Monterey, Monterey City Code (M.C.C.), Chapter 37, Preservation of Trees and Shrubs
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?				X	- City of Monterey Community Development Department

Existing Setting:

Monterey County consists of more than 3,324 square miles of land (over two million acres) with a variety of habitats from rocky Pacific shores to open grasslands to high mountains at elevations exceeding 5,000 feet. The Monterey Bay area, located in northern Monterey County, is home to a diverse population of animal, bird, and plant species. The waters of Monterey Bay and the adjacent Pacific Ocean off the central California coast have been designated and protected as the Monterey Bay National Marine Sanctuary since 1992.

Regulations

Migratory Bird Treaty Act. The Migratory Bird Treaty Act (MBTA) establishes special protection for migratory birds by regulating hunting or trade in migratory birds. The MBTA prohibits anyone to take, possess, buy, sell, purchase, or barter any migratory birds list in 50 CFR 10, including feathers or other part, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The definition of “take” includes any disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young).

Monterey Tree Protection Ordinance. Chapter 37 of the Monterey City Code regulates protection of trees. Monterey’s image is that of a small-scale residential community beside the bay, framed by a forested hill backdrop and drawing its charm from a rich historical background, certain commercial enterprises, and natural scenic beauty. Trees within the City significantly contribute to this image. The Preservation of Trees and Shrubs Ordinance regulations are intended to assure preservation of trees and replacement of trees when removal is unavoidable.

The regulations define “protected tree” as trees located on a vacant private parcel that are more than two inches (2") in diameter when measured at a point four feet six inches (4'6") above the tree’s natural grade and trees located on a private, developed parcel that are more than six inches (6") when measured at a point four feet six inches (4'6") above the tree’s natural grade. All public or private construction projects requiring acquisition of a building permit shall comply with the tree protection guidelines established by the City in order to safeguard and protect any trees affected by construction. Removal of most trees would require a permit issued by the City Forester unless otherwise exempt. Decisions include consideration of the condition of the tree, other healthy trees on the property, acceptance of mitigation measures, and value and importance of the trees on the site. Replacement trees and/or in lieu fees are typically required for approval of trees protected by City regulations.

The Ordinance also establishes a Landmark Tree Program. A local landmark tree must meet the criteria in the City Code that includes:

- Oak trees with a 10-inch diameter measures 4 feet 6 inches above ground, 20 feet in height and prominently visible from public streets, public parking areas, parks or open space from a minimum distance of 100 feet.

- Conifer trees with a 12-inch diameter measures 4 feet 6 inches above ground, 30 feet in height and prominently visible from public streets, public parking areas, parks or open space from a minimum distance of 100 feet.
- Non-native ornamental trees with a 10-inch diameter measures 4 feet 6 inches above ground, 15 feet in height and prominently visible from public streets, public parking areas, parks or open space from a minimum distance of 100 feet.

General Plan Conservation Element. The City’s Conservation Element contains a variety of goals, policies and programs. Its elements protect the character and composition of existing native vegetative communities, as well as provide policy to conserve, manage, and restore habitats for endangered species, and protect biological diversity represented by special-status plant and wildlife species in the City of Monterey.

Special-Status Species and Sensitive Habitats. Special-status species are those plants and animals that have been formally listed or proposed for listing as endangered or threatened or are candidates for such listing under the Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA). Listed species are afforded legal protection under the ESA and CESA. Species that meet the definition of Rare or Endangered under the California Environmental Quality Act (CEQA) Section 15380 are also considered special-status species. Species that meet this definition are typically provided management consideration through the CEQA process, although they are not legally protected under the ESA or CESA include: DFW species of special concern and fully protected species; species listed on the DFW’s California Natural Diversity Database (CNDDDB) with no formal status designation but thought by experts to be rare or in serious decline; plants listed as rare under the California Native Plant Protection Act (CNPPA) or on the California Native Plant Society (CNPS) California Rare Plant Ranks (CRPR) 1A and 1B; raptors and other migratory birds protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 and California Fish and Game Code; and marine mammals protected under the Marine Mammal Protection Act of 1972 (MMPA).

Sensitive habitats include riparian corridors, wetlands and other waters of the U.S., habitats for legally protected species, areas of high biological diversity, areas supporting rare or special-status wildlife habitat, and unusual or regionally restricted habitat types. Habitat types considered sensitive include those listed on the CNDDDB’s working list of high priority and rare natural communities (i.e., those habitats that are rare or endangered within the borders of California) (DFW, 2010), those that are occupied by species listed under ESA or are critical habitat in accordance with ESA, and those that are defined as Environmentally Sensitive Habitat Areas (ESHA) under the Coastal Act or “essential fish habitat” under the Magnuson-Stevens Fishery Conservation and Management Act or protected under the Marine Life Protection Act. Specific habitats may also be identified as sensitive in the City’s General Plan or ordinances. Sensitive habitats are regulated under federal regulations (such as the Clean Water Act, the Rivers and Harbors Act, and Executive Order 11990 – Protection of Wetlands), state regulations (such as CEQA and the DFW Streambed Alteration Program), or local ordinances or policies (such as City or County tree ordinances, Habitat Management Plan areas, and General Plan elements).

Discussion

a-f) Biological Resources. All of the proposed pedestrian and bicycle facilities included in the Move Monterey Multimodal Plan are located in developed and paved areas within existing rights-of-way that are currently improved with streets and sidewalks. No new trails or paths outside of paved areas are proposed. There are no sensitive or special-status species, riparian habitats, other sensitive natural communities, or federally protected wetlands in the proposed project locations. There are no on-site trees which could be considered habitat for migratory birds, or wildlife habitats for other migratory species. The proposed facilities would not conflict with any local policies or ordinances protecting biological resources, or any habitat or community conservation plans. Therefore, the proposed facilities would result in **no impact** to biological resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
V. CULTURAL RESOURCES – Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Sections 15064.5?				X	<ul style="list-style-type: none"> - City of Monterey, Monterey City Code (M.C.C.), Chapter 38, Zoning Code, Article 15 H Historic Overlay District - City of Monterey, Historic Preservation Program
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X		- Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004
c) Disturb any human remains, including those interred outside of formal cemeteries?			X		- Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004

Existing Setting

The City of Monterey falls within the contact-period lands of at least two aboriginal tribal groups known ethnographically as Costanoan and Esselen. Since 1970, hundreds of surveys have been conducted and more than 60 archaeological sites have been excavated in Monterey and San Luis Obispo counties, with more than 200 radiocarbon dates reported. Most of this work was undertaken to comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Investigations of 19 sites along the northern shore of Monterey Peninsula confirmed the existence of two archaeological “populations” in the area of ethnographic Rumsen Costanoans. Over time, archeological investigations within the City have resulted in the recording of

approximately 29 prehistoric archeological sites. The majority of the City is mapped in the City's General Plan EIR as being located in areas with a high probability of prehistoric artifacts.

According to the City's General Plan, the City of Monterey is one of the most historic cities in the United States, and preservation of historic resources has long been a concern of Monterey citizens. Over the past three centuries, the City has served, at various times, as a Spanish mission, a center of government, a major commercial port, and a cultural center. In June 1932, the Custom House became California's first State Historic Landmark. Most of Monterey's economic activity takes place in historic areas or areas with a significant number of historic buildings, including downtown, Cannery Row, Wharf 1 (Fisherman's Wharf), the Presidio of Monterey, Naval Postgraduate School, and Custom House Plaza. The City of Monterey owns and maintains 12 historic buildings built between the 1840s to 1937. In addition, Monterey has a 50-year lease with the Army for the lower part of the Monterey Presidio, approximately 26 acres. The lease began in 1996 and will expire unless extended in 2046.

Discussion

a) Historical Resources. There are no known historical resources located at any of the proposed pedestrian and bicycle facility project sites, because the project sites consist of existing paved streets and other City right-of-way. Therefore, the project would result in **no impact** to historical resources.

b-c) Archaeological Resources. The majority of the proposed pedestrian and bicycle facilities are at-grade structures and are not anticipated to impact archaeological resources. Some new sidewalks and curb ramps will improve Americans with Disability Act (ADA) access to historic sites. Project-specific archaeological studies will be conducted for any project that involves ground disturbance within the area shown on the General Plan Environmental Impact Report (EIR) Figure 8 as having high archaeological sensitivity. Therefore, the impact to archaeological resources is expected to be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VI. ENERGY – Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption or operation?				X	- City of Monterey, General Plan Conservation Element
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X	- City of Monterey, General Plan Conservation Element

Existing Setting

Pacific Gas and Electric Company (PG&E) maintains the electrical network and provides natural gas service to the City. The City of Monterey is part of Central Coast Community Energy (3CE), a regional Community Choice Energy project. 3CE was formed to provide locally controlled, carbon free electricity to residents and businesses in Monterey, San Benito and Santa Cruz counties. The goals of 3CE are to increase utilization of renewable power, create local and sustainable energy sources and create green jobs.

In March 2016, the City adopted a Climate Action Plan (CAP). The CAP serves as a strategic tool to reduce greenhouse gas emissions (GHG) and ensure efficient use of the City's resources, including energy resources. The CAP provides guidance to increase energy independence, reduce spending on gas, electricity, and water, and improve air quality from non-City operations (City of Monterey 2016). Since January 2011, the City has purchased all its electricity from a green energy service provider, through PG&E's Direct Access Program and the EPA Green Power Partnership. Under the agreement, renewable sources, such as wind, biomass, geo-thermal, small hydroelectric, and solar, generate 100% of the electricity supplied to municipal buildings and facilities. Currently, wind provides 80% of the City's power and biomass provides the remaining 20% (City of Monterey 2016a).

The Association of Monterey Bay Area Governments (AMBAG) released the 2035 Metropolitan Transportation Plan/Sustainable City of Monterey Communities Strategy (MTP/SCS) in June 2014 to address GHG emissions regionally. The 2035 MTP/SCS is built on a set of integrated policies, strategies and investments to maintain and improve the region-wide transportation system to meet the diverse needs of the region through 2035.

Discussion

a) Energy Consumption. The proposed pedestrian and bicycle facilities would not contribute to wasteful, inefficient, or unnecessary consumption or operation of energy because they inherently do not consume energy. Therefore, the project would result in **no impact** related to energy consumption.

b) Conflicts with Plans. The proposed pedestrian and bicycle facilities would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency because they inherently do not consume energy. Therefore, the project would result in **no impact** related to plans for renewable energy or energy efficiency.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VII. GEOLOGY AND SOILS – Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? 			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey, General Plan, Map 11- Showing Seismic Hazards - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey, General Plan Safety Element Policies b.1–b.6 - City of Monterey, General Plan Map 12- Showing Steep Slopes
b) Result in substantial soil erosion or the loss of topsoil?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal b, Policy 6b
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?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey, General Plan Map 12- Showing Steep Slopes
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
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?				X	- City of Monterey, General Plan
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?				X	- Monterey County General Plan EIR (Resource Management Agency, 2010)

Existing Setting

The City is underlain by a major geologic feature, the Salinian Block, which in turn is underlain by granitic basement rock. The Salinian Block is bounded on the northeast by the San Andreas Fault and on the southwest by the Palo Colorado-San Gregorio Fault. The block is approximately 50 miles wide and 300 miles long. The types of soils and geologic formations that underlie the City are varied, ranging from unconsolidated dune sands along the Monterey Bay to exposed granite and sandstone.

California is one of the most active seismic regions in the United States. The City lies adjacent to the boundary zone between the North American and Pacific tectonic plates. The faults associated with this zone are predominantly northwest-trending strike-slip faults that have a right-lateral slip. The General Plan identifies three faults that traverse the City, including the Chupines Fault, the Navy Fault, and the Berwick Fault. Information available on the activity of these faults is generally not conclusive, but each is assumed to be potentially active.

Active faults in the proposed project vicinity include: the San Andreas-1906 Segment, located approximately 24 miles northeast of the proposed project site; the Palo Colorado-Sur, located approximately 8 miles southwest of the proposed project site; the Rinconada, located approximately 7 miles northeast of the proposed project site; and the Monterey Bay-Tularcitos, located approximately 4 mile from the proposed project site.

Topography and slope within the City is quite variable. Lands along the margin on Monterey Bay tend to be relatively flat, but sloped towards the bay. Much of the upland portion of the City is incised by a series of intermittent stream channels that have cut into surface soil and subsurface geologic formations, leaving a series of mesas that trend towards the bay. Much of the City is built on these mesas and on the more level margins of the bay. The northern terminus of the Santa Lucia Mountains is the major regional landform that forms the backdrop to the City. Due to slope and access

constraints, development within this area tends to be less dense. Steep slopes within the City tend to be located along stream channels and within the hillside areas.

Numerous soil types are located within the City. Each soil type has unique characteristics and potential development limitations and erosion characteristics. Generally, the erosion potential of soils and their expansion properties (soil expansion and contraction can result in damage to building foundations, roads, etc.) are of the greatest interest from a development impact perspective.

Discussion

a)-d). All of California is subject to ground-shaking during a seismic event. The majority of bicycle and pedestrian projects proposed would not involve ground disturbance and would not result in geology or soils-related impacts. Most of these facilities would be at-grade. For projects that involve structures, a building permit would be required. The Building Division requires the submittal of a geotechnical report and demonstration with all applicable seismic construction standards to the satisfaction of the Building Official. Because of this standard requirement, the impact will be **less than significant**.

Improper treatment or handling of spoils, graded areas, or other disturbed areas could result in unacceptable runoff and erosion. The Building Division requires the submittal of detailed stormwater control plans to demonstrate compliance with all applicable stormwater regulations. It also requires erosion and sediment control Best Management Practices (BMPs) to be included on the project plans that would be implemented during construction. Because of these requirements, potential impacts are considered **less than significant**.

e). None of the proposed projects involve or require the use of septic systems or alternative wastewater disposal systems; therefore, **no impacts** are anticipated.

f) Paleontological Resources. Most of the proposed bicycle and pedestrian projects would not involve ground disturbance and would be at-grade facilities. The project sites do not contain known unique paleontological or geological features. Significant paleontological resources are fossils or assemblages of fossils that are unique, unusual, rare, uncommon, and diagnostically or stratigraphically important—and those that add to an existing body of knowledge in specific areas. Most of the fossils found in Monterey County are of marine life forms and form a record of the region's geologic history of advancing and retreating sea levels. Because of the marine origin of these deposits, the area lacks the large, terrestrial fossils found in other regions such as the dinosaur fossils of the southwestern United States (Monterey County Resource Management Agency, March 2010). A review of nearly 700 known fossil localities throughout the County was conducted by paleontologists in 2001, and 12 fossil sites were identified as having outstanding scientific value. The project sites are not near the general locations of significant sites identified in the Monterey County General Plan EIR (Monterey County Resource Management Agency 2010). Discovery of buried, unknown paleontological resources are not expected as no significant finds have been reported in the general area. Therefore, the project would result in **no impact** to paleontological resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VIII. GREENHOUSE GAS EMISSIONS – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		- City of Monterey Climate Action Plan (City of Monterey, 2016)
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	- City of Monterey Climate Action Plan (City of Monterey, 2016)

Existing Setting

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth’s surface, attributed to accumulation of greenhouse house gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities.

The greenhouse effect is a natural process by which some of the radiant heat from the sun is captured in the lower atmosphere of the earth, thus maintaining the temperature and making the earth habitable. The gases that help capture the heat are called greenhouse gases. Some GHGs occur naturally in the atmosphere, while others result from human activities. Naturally occurring GHGs include water vapor, carbon dioxide, methane, nitrous oxide, and ozone. Certain human activities, however, add to the levels of most of these naturally occurring gases as described below:

- Carbon dioxide (CO₂) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned.
- Methane (CH₄) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills and from the raising of livestock.
- Nitrous oxide (N₂O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.

- High global warming potential (GWP) gases that are not naturally occurring, including hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆), are generated in a variety of industrial processes.

Of these gases, carbon dioxide (CO₂) and methane (CH₄) are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. The primary source of these GHGs is fossil fuel use. California's transportation sector is the single largest generator of GHG emissions, followed by electricity consumption as the second largest source, and industrial activities as the third largest source of GHG emissions. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Different types of GHGs have varying global warming potentials. The global warming potential of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere. Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CDE), and is the amount of a GHG emitted multiplied by its global warming potential.

The State of California passed the Global Warming Solutions Act of 2006 (AB32), which seeks to reduce GHG emissions generated by California. The Governor's Executive Order S-3-05 and AB 32 (Health & Safety Code, § 38501 et seq.) both seek to achieve 1990 emissions levels by the year 2020. Executive Order S-3-05 further requires that California's GHG emissions be 80 percent below 1990 levels by the year 2050. AB 32 defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrocarbons, perfluorocarbons and sulfur hexafluoride.

The California Air Resources Board (CARB) is the lead agency for implementing AB32. In accordance with provisions of AB 32, CARB has completed a statewide Greenhouse Gas (GHG) Inventory that provides estimates of the amount of GHGs emitted to, and removed from, the atmosphere by human activities within California. In accordance with requirements of AB32, a Scoping Plan was adopted by CARB in December 2008 and updated in 2014. The Scoping Plan and 2014 Update identify emissions reduction measures and actions related to energy, transportation, agriculture, water conservation and management, waste management, natural resources, green building, and cap-and-trade actions. The First Update to the Scoping Plan, approved in 2014, established a 2030 emissions target of 40 percent below 1990 levels. The current (2017) Scoping Plan identifies a balanced mix of strategies to meet the State's 2030 GHG limit.

City of Monterey Setting and Climate Action Plan. The City of Monterey adopted an updated Climate Action Plan (CAP) in June 2016. The CAP proposes programs to reduce greenhouse gas emissions and improve air quality. The CAP establishes a 2005 baseline emissions inventory that categorizes emissions as either "community" or "government operations." The 2005 community and government baseline emissions inventory totaled 327,422 MTCO₂e (metric tons of carbon dioxide equivalent). The CAP also includes a 2012 emissions inventory update in which community and government emissions totaled 301,814 MTCO₂e for 2012, a reduction of 7.8% overall and 29.7% for government operations. The City has established an emission reduction target of 15% below 2005 levels (as an

estimate of 1990 levels) by 2020. This represents an estimated reduction of 827 MTCO₂e and 48,286 MTCO₂e from government operations and the community, respectively from 2005 levels. The goals match recommendations in AB 32.

The significant emission reduction achievements on the part of the City's government operations highlight the success of numerous municipal programs, including reduced carbon intensity of the vehicle fleet and most significantly, the switch to renewable energy sources for municipal buildings and facilities. Reductions in community emissions have occurred since 2005, primarily from the installation of electric vehicle charging stations, statewide vehicle emission controls, a green building ordinance, green business certification, retrofits conducted in the City through AMBAG Energy Watch Program and PG&E renewable energy purchase programs. Energy retrofits contribute significantly to reductions. Specifically, government efforts in this category include parking garages throughout the City, HVAC system upgrades, and pool lighting retrofits at the Monterey Sports Center. Furthermore, the *Climate Action Plan Vehicle Mile Traveled (VMT) Study* concludes that total VMT will be reduced with implementation of the General Plan, further reducing GHG emissions.

Discussion

With regard to climate change impacts, MBARD has not identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to GHG emissions. The State has identified 1990 emission levels as a goal through adoption of California Assembly Bill (AB 32). To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. For this analysis, the proposed project and the associated potential development's contribution to global climate change would be considered significant if it would be inconsistent with AB 32's goal of reducing 2020 greenhouse gas emissions to 1990 levels from sources associated with projected growth (i.e., motor vehicles, direct energy use, waste-related activities) or expose persons to significant risks associated with the effects of global climate change.

Since global climate change is certainly a cumulative impact, this analysis considers that the proposed project would have a significant impact if it would:

- Result in substantial net increases in greenhouse gases and CO₂e emissions. In the absence of generally accepted thresholds of significance for projects, a substantial increase, for purposes of this analysis, occurs when a project exceeds thresholds of significance for criteria pollutants. This approach is consistent with guidance from the California Air Pollution Control Officers' Association (CAPCOA), which notes that implementing CEQA without an explicit threshold prior to formal guidance from the State of California's Office of Planning and Research is appropriate. In fact, this approach is consistent with CAPCOA's belief that by defining substantial emissions of GHGs to performance standards (e.g., criteria pollutant emission thresholds), lead agencies would amass information and experience with specific project categories that would support establishing explicit thresholds in the future.
- Expose persons to significant risk associated with the effects of global climate change.
- Conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.

- Be inconsistent with the ARB’s 44 Early Action Measures for AB 32 compliance.
- Be subject to the CARB mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO₂e).
- Be inconsistent with the recommended global warming mitigation measures from the Attorney General, CAPCOA, Office of Planning and Research, or other appropriate sources.

a) Greenhouse Gas Emissions. The objective of the Move Monterey Multimodal Plan is to reduce automobile trips by creating a bicycle, pedestrian, and transit network that will encourage its use as an alternative to the automobile. While some greenhouse gas emissions may be released during construction of some of the proposed projects, such emissions would be minor and temporary. Such emissions are also considered to be offset by the anticipated reduction of automobile trips. Therefore, potential impacts are considered **less than significant**.

b) Conflicts with Plans, Policies, Regulations. The Move Monterey Multimodal Plan does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, **no impact** is anticipated.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	- City of Monterey, General Plan Safety Element Goal G
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?				X	- City of Monterey, General Plan Safety Element Goal G
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	- City of Monterey, General Plan Safety Element Goal G
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				X	- California Department of Toxic Substances, EnviroStor Database - City of Monterey Fire Department

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
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?				X	- City of Monterey, General Plan Safety Element Goal e, Policy e.1, e.4 - Monterey Regional Airport Land Use Compatibility Plan, February 2019
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	- City of Monterey, General Plan Safety Element Goal h Policy h.6 - General Plan Map 15, Showing Evacuation Routes
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or when residences are intermixed with wildlands?				X	- Monterey City Code (M.C.C.), Chapter 13, Fire Protection - General Plan Map 14, Showing Fire Hazard Severity Zones

Existing Setting

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Hazardous Materials

In terms of hazardous materials usage, many types of hazardous wastes are used throughout the City in residential, commercial, and industrial applications. The Monterey County Environmental Health Division is responsible for managing the use, storage, and disposal of hazardous materials in amounts over a specific threshold (the threshold varies among uses and types of materials). The Environmental Health Division keeps an inventory of hazardous materials users and is responsible for working with users to develop plans that ensure the materials are safely used, stored, transported, and disposed.

Airport Safety

Monterey Peninsula Airport operations have the potential to create safety issues related to safe operation of approaching and departing aircraft. The Monterey Regional Airport Master Plan (2015) and Monterey Regional Airport Land Use Compatibility Plan shows “runway protection zones” at each end of the main airport runway. Within these areas, land use controls are exercised to minimize potential safety conflicts with activities that take place within the zones. Such controls and guidelines include the prohibition or limitation of uses that involve large assemblages of people, limitations on building heights and heights of other potential obstructions, and prohibition of new structures. Existing land uses that are within the western approach safety zone include much of the U.S. Navy Golf Course, the Monterey County Fairgrounds, and a small section of residential development. Uses within the eastern protection zone include commercial and residential development at the Highway 218/Highway 68 intersection. Smaller additional safety areas extend beyond the primary protection zone wherein specific development standards apply in order to minimize conflicts with airport operations.

Emergency Preparedness/Emergency Response

The City of Monterey Fire Department and City of Monterey Police Department coordinate emergency response within the City. The City operates its Emergency Operations Center (EOC) as the center of emergency response coordination and actions. During an emergency, all response activities are managed by the EOC, including information, equipment, volunteers, and other resources. Plans for responses to emergency situations are formulated by fire and police officials, and actions to implement those plans are communicated to emergency response teams that operate out of the EOC and throughout the City. The City also operates the Citizens Emergency Response Training (CERT) program. The main goal of the CERT program is to help Monterey residents to be self-sufficient in a major disaster by developing multifunctional teams that are cross-trained in basic skills. The City’s emergency response efforts are coordinated under the broader umbrella of the State of California Office of Emergency Services. The County of Monterey also has an emergency response office, but the City is not a participating jurisdiction in the County’s response program. The County Environmental Health Division Hazardous Materials Branch and the City of Seaside Hazardous Materials Team would likely be the first agencies to provide support to the City in the event that the City does not have the capacity or capability to fully address a hazard. Both agencies are fully trained and equipped to respond to a variety of hazardous materials related incidents.

Fire

Fire hazards can generally be divided into two main types: (1) fires within urban areas that primarily involve specific sites and structures; and (2) fires within undeveloped or minimally developed areas, commonly called wildland fires. Most of the land within the present city limits is developed with urban uses. The City of Monterey Fire Department responds to both structure and wildland fires within the planning area. The City of Monterey Fire Department maintains three stations and operates several fire prevention programs. In the event that the City does not have the capacity to safely handle a structural or wildland fire, it can request additional firefighting resources through the Monterey County Mutual Aid Plan. The Monterey County Mutual Aid Plan enables any jurisdiction

that participates in the plan to receive support from fire protection services of other jurisdictions that participate in implementing the plan. Response times to nearly all areas of the City are within the Department’s recommended range of five to seven minutes.

The Monterey City Code (M.C.C.) Chapter 13, Fire Protection, adopted the 2016 California Fire Code pursuant to Monterey City Ordinance No. 3600 (effective January 2020). Amendments to this chapter of the code, as well as amendments to the City’s General Plan Map 14, Showing Fire Hazard Severity Zones, were adopted by the City Council on June 2, 2009, to be in compliance with legislation (Government Code Section 51175). This legislation calls for the California Department of Forestry and Fire Protection (CAL FIRE) Director to evaluate fire hazard severity in Local Responsibility Areas and make a recommendation to the local jurisdiction when the Very High Fire Hazard Severity Zone (VHFHSZ) exists. Based on the findings of the CAL FIRE Director, there are both High and Very High Fire Hazard Severity Zone within the City of Monterey City limits as shown on the City’s General Plan Map 14.

Discussion

a-g). The bicycle and pedestrian facilities proposed are generally at-grade improvements, and are not anticipated to result in impacts relating to hazardous materials, fire, or an adopted emergency response plan. Some bicycle and pedestrian facility improvements are proposed in the vicinity of the Monterey Regional Airport, but because these improvements provide an alternative method for people to transport, no increase in any related hazard is anticipated. Therefore, there would be **no impacts** regarding hazards or hazardous materials.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
X. HYDROLOGY AND WATER QUALITY – Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		- Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - Monterey Regional Storm Water Management Program (MRSWMP)
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		- City of Monterey, General Plan Conservation Element

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <p>i) Result in substantial erosion or siltation on- or off-site;</p> <p>ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;</p> <p>iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or</p> <p>iv) Impede or redirect flood flows?</p>			X		<ul style="list-style-type: none"> - Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - General Plan Public Facilities Element Policy I.2 - City of Monterey Public Works Department - Central Coast Regional Water Quality Control Board <p>- General Plan Map 13, Showing Flood Zones</p>
d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?				X	<ul style="list-style-type: none"> - General Plan Safety Element, Policy c.3 - General Plan Map 13, Showing Flood Zones
e) Conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan?				X	- Water Quality Control Plan for the Central Coast Basin, 2019

Existing Setting

The setting information provided below is based on information provided in the City's General Plan, General Plan EIR, and the Monterey Regional Storm Water Management Program.

Water Quality and Storm Water Regulation

The City maintains approximately 10 miles of storm drainage infrastructure – drainage channels, storm drains, pipelines, culverts, pump stations, and outfalls - within the City of Monterey. The existing drainage system collects non-point surface water runoff and conveys it through channels, pipelines, and culverts that, in most instances, eventually terminate at the Monterey Bay.

Monterey's storm water collection system is not tied into the sanitary sewer collection system. Therefore, storm water flows are, for the most part, not treated prior discharge. Storm water flows are discharged to local waterways including the Monterey Bay at multiple drainage outfalls located throughout Monterey's coastal area.

Monterey's discharge of storm water to local surface waters is regulated by the federal Clean Water Act, National Pollutant Discharge Elimination System (NPDES) Permit Program, and the California Porter-Cologne Act, and permitted through the Central Coast Regional Water Quality Control Board (RWQCB). The City storm water permit and ordinance require local regulation of water pollution and prevention through the mandated implementation of best management practices (BMPs) to protect the water quality of local waterways. Design strategies to minimize runoff by slowing, spreading, sinking, and capturing rainwater are known as Low Impact Design (LID) BMPs. LID BMPs manage the volume and rate of storm water runoff flowing away from a site and assist in maintaining a more natural hydrologic process in urban watersheds.

Storm water design requirements for public and private development projects, such as LID, are mandated by the State and Central Coast RWQCB through the City's Phase II municipal storm water permit coverage. Through Monterey Municipal Code Chapter 31.5 Article 2 Urban Storm Water Quality Management and Discharge Control, the City implements storm water regulations in compliance with State Water Resources Control Board (SWRCB) Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004 Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems ("NPDES General Permit"). This includes the implementation and enforcement of the Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032 Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region to reduce pollutants in storm water discharges from land development to the maximum extent practicable and to protect water quality. Along with many other components, improvements to the planning area must address storm water drainage and management, including permit mandates that require LID, such as water quality treatment, retention, and/or peak flow management (hydromodification). Specific required steps will be taken when the specific project is funded and therefore ready to be designed. These steps including determining the subject site's watershed management zone, amount of impervious surface proposed across development site, and whether water quality management measures are required as a part of the design of the project. Site specific engineering analyses will be necessary and required to for drainage design purposes.

To address regional urban runoff issues and develop innovative approaches to storm water management, the City collaborates with other local permittees in the Monterey Regional Storm Water Management Program (MRSWMP). The MRSWMP is a regional storm water management, implementation, and education program that assists the City and region with permit compliance. By Ordinance and permit implementation, the City regulates applicable new and redevelopment projects for storm water control; construction activities for erosion, sediment, and discharge control; identifies and enforces illicit connections and illicit discharges; and implements good housekeeping practices for municipal operations to protect local water quality.

General Plan Safety Element Policy c.4 requires project designs to: (1) maximize the amount of natural drainage that can be percolated into the soil, and (2) minimize direct overland runoff onto adjoining properties, water courses, and streets. This approach to handling storm water reduces the need for costly storm drainage improvements, which are often miles downstream. Building coverage and paved surfaces must be minimized and incorporated within a system of porous pavements, ponding areas, and siltation basins.

Groundwater

Water is supplied to most of the Monterey Peninsula by the California American Water Company (Cal-Am) through wells in Carmel Valley, dams on the Carmel River, and a well on the Seaside Aquifer. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the district. Discussion of water supply is provided in Section XIX, Utilities and Service Systems.

Storm Water and Drainage Patterns

The City owns and maintains a storm drainage system that collects and transports storm water to the Monterey Bay. The system includes over 10 miles of pipelines and drainage channels. Storm water runoff is collected through catch basins and storm water inlets that direct runoff into the pipelines and channels. A series of storm water outfalls are located along the margin of the Bay through which storm water is discharged.

Flooding

Areas of the City of Monterey are located in 100-year and 500-year flood zones, as shown on Figure 13- Flood Hazard Zones of the General Plan and FEMA Flood Insurance Rate Maps for Monterey County (City of Monterey June 2019). The project site is not located within a 100-year or 500-year flood zone. The project site is not located adjacent to or near the coast and is not subject to flood hazard from tsunamis, or seismic sea waves, which are generated by submarine earthquakes, volcanic eruptions, and landslides.

Project Site Conditions

The project site includes approximately 0.58 acres with minor slopes ranging from approximately 53 to 65 feet above mean sea level (AMSL). The site generally slopes from south to north. There are no

streams or rivers located on or immediately adjacent to the project site. The site is largely covered by impermeable surfaces, developed with existing hotel and restaurant structures and a parking lot. There are storm drain inlets on the property that convey surface water from the parking lots to the public streets.

Discussion

a-c). The proposed pedestrian and bicycle facilities are primarily at-grade improvements and are not anticipated to significantly affect drainage patterns, water quality, or water supply. All improvements would be built in compliance with any applicable storm water management and low-impact design requirements. Project-specific environmental review would occur as development plans are proposed. Therefore, the potential impact is considered **less than significant**.

d-e). Given the nature of the proposed facilities, no impacts are anticipated to result due to project flooding or inundation. The proposed facilities would not affect water quality, groundwater recharge, or groundwater resources because they would be at-grade facilities in developed, paved areas. Therefore, there would be **no impacts** related to flooding, water quality, or groundwater resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
Xi. LAND USE AND PLANNING – Would the project:					
a) Physically divide an established community?				X	- City of Monterey, General Plan
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X	- City of Monterey, General Plan, Area Plans, Coastal Plans, Commercial Plans, Neighborhood Plans, and Specific Plans

Existing Setting

The City of Monterey is a small community that is largely residential and visitor serving in nature. The project site is designated Commercial in the City’s General Plan and is zoned Planned Community North Fremont.

Discussion

a) - b). The proposed project is consistent with the City of Monterey General Plan Circulation Element and subsequent policies and programs and would serve as a key implementation tool for the Circulation Element. The Move Monterey Multimodal Plan proposes bicycle and pedestrian

facility improvements within previously disturbed areas that are currently paved and would not impact any habitat conservation or natural community plan or divide an established community. Proposed pedestrian and bicycle facilities would serve to link neighborhoods. Therefore, **no impact** would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XII. MINERAL RESOURCES – Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	- City of Monterey, General Plan Conservation Element - City of Monterey, General Plan Initial Study, Page 11
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?				X	- City of Monterey, General Plan Conservation Element - City of Monterey, General Plan Initial Study, Page 11

Existing Setting

While there are, at present, small-scale mineral extraction operations around the City of Monterey, limited to commercial sand removal operations in the Marina area, there are no mineral resources within the City’s limits.

Discussion

a–b) Mineral Resource Availability. No mineral resources exist within City limits; therefore, **no impacts** are anticipated related to mineral resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIII. NOISE – Would the project:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards			X		- City of Monterey, General Plan Noise Element goals, policies, and programs

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
established in the local general plan or noise ordinance or applicable standards of other agencies?					
b) Generation of excessive ground borne vibration or ground borne noise levels?			X		- City of Monterey, General Plan Noise Element goals, policies, and programs
c) For a project within the vicinity of a private airstrip or 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?				X	- City of Monterey, General Plan - Monterey Regional Airport Land Use Compatibility Plan, February 2019

Existing Setting

The 2005 City of Monterey General Plan identified the major noise sources affecting the community as motor vehicles (autos, trucks, buses, motorcycles) and aircraft. Motor vehicles and aircraft continued to be the primary noise sources. Some events at the fairgrounds have also generated noise complaints. No stationary source, such as an industrial plant, is known to create noise at an unacceptable level.

Discussion

a-b). The construction and use of bicycle and pedestrian facilities could create or expose people to temporary noise during construction and a slight amount of long-term noise resulting from an increase in pedestrians and bicycles traveling within and through an area, neither of which would be considered excessive or substantial. Construction activities associated with bicycle and pedestrian facilities are not expected to create significant groundborne vibration based on the equipment that is typically employed during construction. Construction would be limited to City policy for construction hours. The City currently limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday and 10:00 a.m. to 5:00 p.m. Sunday (City Code Sec. 38-112.2). Therefore, these potential impacts are considered **less than significant**.

c) Location Near Airport. The City of Monterey is located within the Monterey Regional Airport's influence area (Monterey Regional Airport Land Use Compatibility Plan, February 2019). However, the proposed bicycle and pedestrian facilities would not create permanent noise levels that would exceed any applicable noise standards or otherwise expose people to excessive noise levels.

Therefore, the project would result **no impacts** related to exposure of people residing or working in the project area to excessive noise levels related to airport operations.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIV. POPULATION AND HOUSING – Would the project:					
a) Induce substantial unplanned 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)?				X	- City of Monterey General Plan
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	- City of Monterey Community Development Department

Existing Setting

According to California Department of Finance, as of January 1, 2019, the City had an estimated population total of 28,448 and a total of 13,694 housing structures.

Discussion

a-b). No new homes, businesses, new roads, or extensions of roads are being proposed as part of this project. The proposed project would not displace people or housing. Therefore, **no impact** would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Fire protection?			X		- City of Monterey, General Plan Public Facilities Element Goal c, Policies c.1–c.5 - City of Monterey Fire Department

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
b) Police protection?			X		- City of Monterey, General Plan Public Facilities Element Goal b, Policies b.1–b.3 - City of Monterey Police Department
c) Schools?			X		- City of Monterey, General Plan Public Facilities Element Goal d, Policies d.1–d.6
d) Parks?			X		- City of Monterey, General Plan Public Facilities Element Goal j, Policies j.1–j.6 - City of Monterey Recreation Department - City of Monterey Maintenance Division-Parks & Beaches - City of Monterey Parks and Recreation Master Plan, 2016
e) Other public facilities?			X		- City of Monterey, General Plan Public Facilities Element Goals a, e, f–i, k–p; Policies f.1–f.7, i.1–i.3, k.1–p.2; Programs m.1.1–m.2.1 - City of Monterey Public Works Department - City of Monterey Maintenance Division-Streets & Utilities - City of Monterey Recreation Department

Existing Setting

Public services provided by the City of Monterey include police and fire protection, park and recreation facilities, and sewer and storm water drainage infrastructure.

Discussion

a-e) Demand for Public Services. The project involves improvements to pedestrian and bicycle facilities that would increase the convenience of walking, rolling, and bicycling throughout the City. An increase in cyclists and pedestrians could shift the demand for services. Different types of service

calls may result (police and fire), but a substantial increase in service demand that would require any expansion in police or fire facilities is not expected to result. Some proposed facilities improve routes to parks and schools. End-of-use facilities are proposed at park and recreational facilities and the harbor. However, any resulting increase in use of these facilities is not expected to require a physical expansion of these facilities. Therefore, any resulting impacts are considered **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVI. RECREATION					
a) Would the project 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?			X		- City of Monterey, General Plan Public Facilities Element Goal j, Policies j.1-j.6
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?			X		- City of Monterey General Plan, Open Space Element, Figure 10, Showing Parks, Recreation, and Open Spaces - City of Monterey General Plan Open Space Element, Goal f, Policy f.1 - City of Monterey Parks and Recreation Department

Existing Setting

The City of Monterey has a wide variety of parks and open spaces distributed throughout the City, ranging from pocket parks to large community parks and open spaces, as well as “special purpose parks” such as the Lower Presidio Historic Park and Recreation Trail. Significant recreation facilities include the Monterey Sports Center, community centers, neighborhood park facilities, and beach parks. Neighborhood parks also include various athletic fields, tennis courts, and other park facilities. The City of Monterey Recreation Department manages these facilities. The City owns, operates and maintains the majority of park and recreation sites, but also enters into joint use arrangements with various other jurisdictional entities. Additionally, the City maintains or jointly maintains a number of urban plazas, as well as open spaces and greenbelts that are primarily passive use or serve as visual amenities.

Discussion

a-b) Recreational Facilities. The project would enhance bicycle and pedestrian facilities that would create more opportunities for recreation and improve access to recreation facilities. However, such increase in use would not be considered substantial to a degree that deterioration of existing recreational facilities would occur or that the construction or expansion of recreational facilities would be required. Therefore, the potential impact is considered **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVII. TRANSPORTATION– Would the project:					
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X	- City of Monterey General Plan Circulation Element
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X	- City of Monterey Vehicle Miles Traveled Policy
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		- City of Monterey Public Works Department, Traffic Engineering Division - City of Monterey, General Plan, Circulation Element, Policy c.3, Policy c.4
d) Result in inadequate emergency access?			X		- City of Monterey, General Plan, Circulation Element - City of Monterey Fire and Police Departments - City of Monterey, General Plan Map 15, Showing Evacuation Routes

Existing Setting

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Roadway Classifications

The City has a roadway classification system, which includes freeways, major arterials, minor arterials, collectors, and local streets.

Vehicle Miles Traveled

The City of Monterey Vehicle Miles Traveled (VMT) Policy includes VMT thresholds of significance, screening criteria for projects presumed to have a less-than-significant impact on transportation without conducting a detailed CEQA VMT analysis, and mitigation, to ensure consistency with CEQA Guidelines section 15064.3, subdivision (b).

Transit Service

Monterey-Salinas Transit (MST) is the principal transit service provider for the City and the surrounding communities. MST is a joint powers agency with a board of directors that includes a representative from the City. MST routes serve many residents and visitors. Simoneau Plaza, located in downtown Monterey, is the transfer center for all routes serving the City. Senior and disabled persons can use the MST fixed-route bus system or paratransit services. MST routes operate on weekdays, weekends, and holidays.

Bikeway and Pedestrian Facilities

The City maintains an extensive network of Class 1, 2, 3, and 4 bicycle facilities and pedestrian sidewalks. The most notable bicycle and pedestrian path is the City's Recreational Trail that is located along the coastal side of the City. The Recreational Trail is a dual use facility that offers people destination opportunities, such as the restaurants or retail stores along Cannery Row or Fisherman's Wharf, or one of many parks for relaxing or wildlife viewing and sightseeing. The City maintains sidewalks on almost all City roadways, and some roadways have bicycle lanes.

Discussion

a) Conflict with Circulation System Plans, Policies, or Ordinances. The proposed project is consistent with the City of Monterey General Plan Circulation Element and subsequent policies and programs and would serve as a key implementation tool for the Circulation Element. Therefore, the proposed project would not conflict with any program plan, ordinance, or policy addressing the circulation system, and **no impacts** would result.

b) Conflict with CEQA Guidelines section 15064.3, subdivision (b). The City of Monterey adopted a Vehicle Miles Traveled Policy consistent with CEQA Guidelines section 15064.3, subdivision (b), and

the Governor’s Office of Planning and Research technical advisory report. The City’s VMT Policy recognizes that bicycle and pedestrian facility projects that do not add additional motor vehicle capacity are presumed to cause no impacts. Therefore, **no impacts** would result.

c-d) Design-Safety and Emergency Access. Some of the proposed bicycle and pedestrian facility projects may require minor changes to the roadway to improve safety and accessibility for bicycles and pedestrians, which could slightly alter roadway design, but would not introduce a significant safety hazard or would not significantly affect service standards for emergency vehicle access. Therefore, such potential impacts are considered **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVIII. TRIBAL CULTURAL RESOURCES – Would the project::					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: <ul style="list-style-type: none"> i) Listed or eligible for listing on the California Register of Historical Resources, or in a local register of historical resources as defined by PRC section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 			X		<ul style="list-style-type: none"> - Archaeological Sensitivity Map, General Plan EIR Figure 8 - City of Monterey General Plan Historic Preservation Element - Assembly Bill 52 tribal consultations
			X		

Existing Setting:

The City is located within the ethnographic territory, indigenous homeland and language family of the Ohlone/Costanoan-Esselen Nation (OCEN).

Discussion:

a) Tribal Cultural Resources and Consultation. The proposed bicycle and pedestrian projects contained in the Move Monterey Multimodal Plan are highly conceptual, some not more than a statement of desired project types. All of these projects will be subject to environmental review when they are funded to go into design and evaluated again when going into construction. In the design phase, excavation and grading plans will be prepared to assess the extent of ground disturbance and the proper environmental review process will be followed. However, it is highly unlikely that there would be any deeper excavation than what has already been disturbed, as the proposed projects are in well-established, developed areas. The majority of these projects are at-grade facilities which would not require any excavation or grading. As such, it is not anticipated that the proposed projects would cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, impacts related to tribal cultural resources are expected to be **less than significant**.

In compliance with Assembly Bill 52 (AB 52), the City of Monterey requested from the Native American Heritage Commission a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the City of Monterey. On June 25, 2021, City of Monterey staff provided formal notification to the designated contact or tribal representative of the traditionally and culturally affiliated California Native American tribes that requested notice (Attachment 1). Formal notifications were accomplished by means of at least one written notification that included a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. Tribal Chairwoman Louise Miranda-Ramirez with the Ohlone/Costanoan-Esselen Nation formally requested a tribal consultation on July 15, 2021. The City has attempted to schedule the tribal consultation with Chairwoman Ramirez, but not response has been received to date. The Esselen Tribe of Monterey County, including the following tribal representatives Tom Little Bear Nason, Chairman; Jana Nason, Brenna Wheelis, and Susan Morely, requested tribal consultation on July 27, 2021. A formal consultation with the Esselen Tribe of Monterey is scheduled for August 2, 2021. Tribal Chairman, Isaac Bojorquez, with the KaKoon Ta Ruk Bank of Ohlone-Costanoan Indians requested a tribal consultation on July 27, 2021. The City is in contact with Chairman Bojorquez with the intent to schedule a tribal consultation.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIX. UTILITIES AND SERVICE SYSTEMS –Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or which could cause significant environmental effects?				X	- City of Monterey General Plan, Public Facilities Element, Goal k
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X	- City of Monterey, General Plan Public Facilities Element, Goal m, Policy m.2.
c) 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?				X	- City of Monterey Public Works Department - City of Monterey, General Plan Public Facilities Element, Goal k
d) Generate solid waste in excess of State or local standards, or in excess of capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X	- City of Monterey Community Development Department - City of Monterey, General Plan Public Facilities Element, Goal n, Policy n.1-n.3
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X	- Monterey Regional Waste Management District - City of Monterey General Plan Public Facilities Element , Goal n, Policy n.1-n.3

Existing Setting

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Wastewater

The City maintains the sanitary sewer collection system within its jurisdictional boundaries. The existing sanitary sewer collection system conveys sewage from sewer point sources within the City, such as homes, businesses, and public facilities, to a regional wastewater treatment plant for treatment and disposal. The sanitary sewer collection system operated by the City consists of approximately 102 miles of sewer pipeline maintained by City personnel and seven sewer lift stations.

Monterey's sewage is conveyed through pipelines to the Monterey One Water sewer treatment plant in the City of Marina for treatment and disposal. Per Monterey One Water, sixty percent (60%) of incoming wastewater is highly treated through its water recycling facility and distributed for irrigation uses on farmlands in northern Monterey County. Monterey One Water performs secondary treatment of the remaining wastewater, which is then discharged through an ocean outfall two miles into Monterey Bay.

Local sewer collection pipelines of various capacities exist underground within the City and eventually flow to larger sewer mains that feed into the Monterey One Water interceptor pipeline. The interceptor pipeline receives sewer flows from both Pacific Grove and Monterey and carries those flows to the wastewater treatment plant. Monterey's existing sewer collection system is an aged one and requires on-going maintenance and rehabilitation. The City is completing a multiyear program to repair and replace sanitary sewer collection system structures. The existing capacity of the system is adequate to convey the sewer loads generated.

Water Supply - Potable Water

The project site is served by the California-American Water Company (Cal-Am). It is the goal of the City of Monterey and the General Plan to obtain a long-term, sustainable water supply, including evaluation of water supply options outside the present Monterey Peninsula Water Management District (MPWMD) framework. Water is supplied to most of the Monterey Peninsula by the California American Water Company (Cal Am) through wells in Carmel Valley, a dam on the Carmel River, and a well on the Seaside Aquifer. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the district.

Cal-Am supplies water to the residential, municipal, and commercial needs of the Monterey Peninsula area communities. Cal-Am's water distribution system distributes water from two main sources: the Carmel River and the Seaside Basin coastal subarea.

State Water Resources Control Board Order Number 95-10. In 1995, in response to complaints that Cal-Am was illegally taking water from the Carmel River, the State Water Resources Control Board (State Water Board) issued Order No. WR 95-10 directing Cal-Am to implement actions to terminate its unlawful diversion. Order No. 95-10 recognized that Cal-Am had legal rights to divert 3,376 acre-feet annually (afa) of water from the Carmel River Basin, but found that Cal-Am was diverting a total of 14,046 afa for this purpose, an excess of approximately 10,730 afa, "without a valid basis of right." The Order also determined that such diversions have historically had an adverse effect on the riparian

corridor along portions of the river, wildlife that depend on riparian habitat, and steelhead and other fish which inhabit the river. The 3,376 afa rights are not subject to instream flow requirements.

On November 30, 2007, both MPWMD and Cal-Am jointly obtained an additional right to divert water from the river. Due to the overdraft condition of the Seaside Groundwater Basin, the State Water Board issued Permit 20808A authorizing the diversion of up to 2,246 afa water from the river to underground storage in the Seaside Groundwater Basin from December through May of each year, if specified streamflow requirements are met. On November 30, 2011, a second right (Permit 20808C) was authorized for up to 2,900 afa subject to instream flow requirements, The State Water Board also issued Cal-Am an appropriative right for 1,484 afa, subject to instream flow requirements, but this may only be used in the Carmel River Basin. The amount of rights authorized by the State Water Board is a maximum; the actual availability of water is dependent on streamflow. The MPWMD estimates the long-term average yield of rights subject to instream flows totals approximately 2,400 afa. However, due to physical constraints in the Cal-Am system, not all of this water may currently be produced.

Through various conservation efforts over the past 13 years, Cal-Am has reduced its annual illegal diversion of the Carmel River Basin to approximately 7,150 acre-feet. Cal-Am continues its effort towards providing an alternative potable water source.

State Water Resources Control Board Cease and Desist Order. On October 20, 2009, the State Water Resources Control Board issued a Cease and Desist Order (CDO) to Cal-Am. Among other matters, the CDO alleges that Cal-Am has failed to comply with Condition 2 of Order 95-10 that requires Cal-Am to terminate its unauthorized diversions from the river, that Cal-Am's diversions continue to have adverse effects on the public trust resources of the river and should be reduced, and that the ongoing diversion is a violation of Water Code Section 1052 prohibiting the unauthorized diversion or use of water.

The CDO seeks to compel Cal-Am to reduce the unauthorized diversions by specified amounts each year, starting in water year 2008-09 and continuing through future extension dates when Cal Am must cease all unauthorized diversions. The adopted CDO prohibits Cal-Am from providing new service connections and increasing use at existing service addresses that were not provided a "will serve commitment" (or similar commitment) before October 20, 2009.

Water availability within the Cal-Am system remains under careful state scrutiny since State Water Resources Control Board Order No. 95-10 was imposed in 1995. State Board Order No. 95-10 requires Cal-Am to reduce the water it pumps from the Carmel River by 20 percent now, and up to 75 percent in the future. Also, any new water that is developed must first completely offset Cal-Am's unlawful diversions from the Carmel River, an estimated 10,730 acre-feet (AF) per year, before any water produced by Cal-Am can be used for new construction or expansions in use.

MPWMD Water Use Credit and Transfer Programs. In 1992, as part of its oversight of water allocation and distribution, MPWMD adopted Ordinance 60 establishing a program whereby a water customer may obtain and reuse water use credits when water use on a particular property is reduced or

discontinued. A reduction of water use, whether by changing to a less-intensive use, by retrofitting equipment with water conserving devices, or by demolishing a building, results in a water use credit that may be used later on the same site. When a residential property owner applies to MPWMD for the water use credit, MPWMD calculates the amount of the credit based upon the number and types of water-using fixtures that will be discontinued. When a commercial property owner applies to the MPWMD for a water use credit, the MPWMD will determine credits based upon one of several methods:

The commercial water use factor associated with the historical use(s) may be used when a use is either being abandoned or permanently reduced to a lower intensity use; a quantification of water saved may be used when inefficient equipment is replaced with highly water efficient equipment; or historic records may be used to determine the past (abandoned) use. With a few exceptions, the water use credit is valid for 60 months and can be extended for 60 months. After the 60-month period, any remaining unused water use credit expires. Water use credits affected by the CDO will be reinstated at its conclusion with a term equal to the amount of time the CDO impacted the credit.

In 1993, MPWMD adopted Rule 28 to allow Water Use Credit Transfers between commercial properties. The rule was amended in 1995, to allow Water Use Credit Transfers from an existing commercial use to a jurisdiction's water allocation. The Water Use Credit rules are designed to provide incentives for undertaking extraordinary retrofitting and/or installation of proven new technology and to provide a mechanism for offsetting potential intensification in use.

The Water Credit rules also allow former uses to be reoccupied if a Water Credit has not been abandoned and expired or moved to another Site. Water savings after the Water Credits have been applied to a Water Permit can be minimal. The goal is that there is no increase in use.

The MPWMD has adopted rules that allow the transfer of water between uses and adjacent sites under the same ownership, though these rules are under strict regulation by MPWMD. The City conducted an inventory of water usage and availability helped to determine the presence of water credits on a particular site that may be available for an expanded use. The identification of water credits assisted in the identification of opportunity sites that could achieve Project objectives prior to the identification and delivery of a new water source to the City.

Additionally, the City owns two open space parcels adjacent to the Ryan Ranch Business Park, one of which is located on the former Fort Ord that has access to water. The Marina Coast Water District is the water purveyor for the former Fort Ord, and water allocations were made to the jurisdictions within its boundaries. The City of Monterey was allocated approximately 65 acre-feet (af) from the Fort Ord allocation for the City's entire 130+ acres. The City can allocate a portion of the 65 af for the open space parcel as it deems appropriate.

Storm Water

See discussion in Section X, Hydrology and Water Quality.

Solid Waste

The regional waste collection facility is located in the City of Marina and is operated by the Monterey Regional Waste Management District. Locally, there is a recycling facility in Ryan Ranch operated by Monterey Disposal Service.

Discussion:

a-e). The proposed project would not require the use of any utilities or service systems such as water, sewer, drainage, or natural gas. Similarly, it will not generate solid waste. Some of the proposed bicycle and pedestrian facility projects may require use of electric power or telecommunications facilities such as traffic signals; however, the use would be negligible. Therefore, there would be **no impact** on Utilities and Service Systems.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response or emergency evacuation?				X	- City of Monterey, General Plan Map 15, Showing Evacuation Routes
b) Due to slope, prevailing winds, and other factors, exacerbate wildfires risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X	- City of Monterey Fire Department
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X	- City of Monterey Fire Department
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope				X	- City of Monterey Fire Department

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
instability, or drainage changes?					

Existing Setting

The City of Monterey Fire Department and City of Monterey Police Department coordinate emergency response within the City as described in Section IX(g), Hazards and Hazardous Materials.

Monterey City Code (M.C.C.) Chapter 13, Fire Protection, adopted the California Fire Code. Amendments to this chapter of the code, as well as amendments to the City’s General Plan Map 14, Showing Fire Hazard Severity Zones, were adopted by the City Council to be in compliance with legislation (Government Code Section 51175). This legislation calls for the California Department of Forestry and Fire Protection (CAL FIRE) Director to evaluate fire hazard severity in Local Responsibility Areas and make a recommendation to the local jurisdiction when the Very High Fire Hazard Severity Zone (VHFHSZ) exists. Based on the findings of the CAL FIRE Director, there are both High and Very High Fire Hazard Severity Zone within the City of Monterey City limits as shown on the City’s General Plan Map 14.

Cal Fire published Fire Hazard Severity Zone (FHSZ) Maps for all regions in California. The proposed FHSZ Maps include fire hazard elements of vegetation, topography, weather, crown fire potential, ember production and movement, and the likelihood. The maps are intended to be used for implementing wildland-urban interface building standards, natural hazard real estate disclosures, space clearance requirements around buildings, property development standards, and severity of zones are to be considered in city and county general plans. The Monterey City Code (M.C.C.) Chapter 13, Fire Protection and the City’s General Plan Map 14, Showing Fire Hazard Severity Zones has included the FHSZ maps. The project site is incorporated as Local Responsibility Area (LRA) in a Very High Fire Hazard Severity Zone (See Cal Fire Monterey County Fire Very High Fire Hazard Severity Zones in LRA <https://osfm.fire.ca.gov/media/5870/monterey.pdf>).

Discussion:

a-d) Wildfire Hazards. The proposed bicycle and pedestrian facilities are at-grade and located in well-established developed areas, on or adjacent to the existing road network. The proposed facilities would not include substantial changes to existing roads that would impact vulnerability to wildfire, impede emergency response access, or impede evacuation routes/plans/response. No maintenance infrastructure (roads, fuel breaks, emergency water sources, power lines, or utilities) would need to be constructed. Neither people nor structures would be subject to risk from downslopes, flooding, or landslides. Therefore, **no impact** is anticipated.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X	- City of Monterey Community Development Department
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X		- City of Monterey Community Development Department
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		- City of Monterey Community Development Department and Public Works Department

a). The Move Monterey Multimodal Plan proposes bicycle and pedestrian improvements within previously disturbed areas that are developed as streets or sidewalks. The proposed project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The project would not eliminate important examples of the major periods of California history or prehistory. Therefore, **no impacts** would occur.

b). The proposed bicycle and pedestrian facilities could contribute to cumulative impacts involving geology and soils, greenhouse gas emissions, drainage and water quality, noise, public services, recreation, and transportation, as outlined in the various sections above. However, such contributions would be minimal and therefore the potential cumulative impact is considered **less than significant**.

c). Potential impacts to tribal cultural resources, including humans (dead or alive) affiliated with tribes, could result if a project involves ground disturbance, which is undetermined at this time. Such potential impact would be analyzed as projects are designed and the exact level and location of ground disturbance is determined. Therefore, at this conceptual stage, potential impacts regarding effects on humans affiliated with tribal cultural resources are considered **less than significant**.

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² Now named the Monterey Bay Air Resources District (MBARD).

