Planning for Success.

PROPOSED MITIGATED NEGATIVE DECLARATION

MAIN STREET MIDDLE SCHOOL RECONSTRUCTION PROJECT

PREPARED FOR

Soledad Unified School District

September 24, 2015

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

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

SOLEDAD UNIFIED SCHOOL DISTRICT

Dr. Rupi Boyd, Superintendent

"Education for Life"

Soledad High School
425 Gabilan Drive
Soledad, CA 93960
(831) 678-6400

Community Education Center
690 Main Street
Soledad, CA 93960
(831) 678-6300

Main Street Middle School
441 Main Street
Soledad, CA 93960
(831) 678-6460

K-6 ELEMENTARY SCHOOLS

Gabilan School
330 N. Walker Drive
Soledad, CA 93960
(831) 678-6440

Rose Ferrero School
400 Entrada Drive
Soledad, CA 93960
(831) 678-6480

San Vicente School
1300 Metz Road
Soledad, CA 93960
(831) 678-6420

Frank Ledesma School
973 Vista de Soledad
Soledad, CA 93960
(831) 678-6320

Jack Franscioni School
779 Orchard Lane
Soledad, CA 93960
(831) 678-6340
Fax: (831) 678-3442

MOT Department
335 Orchard Lane
Soledad, CA 93960
(831) 678-2180
Fax: (831) 678-2465

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

In compliance with the California Environmental Quality Act (CEQA), Soledad Unified School District (SUSD) has undertaken environmental review for the proposed Main Street Middle School Reconstruction Project, and intends to adopt a Mitigated Negative Declaration. The Soledad Unified School District invites all interested persons and agencies to comment on the proposed Main Street Middle School Reconstruction Project.

Lead Agency:	Soledad Unified School District
Project Location:	441 Main Street, Soledad, CA 93960
Project Description:	The Soledad Unified School District is proposing to demolish much of the Main Street Middle School and construct new school buildings to accommodate 6th grade students currently served by the school district's elementary schools and to provide continued services to the school district's 7th and 8th grade student population needs.
Public Review Period:	Wednesday, September 30, 2015 to Friday, October 30, 2015
Proposed Mitigated Negative Declaration is Available for Public Review at these Locations:	Soledad Unified School District, 1261 Metz Road, Soledad, CA 93960 Soledad Branch Library, 401 Gabilan Drive, Soledad, CA 93960 Soledad Unified School District website (http://soledadusd.org/)
Address Where Written Comments May be Sent:	Attn: Fernando Nieto, Facilities/Project Manager Soledad Unified School District 1261 Metz Road, Soledad, CA 93960
Public Hearing:	Wednesday, November 11, 2015 7:00PM Soledad Unified School District Board Room

PROPOSED MITIGATED NEGATIVE DECLARATION

MAIN STREET MIDDLE SCHOOL RECONSTRUCTION PROJECT

PREPARED FOR

Soledad Unified School District
Fernando Nieto, Facilities/Project Manager
1261 Metz Road
Soledad, CA 93960
Tel 831.678.3987

PREPARED BY

EMC Planning Group Inc.
301 Lighthouse Avenue, Suite C
Monterey,CA93940
Tel 831.649.1799
Fax 831.649.8399
Stuart Poulter, Assistant Planner
poulter@emcplanning.com
www.emcplanning.com

September 24, 2015

PROPOSED
MITIGATED NEGATIVE DECLARATION
SEPTEMBER 22, 2015

Main Street Middle School Reconstruction Project
In Compliance with the
California Environmental Quality Act (CEQA)

Lead Agency: Soledad Unified School District

Project Proponent: Soledad Unified School District
1261 Metz Road, Soledad, CA 93960
(831) 678-2180

Project Location: Main Street Middle School is located at 441 Main Street in the City of Soledad, in southern Monterey County.

Project Description: The Soledad Unified School District is proposing to demolish much of the existing Main Street Middle School and construct new school buildings to accommodate 6th grade students currently served by the school district's elementary schools, and to provide continued services to the school district's 7th and 8th grade student population needs. The new Main Street Middle School will continue to serve the district's 6th – 8th grade student population.

Public Review Period: September 30, 2015 to October 30, 2015

Address Where Written Comments May be Sent: Fernando Nieto
Facilities/Project Manager
Soledad Unified School District
1261 Metz Road
Soledad, CA 93960
(831) 678-3987

Proposed Findings: The Soledad Unified School District is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based.

The initial study has determined that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of the whole record before the lead agency (Soledad Unified School District) that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:

MITIGATION MEASURES

Aesthetics

AES-1. Prior to occupancy, the School District will implement the following measures to reduce the amount of light emitted from the proposed project:

1. All exterior lighting will comply with California T-24 Energy Efficiency Standards;
2. All exterior lighting with comply with the City of Soledad Lighting Ordinance;
3. All exterior lighting will comply with the recommended practices of the Illuminating Engineering Society (IES) of America;
4. All light fixtures will all have cut–off optics which are low glare, i.e. no exposed lamps or flood lights but shielded light sources;
5. Lighting will be of mixed energy efficient types: Metal Halide, Fluorescent, LED, or High Pressure Sodium;
6. Footcandle levels at the property line near residences will be minimized by use of low level fixtures and screening;
7. Footcandle levels at the property line at driveways where cars and pedestrians mix will meet IES standards for safety for those areas.

The School District will be responsible for ensuring implementation of this mitigation measure.

Air Quality

AQ-1. The School District will include the following dust control measures on all bid and construction drawings. Grading plans shall require that active disturbed areas be watered at least twice daily and shall limit areas of active disturbance to no more than 2.2 acres per day for initial site preparation activities that involve extensive earth moving activities (grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth moving (e.g. finish grading) during all phases of construction activities, absent dust control measures. In the event ground disturbance exceeds these limits, the School District's chosen developer will implement the following fugitive dust measures as necessary:

a. Water all active construction sites continuously. Frequency should be based on the type of operation, soil, and wind exposure;

b. Prohibit all grading activities during periods of high wind (over 15 mph);

c. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);

d. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;

e. Haul trucks shall maintain at least 1'-0" of freeboard;

f. Plant tree windbreaks on the windward perimeter of construction projects of adjacent to open land;

g. Cover inactive storage piles;

h. Sweep streets if visible soil material is carried out from the construction site; and

i. Post a publicly-visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with rule 402 (nuisance).

Implementation of this mitigation measure is the responsibility of the School District.

AQ-2. Prior to the issuance of any building permit, the School District will conduct sampling and testing of existing buildings to determine the extent and presence of asbestos-containing materials in all buildings on the site.

Implementation of this mitigation measure is the responsibility of the project applicant.

AQ-2b. Prior to the commencement of demolition activities on the site, the School District will consult with MBUAPCD to determine permit requirements based upon the results of site-specific testing and sampling. Removal of asbestos-containing building materials is subject to the limitations of the MBUAPCD Rule 306 and Rule 424.

Implementation of this mitigation measure is the responsibility of the School District.

AQ-2c. All demolition activities shall be undertaken in accordance with CalOSHA standards contained in Title 8 of the California Code of Regulations CCR Section 1529 to protect workers from exposure.

Implementation of this mitigation measure is the responsibility of the School District.

Biological Resources

BIO-1. The School District will include the following measures on all bid and construction documents:

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

If construction activities do begin during the bird nesting season (February 1 to September 15), or if construction activities are suspended for at least two weeks and recommence during the bird nesting season, then the project developer shall retain a qualified biologist to conduct a pre-construction survey for nesting birds. The survey shall be performed within suitable nesting habitat areas adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey will be conducted no more than two weeks prior to the initiation of construction activities. A report documenting survey results and plan for active bird nest avoidance (if needed) will be completed by the qualified biologist and submitted to the County of Monterey and approval prior to construction activities.

If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a protected species is detected during the survey, then a plan for active bird nest avoidance shall determine and clearly delineate an appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed construction activities. The protective buffer area around an active bird nest is typically 50-300 feet, determined at the discretion of the qualified biologist.

To ensure that no inadvertent impacts to an active bird nest will occur, no construction activities will occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.

Implementation of mitigation measure BIO-1 would ensure impacts to nesting birds are less than significant by requiring a pre-construction survey for bird nests (should initial vegetation removal, ground clearing, and building demolition be scheduled during nesting bird season) and implementation of avoidance measures should any active nests be found.

Cultural Resources

CR-1. The School District will ensure that the following language will included in all construction plans associated with earth moving activities for the proposed project:

"In the event that significant historic and/or archaeological remains are uncovered during excavation and/or grading, all work will stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist pursuant to Public Resources Code Section 21083.2."

The School District will be responsible for ensuring implementation of this mitigation measure.

CR-2. The School District will ensure that the following language will included in all construction plans associated with earth moving activities for the proposed project:

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

descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."

The School District will be responsible for ensuring implementation of this mitigation measure.

Geology and Soils

GEO-1. The Soledad Unified School District will include the recommendations of the 2014 geotechnical report on all bid and construction documents to ensure that the recommended standards for development of foundations, subsurface improvements, etc. are incorporated into the project design and construction. All foundation and grading plans shall be reviewed by a licensed engineer hired by the Soledad Unified School District, and by the State Architect, if applicable.

Hazards and Hazardous Materials

HZ-1. Prior to issuance of a demolition permit, the School District will have a lead survey completed by a qualified practitioner in accordance with the applicable regulations. The lead survey shall include an assessment of lead in building materials. If measured lead levels in or adjacent to a structure exceed established thresholds, a work plan will be developed and implemented to remove and dispose of the lead-containing materials in accordance with the established regulations.

The School District is responsible for the implementation of this mitigation measure.

HZ-2. Prior to the issuance of a demolition permit, the School District will have an asbestos survey completed by a registered asbestos abatement contractor. Any asbestos-containing materials detected during the pre-demolition survey will be removed and disposed of by the registered asbestos abatement contractor using proper engineering controls and worker protection.

The School District is responsible for the implementation of this mitigation measure.

Hydrology and Water Quality

HYD-1. The School District will obtain a NPDES Construction General Permit from the Central Coast Regional Water Quality Control Board.

The School District will be responsible for ensuring implementation of this mitigation measure.

Noise

N-1. The School District will include the following language on all construction and bid documents for the proposed project:

1. Exterior building mechanical equipment (e.g., air conditioning units) for proposed structures shall be located on building rooftops and/or shielded from direct line of sight of the nearest residential land uses.

The School District is responsible for the implementation of this mitigation measure.

N-2. The school district will adopt a policy that includes the following measure prohibits the use of amplified sound/public address systems associated with events held at the proposed soccer and ball fields

The School District is responsible for the implementation of this mitigation measure.

N-3. The School District will ensure that noise-generating maintenance activities that would be detectable at nearby noise-sensitive land uses, such as landscape maintenance and waste collection activities, will be limited to between the hours of 7:00 a.m. to 10:00 p.m.

The School District is responsible for the implementation of this mitigation measure.

N-4. Prior to the commencement of site preparation and construction, the School District will include the following measures on all bid and construction documents to reduce demolition- and construction-related noise levels:

1. Construction and demolition activities (excluding activities that would result in a safety concern to the public or construction workers) will be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction activities will be prohibited on Sundays and legal holidays.

2. Construction and demolition equipment will be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds will be closed during equipment operation.

3. When not in use, all construction and demolition equipment will be turned off and will not be allowed to idle. Provide clear signage that posts this requirement for workers at the entrances to the site.

4. The School District will designate a "disturbance coordinator" who will be responsible for responding to local complaints regarding construction or demolition noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem are implemented. The telephone number of the disturbance coordinator will be posted at the construction site entrance. Prior to the issuance of any grading and/or building permit, the School District will provide the City of Soledad with the contact information for the designated "disturbance coordinator."

The School District is responsible for the implementation of this mitigation measure.

INITIAL STUDY

MAIN STREET MIDDLE SCHOOL RECONSTRUCTION PROJECT

PREPARED FOR

Soledad Unified School District
Fernando Nieto, Facilities/Project Manager
1261 Metz Road
Soledad, CA 93960
Tel 831.678.3987

PREPARED BY

EMC Planning Group Inc.
301 Lighthouse Avenue, Suite C
Monterey, CA 93940
Tel 831.649.1799
Fax 831.649.8399
Stuart Poulter, Assistant Planner
poulter@emcplanning.com
www.emcplanning.com

September 24, 2015

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Appendices (CD attached to inside back cover)

Figures

Tables

A. BACKGROUND

Project Title	Main Street Middle School Reconstruction Project
Lead Agency Contact Person and Phone Number	Fernando Nieto, Facilities / Project Manager (831) 678-2180
Date Prepared	September 22, 2015
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940 Sally Rideout EMPA, Principal Planner, and Stuart Poulter, MCRP, Assistant Planner
Project Location	441 Main Street in the City of Soledad, Monterey County
Project Sponsor Name and Address	Soledad Unified School District
General Plan Designation	Public/Institutional
Zoning	Public Facility (P-F)

Setting

Main Street Middle School is located at 441 Main Street in the City of Soledad, in southern Monterey County. The school currently serves approximately 650 7th and 8th grade students and has an existing capacity of 800 students. Figure 1, Regional Location and Project Vicinity, presents the regional and vicinity location of the project site. The school grounds occupy most of a 13.86-acre parcel owned by the school district. The school facility consists of classrooms, library, and administration buildings, a dirt track and turf infield and a turf soccer field. The existing classroom and administrative buildings occupy about 25 percent of the parcel and are located in the southeastern corner of the property. A small parking lot is located at the front of the school and is accessible from Main Street. The site is bound by San Benito Street to the North, residential development to the east, Main Street to the south and Market Street and the district's corporation yard to the west. Land uses within the vicinity of the project site are primarily residential. In addition, the Soledad United Methodist Church sits adjacent to the middle school campus site at the corner of Market Street and Main Street. The project site consists of the existing classroom facilities, soccer field and oval track on approximately 9.9 acres of the school district property. No changes to the basketball courts or maintenance facility are proposed and these facilities would remain in their current location. Figure 2, Aerial Photograph, presents the project site and its surroundings. Figure 3, Site Photographs, illustrates the existing setting of the project site.

Description of Project

The Soledad Unified School District (school district) is proposing to demolish much of the Main Street Middle School and construct new school buildings to accommodate 6th grade students currently served by the school district's elementary schools and to provide continued services to the school district's 7th and 8th grade student population needs. Average enrollment at the reconstructed school would increase by 400 to accommodate sixth grade students currently enrolled in the district's existing elementary schools. The reconstructed school would accommodate 1,200 students (800 current student capacity plus 400 transferred students) and related faculty and staff.

The proposed project would occur in two phases: the first phase would consist of building the new school facilities including parking and access in an area of the site currently occupied by playfields; the second phase will consist of demolishing most of the old buildings, constructing a new parking lot near the existing library and administration buildings, relocating seven portable classrooms to a location adjacent to the new school buildings, sod and irrigation equipment replacement within the oval track infield and reconstructing the playfields on the east side of the project site in the area formerly occupied by the existing school buildings.

The first phase is anticipated to occur over an 18-month construction period. The second phase is anticipated to take another two months and would be undertaken after the new buildings are occupied. Up to 49 trees could be removed from the project site to make way for the proposed improvements and relocated soccer field. During the first phase, 14 trees are proposed for removal, including the removal of six trees from the public right-of-way along Main Street and Market Street. Up to 35 trees would also be removed to accommodate the relocation of play fields on the southeast quadrant of the project site, currently occupied by the existing school buildings.

Figure 4, Project Plans, presents the proposed site plan of the reconstructed school. Conceptual elevation drawings of the new school facilities are included in Appendix A (see attached CD). The new buildings would be located on the south-west portion of the site within the existing soccer and softball fields to allow construction while utilizing the current facilities. As shown on the conceptual site plan, the parent drop-off, primary parking lot (approximately 64 parking spaces), and service access would be provided off of Main Street. A school bus drop off would be aligned with the quadrangle entry portal along Market Street. On the southeast side of the site a new 42-space parking lot would be installed to provide access to the existing library and administration building from Main Street.

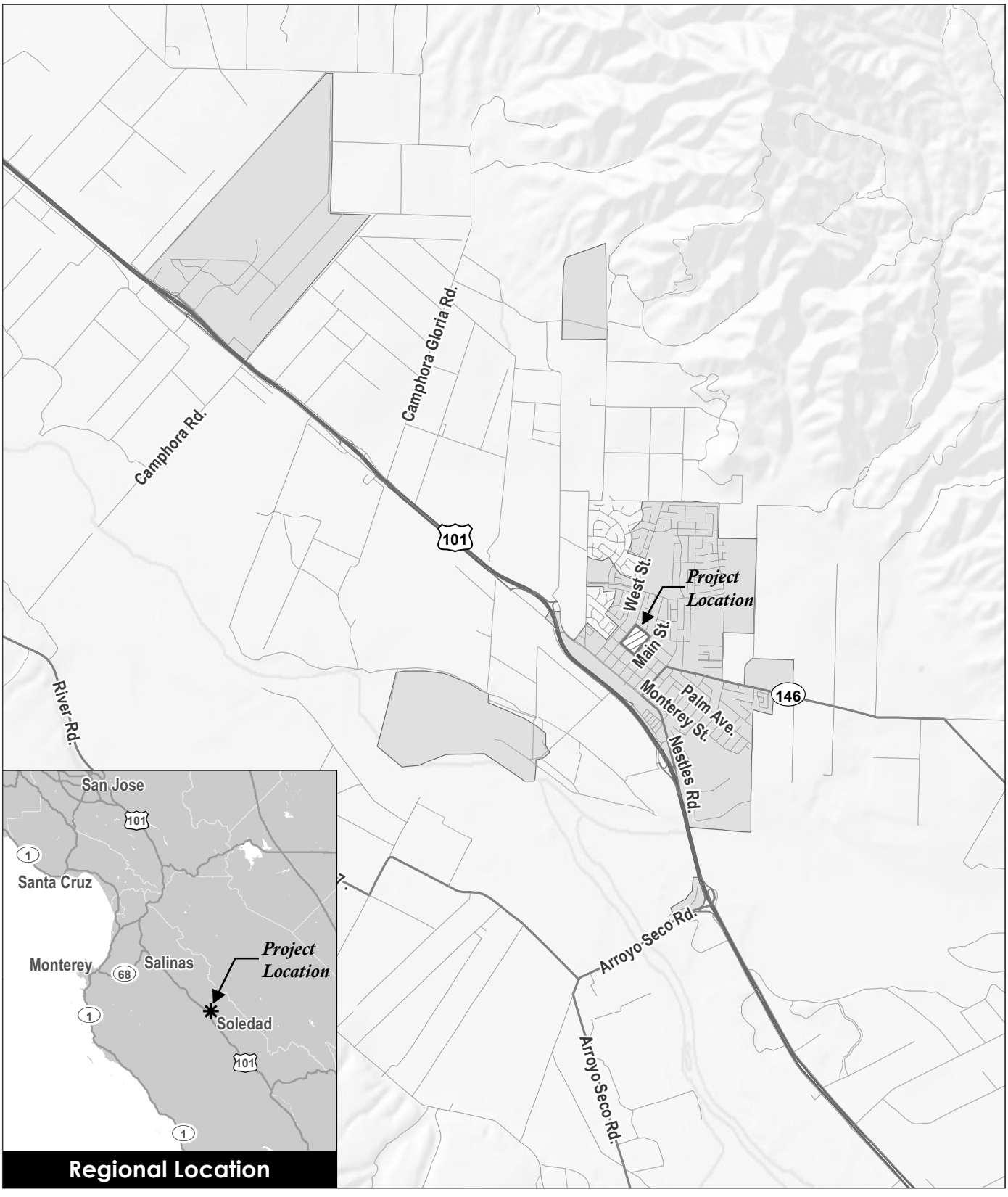

Figure 1

Regional Location and Project Vicinity

Main Street Middle School Initial Study

This side intentionally left blank.

0 300 feet

Project Site

Source: Google Earth 2015

Figure 2

Aerial Photograph

Main Street Middle School Initial Study

This side intentionally left blank.

1 View northeast

2 View southwest

3 View northwest

Project Site

4 View southeast over track

5 View south

6 View north

Source: Google Earth 2015
Photos: EMC Planning Group March 2015

Figure 3

Site Photographs

Main Street Middle School Initial Study

This side intentionally left blank.

Source: LPA 2015

Figure 4
Project Plans

This side intentionally left blank.

The new school facility would consist of four buildings arranged around a central quadrangle. The proposed height of the tallest building (multi-purpose room and gym) is 41.5 feet tall. The three other buildings would vary in height from approximately 32.5 feet to 39 feet. The proposed building design combines the multi-purpose room and gym to protect outdoor gathering areas in the quadrangle from prevailing northwest winds. The relocated portable classrooms would be arranged immediately east of the new central quadrangle. According to a preliminary landscape plan prepared for the project (LPA 2015), 90 new trees would be planted throughout the new quadrangle, buildings, and the main parking lot.

Table 1, Existing and Proposed Site and Facility Characteristics, presents the existing and proposed physical site characteristics in square feet.

Table 1 Existing and Proposed Site and Facility Characteristics

Characteristic	Existing	Proposed	Net Change
Building Floor Area[1]	54,980	92,684	+37,704
Building Footprint[1]	54,980	57,043	+2,063
Number of Stories	1	2	+1
Building Height[2]	18	41.5	+23.5
On-site Parking Spaces	40	106	+66
Site Coverage (parking, quad, etc)[1,3]	129,890	100,486	-29,404
Turf/landscaping[1,5]	130,6804	195,639	+64,959
Remove/Add Trees	Remove 55	Add 90	+35

Source: Soledad Unified School District 2015; LPA Inc. 2015; Whitson Engineers 2015; EMC Planning Group

Note: 1. Square feet

2. Feet

3. Does not include building footprint

4. Approximate- Measured from topographic survey

5. Includes turf replacement (no net change in size)

Public Agencies Whose Approval is Required

City of Soledad (Tree Removal Permit (ROW), Encroachment Permit(s), Approval of Connections to Municipal Sewer and Water Systems)

Office of Public School Construction (Project Plans Approval)

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

C. DETERMINATION

On the basis of this initial evaluation:

☐ 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 (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) 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.

Fernando Nieto, Facilities/Project Manager

9/22/15
Date

D. EVALUATION OF ENVIRONMENTAL IMPACTS

Notes

1. A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well a project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once it has been determined that a particular physical impact may occur, then the checklist answers indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, "Earlier Analyses," may be cross-referenced).

5. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier document or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:

    a. "Earlier Analysis Used" identifies and states where such document is available for review.

b. "Impact Adequately Addressed" identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.

c. "Mitigation Measures"—For effects that are "Less-Than-Significant Impact with Mitigation Measures Incorporated," mitigation measures are described which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.

7. "Supporting Information Sources"—A source list is attached, and other sources used or individuals contacted are cited in the discussion.

8. This is the format recommended in the CEQA Guidelines as amended January 2011.

9. The explanation of each issue identifies:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Have a substantial adverse effect on a scenic vista? (4,32)	❑	❑	❑	✓
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (4,21)	❑	❑	❑	✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings? (2,3,4,32)	❑	❑	✓	❑
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (2,3,4)	❑	❑	✓	❑

Comments:

a. The project site is not located within a scenic vista identified by the City of Soledad general plan. No impacts to scenic vistas would occur.

b. There are no scenic highways designated by Caltrans in the vicinity of the City. Therefore, standards for development within a designated scenic highway corridor as established by Caltrans, which administers the state's scenic highway program, are not applicable to the proposed project, and no impact would occur.

c. The *City of Soledad 2005 General Plan* (general plan) provides policy guidance useful to the analysis of visual resources within the City of Soledad. Most of the general plan visual and scenic resource polices address ridgeline development and identify brightline development standards on higher elevations in the foothills surrounding the City. For projects located on the valley floor, the general plan includes policies (Policy L-44; Policy L-45c) that address neighborhood compatibility and public views. These policies call for new development to complement the scale and character of existing development, preserve views of surrounding hills and mountains, and incorporate design, construction and maintenance activities that maintain the character and visual quality of the area. The proposed project is consistent with these policies.

The project site is located in an established urban area within the city limits of the City of Soledad and has historically been used as a junior high school by the school district. The project site is relatively flat and is generally at the same elevation as adjacent parcels. The existing school facility consists of one- and two-story buildings that are spread over much of the southeast portion of the project site. Public views of the surrounding hills and mountains are available from within the site and from public vantage points along Main Street, Market Street, and Benito Street. The existing school buildings partially obscure views of the foothills to the north and east when viewed from Main Street immediately adjacent to the school grounds. Representative photographs of existing conditions on the project site are presented in Figure 3, Site Photographs. The proposed project would reconfigure and update buildings on the site, which would alter the building design and mass on the site by placing the new buildings on the western portion of the site and removing most of the buildings from the south eastern portion of the site. Conceptual architectural design information for the new school buildings are presented in Appendix A.

Once the existing buildings are demolished, currently impaired views of the foothills from Market Street across the site to the north and east would improve as the older buildings are replaced with turf playfields. Views east and south from Benito Street across the site would be minimally affected by the proposed project. The proposed project would introduce taller building forms than under current conditions. The new and taller buildings would be located at the west portion of the site, which is bordered by public streets. As indicated by the conceptual site plan, the proposed buildings occupy a smaller area of the site than that occupied by the existing buildings and the tallest buildings (gym and multipurpose room) would be placed toward the interior of the site. Due to their placement with respect to property lines adjoining the public right-of-way, the increased height of the new buildings would not substantially interfere with familiar views along Market Street and Main Street. Although the proposed project would change the familiar appearance and architectural character of development on the project site, views to the surrounding hills and mountains would remain available consistent with general plan policies. For these reasons, the proposed project's effects to the visual quality of the site and its surroundings would be less than significant.

d. The proposed project would replace existing sources of light and glare generated by the buildings on the southeastern portion of the site and relocate these sources to the southwestern portion of the site. New sources of light include exterior lighting and reflective surfaces on the proposed two-story buildings. The proposed middle school campus would include some exterior lighting for safety, however the playfields would not include outdoor lighting since middle schools do not have night games. The proposed parking lots would likely include some lighting for safety. Although the

proposed project is located on an existing junior high school campus, which already includes a certain level of exterior lighting, the proposed project would still result in an increase in the amount of light being emitted from the project site. This is a potentially significant impact. Policy LU 51 of the general plan states that all exterior lighting in new development shall be located and designed so as to avoid shining directly onto nearby residential properties, and shall minimize offsite glare. This policy further requires lighting plans to incorporate features such as low level, downward-directed exterior lights to reduce lighting impacts to residential uses. Implementation of the following mitigation measure would reduce this impact to less than significant.

Mitigation Measure

AES-1. Prior to occupancy, the School District will implement the following measures to reduce the amount of light emitted from the proposed project:

1. *All exterior lighting will comply with California T-24 Energy Efficiency Standards;*
2. *All exterior lighting with comply with the City of Soledad Lighting Ordinance;*
3. *All exterior lighting will comply with the recommended practices of the Illuminating Engineering Society (IES) of America;*
4. *All light fixtures will all have cut–off optics which are low glare, i.e. no exposed lamps or flood lights but shielded light sources;*
5. *Lighting will be of mixed energy efficient types: Metal Halide, Fluorescent, LED, or High Pressure Sodium;*
6. *Footcandle levels at the property line near residences will be minimized by use of low level fixtures and screening;*
7. *Footcandle levels at the property line at driveways where cars and pedestrians mix will meet IES standards for safety for those areas.*

The School District will be responsible for ensuring implementation of this mitigation measure.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department 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:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (10)	❑	❑	❑	✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (5)	❑	❑	❑	✓
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))? (23)	❑	❑	❑	✓
d. Result in the loss of forest land or conversion of forest land to non-forest use? (23)	❑	❑	❑	✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (4)	❑	❑	❑	✓

Comments:

a-e. There are no agricultural, forestland or timber resources on the project site. The project site is zoned by the City of Soledad for "Public Facility" uses and is developed with an existing school facility. No impacts would occur.

3. AIR QUALITY

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

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Conflict with or obstruct implementation of the applicable air quality plan? (12,13)	❑	❑	❑	✓
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (12,13,33)	❑	❑	✓	❑
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? (12,13-15,33)	❑	✓	❑	❑
d. Expose sensitive receptors to substantial pollutant concentrations? (2,13-15,22)	❑	✓	❑	❑
e. Create objectionable odors affecting a substantial number of people? (2,13)	❑	❑	✓	❑

Comments:

a. Consistency with Monterey Bay Unified Air Pollution Control District (air district) Air Quality Management Plan (2008). Projects related directly to population growth generate population-related emissions (e.g., motor vehicles, residential heating and cooling emissions). Population-related emissions have been estimated in the Air Quality Management Plan using population forecasts adopted by the Association of Monterey Bay Area Governments (AMBAG). Population-related projects that are consistent with these forecasts are consistent with the Air Quality Management Plan. The proposed project would serve the district's existing student population needs, and would not increase the overall capacity of the school district. As such, the proposed project would not generate new or increase population in the City of Soledad. Therefore, the proposed project would not conflict with the Air Quality Management Plan.

b/c. The project site is located in the North Central Coast Air Basin. The air district is responsible for monitoring air quality in the North Central Coast Air Basin, which is

designated, under state criteria, as a nonattainment area for ozone and inhalable particulate matter (PM_{10}). Under federal criteria, the air basin is at attainment (8-hour standard) for ozone and at attainment for particulates. New emissions would be generated by the proposed project during the construction and operational phases.

The air district has developed criteria pollutant emissions thresholds, which meet or exceed state and federal air quality thresholds. State thresholds are enforced by the California Air Resources Board as mandated by the California Clean Air Act. The thresholds are used to determine whether or not the proposed project would violate an air quality standard or contribute to an existing violation during operations and/or construction.

Operational Impacts. According to table 5-4 in the air district's CEQA Air Quality Guidelines (2008) (air district CEQA guidelines), a junior high school would not ordinarily be a significant source of emissions that require quantification for the purposes of CEQA. Emissions modeling conducted for the purposes of the climate change analysis for the proposed project confirm that the proposed project would not generate operational criteria pollutant emissions that exceed federal or state thresholds. Therefore, the proposed project would not result in a violation of any air quality standards or contribute substantially to an existing or projected air quality violation. The proposed project would also not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment.

Localized Mobile Source Emissions. The primary source pollutant of local concern is carbon monoxide. Carbon monoxide concentration is a direct function of vehicle idling time and thus, traffic flow conditions. Under certain meteorological conditions, carbon monoxide concentrations close to a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (residents, school children, hospital patients, the elderly, etc.). This condition is referred to as a carbon monoxide "hot spot". The air district has not identified any carbon monoxide "hot spots" in south Monterey County. The proposed project also would not increase delays or decrease reserve capacity at any intersection to the extent that carbon monoxide emissions modeling would be required by the district. Therefore, the proposed project would not result in significant localized source emissions of carbon monoxide, and no further analysis is required.

Short-term Construction Emissions. Emissions produced during grading and construction activities are considered short-term as they occur only during the construction phase of the project. Construction emissions include mobile source exhaust emissions, emissions generated during the application of asphalt paving material and

architectural coatings, as well as emissions of fugitive dust associated with earthmoving equipment. Short-term emissions include the on- and off-site generation of fugitive dust, on-site generation of exhaust emissions from construction equipment, and the off-site generation of mobile source emissions during the construction phase of the project. Worst case construction phase emissions typically occur during initial site preparation, including grading and excavation, due to the increased amount of surface disturbance that can generate dust and to construction equipment emissions with the use of heavier equipment used at this phase.

Table 5-2 of the air district CEQA guidelines identifies the level of construction activity that could result in significant temporary impacts if not mitigated. The threshold of significance for construction activities is grading and disturbance of at least 2.2 acres per day. The project site is 9.9 acres and, despite the proposed project phasing, demolition and construction activities are likely to affect more than 2.2 acres per day, resulting in a significant impact to local air quality. Implementation of the following mitigation measure would reduce the impact to a less-than-significant level.

Mitigation Measure

AQ-1. The School District will include the following dust control measures on all bid and construction drawings. Grading plans shall require that active disturbed areas be watered at least twice daily and shall limit areas of active disturbance to no more than 2.2 acres per day for initial site preparation activities that involve extensive earth moving activities (grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth moving (e.g. finish grading) during all phases of construction activities, absent dust control measures. In the event ground disturbance exceeds these limits, the School District's chosen developer will implement the following fugitive dust measures as necessary:

- *a. Water all active construction sites continuously. Frequency should be based on the type of operation, soil, and wind exposure;*
- *b. Prohibit all grading activities during periods of high wind (over 15 mph);*
- *c. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);*
- *d. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;*
- *e. Haul trucks shall maintain at least 1'-0" of freeboard;*
- *f. Plant tree windbreaks on the windward perimeter of construction projects of adjacent to open land;*

g. Cover inactive storage piles;

h. Sweep streets if visible soil material is carried out from the construction site; and

i. Post a publicly-visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with rule 402 (nuisance).

Implementation of mitigation measure AQ-1 would reduce potential construction-related PM_{10} air quality impacts to a less-than-significant level by incorporating the air district basic construction mitigation measures into construction activities.

Asbestos-Containing Materials (ACM) and Lead Based Paint. Buildings constructed prior to 1980 often include building materials containing asbestos. Airborne asbestos fibers pose a serious health threat and are released into the environment through the demolition, renovation, or removal of asbestos-containing building materials. Due to the age of the existing structures on the site, asbestos-containing materials and lead based paint may be present in all buildings. Demolition of these structures could release asbestos and lead into the air which would be considered a significant adverse environmental impact. If the existing on-site buildings contain asbestos, demolition could result in the release of asbestos into the air, which would be a potentially significant impact.

The Environmental Protection Agency (EPA) has established National Emission Standards for Hazardous Air Pollutants as required by the federal Clean Air Act and its Amendments. These include source-specific regulations that limit allowable emissions of such pollutants, including asbestos. The air district enforces the Asbestos and Lead Paint National Emission Standards for Hazardous Air Pollutants regulation by reference in its Rule 424 with authority delegated by the EPA. The air district addresses demolition activities, which are subject to the asbestos National Emission Standards for Hazardous Air Pollutants, in Rule 306. In addition, if a new or modified source of hazardous emissions is within 1,000 feet from the outer boundary of a school site, the air district is required to notify families of children enrolled and all persons within 1,000 feet of the source before approving any permits (MBUAPCD 2008, p. 9-2).

All demolition materials must be disposed of properly according hazardous materials disposal regulation. Compliance with the air district's Rule 306 and Rule 424, as well as compliance with all regulatory agencies regarding the disposal of hazardous materials, would reduce health risks associated with asbestos and lead to a less-than-significant level. All friable (crushable by hand) or nonfriable asbestos-containing materials present in the existing buildings must be abated prior to demolition in accordance with

applicable requirements. Friable asbestos-containing materials must be disposed of as an asbestos waste at an approved facility. Nonfriable asbestos-containing materials may be disposed of as nonhazardous waste at landfills that will accept such wastes. Workers conducting asbestos abatement must be trained in accordance with Occupational Safety and Health Administration requirements. The air district must be notified at least ten working days prior to commencement of renovation or demolition involving the removal of regulated asbestos-containing materials. In addition, Section 19827.5 of the California Health and Safety Code prohibits agencies from issuing demolition permits until an applicant has demonstrated compliance with asbestos notification requirements pursuant to the National Emissions Standards for Hazardous Air Pollutants.

In compliance with Rule 306, implementation of the following mitigation measures would reduce the risks of asbestos-containing materials exposure to workers and nearby sensitive receptors during demolition of the existing buildings on the site to a less-than-significant level.

Mitigation Measures

AQ-2. Prior to the issuance of any building permit, the School District will conduct sampling and testing of existing buildings to determine the extent and presence of asbestos-containing materials in all buildings on the site.

Implementation of this mitigation measure is the responsibility of the project applicant.

AQ-2b. Prior to the commencement of demolition activities on the site, the School District will consult with MBUAPCD to determine permit requirements based upon the results of site-specific testing and sampling. Removal of asbestos-containing building materials is subject to the limitations of the MBUAPCD Rule 306 and Rule 424.

Implementation of this mitigation measure is the responsibility of the School District.

AQ-2c. All demolition activities shall be undertaken in accordance with CalOSHA standards contained in Title 8 of the California Code of Regulations CCR Section 1529 to protect workers from exposure.

Implementation of this mitigation measure is the responsibility of the School District.

Implementation of Mitigation Measures AQ-2a - AQ-2c would reduce the impacts of exposures to asbestos-containing materials to a less-than-significant level.

d. **Sensitive Receptors.** Demolition of the existing school facilities, once the new school buildings are occupied could expose students to ROG, PM_{10}, and possibly asbestos and other toxic air contaminants during these activities if they are undertaken while school is in session. Also, due to the location of residential sensitive receptors in proximity to the

project site, and prevailing winds from the north, the proposed project would result in the exposure of some sensitive receptors to these emissions during demolition and construction activities, which would be a potentially significant impact. During operations, the proposed project would not expose sensitive receptors to increased emissions of ROG and PM_{10}.

According to the air district CEQA guidelines, a sensitive receptor is generally defined as a location where human populations, especially children, seniors, and sick persons, are located where there is reasonable expectation of continuous human exposure. These typically include residences, hospitals, and schools. The project site is not located near a high-volume freeway, which is the most common source of prolonged residential exposures to toxic air contaminants. There are no stationary sources of toxic air contaminants in proximity to the project site. The project site borders existing single-family residential homes located to the east. The proposed project includes demolition of buildings that may contain lead based paint and asbestos-containing materials, the improper handling and disposal of which, during demolition activities could release lead-containing hazardous materials and waste into the environment and increase exposures to their hazardous effects.

Implementation of Mitigation Measure AQ-1 and Mitigation Measure AQ-2a-c, in addition to compliance with the air district's Rule 306 and Rule 424, as well as compliance with all regulatory agencies regarding the disposal of hazardous materials, would reduce exposures associated with asbestos-containing materials and lead to a less-than-significant level.

e. **Odors.** According to the air district CEQA guidelines, "Odors are objectionable emissions of one or more pollutants (sulfur compounds, methane, etc.) that are a nuisance to health persons and may trigger asthma episodes in people with sensitive airways." Nuisance odors are commonly associated with refineries, landfills, sewage treatment, agriculture, etc.

The proposed project may result in some short-term construction-related odors (e.g., asphalt during paving), but is not anticipated to produce offensive odors during operation. Therefore the proposed project would not create objectionable odors affecting a substantial number of people.

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (4,6,17,24-26)	❑	✓	❑	❑
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (17,25,26)	❑	❑	❑	✓
c. Have a substantial adverse effect on federally protected wetlands, as defined by section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filing, hydrological interruption, or other means? (17,26)	❑	❑	❑	✓
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? (17,24,26)	❑	❑	❑	✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (4,17,23)	❑	❑	❑	✓
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? (4,17,23)	❑	❑	❑	✓

Comments:

Note: This section is based on a desktop review and biological reconnaissance survey conducted by EMC Planning Group associate biologist Stefanie Krantz on July 8, 2015 to document existing habitats and evaluate the potential for special-status species, and native trees to occur on the project site. Biological resources were documented in field notes, including species observed and significant wildlife habitat characteristics.

a. The project site is situated on the Soledad U.S. Geological Survey (USGS) quadrangle map, and ranges in elevation from about 189 to 197 feet. The flat site contains regularly mowed and irrigated lawns, ornamental trees and landscaping, and small patches of ruderal vegetation with exposed dirt and small rocks in some areas. The site is located within a residential neighborhood in the City of Soledad, and enclosed by a chain link fence.

A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was conducted for the Gonzales, Mount Johnson, Bickmore Canyon, Palo Escrito Peak, Soledad, North Chalone Peak, Sycamore Flat, Paraiso Springs, and Greenfield USGS quadrangles in order to evaluate potentially occurring special-status species in the project vicinity. Records of occurrence for special-status plants were reviewed for those same USGS quadrangles in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants. A U.S Fish and Wildlife Service (USFWS) threatened and endangered species list was also generated for Monterey County.

Most special-status species known to occur in the region are not expected to occur on or adjacent to the project site due to lack of suitable habitat, and the fact that the site is regularly mowed. However, protected nesting birds have potential to occur on or immediately adjacent to the site as discussed below.

Nesting birds. Non-native ornamental trees and shrubs and buildings present on the project site have potential to provide breeding habitat for nesting birds protected by the California Fish and Game Code and/or the federal Migratory Bird Treaty Act. If any active nest(s) of protected bird species should occur adjacent to the site, then noise-generating construction activities conducted during the bird nesting season (February 1 to September 15) could result in bird nest failure/abandonment. This would be a significant impact. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation

BIO-1. The School District will include the following measures on all bid and construction documents:

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

If construction activities do begin during the bird nesting season (February 1 to September 15), or if construction activities are suspended for at least two weeks and recommence during the bird nesting season, then the project developer shall retain a qualified biologist to conduct a pre-construction survey for nesting birds. The survey shall be performed within suitable nesting habitat areas adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey will be conducted no more than two weeks prior to the initiation of construction activities. A report documenting survey results and plan for active bird nest avoidance (if needed) will be completed by the qualified biologist and submitted to the County of Monterey and approval prior to construction activities.

If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a protected species is detected during the survey, then a plan for active bird nest avoidance shall determine and clearly delineate an appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed construction activities. The protective buffer area around an active bird nest is typically 50-300 feet, determined at the discretion of the qualified biologist.

To ensure that no inadvertent impacts to an active bird nest will occur, no construction activities will occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.

Implementation of mitigation measure BIO-1 would ensure impacts to nesting birds are less than significant by requiring a pre-construction survey for bird nests (should initial vegetation removal, ground clearing, and building demolition be scheduled during nesting bird season) and implementation of avoidance measures should any active nests be found.

b. The project site does not contain riparian habitat or other sensitive natural communities; therefore no sensitive natural communities will be impacted by the proposed project.

c. The project site does not contain wetlands or waterways; therefore no federally protected wetlands or waterways will be impacted by the proposed project. No impacts to wetland or waterway resources within the jurisdiction of the U.S. Army Corps of Engineers, the CDFW, or the Regional Water Quality Control Board would occur.

d. Wildlife movement corridors generally provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. The project site is within the City of Soledad, and is surrounded by residential and commercial zones. The property is also entirely surrounded by chain link fencing that already prevents wildlife movement through the project area. The site does not function as a wildlife movement corridor or nursery site; therefore development of the site will have no impacts to wildlife movement or use of native wildlife nursery sites.

e. Approximately 49 trees are within the impact areas of the proposed project. These trees were planted as part of the ornamental landscaping on the school grounds and include pine trees (*Pinus* sp.), non-native gum trees (*Eucalyptus* sp.), cottonwood (*Populus fremontii)*, alders (*Alnus sp.)*, sweet gum (*Liquidambar styraciflua*), and non-native legumes such as black locust (*Robinia pseudoacadia*). The Conservation/Open Space element of the general plan contains a goal to "protect and preserve the natural resources in and around Soledad, including agricultural lands, hillsides and scenic areas, and undeveloped natural areas." The proposed project does not conflict this goal or with local policies or ordinances protecting biological resources.

f. No adopted habitat conservation plan, adopted natural community conservation plan, or other approved local, regional, or state habitat conservation plan includes the project site. Therefore, the proposed project would not conflict with any adopted/approved conservation plan.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5? (4,6,34)	❑	❑	❑	✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (4)	❑	✓	❑	❑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (4)	❑	❑	❑	✓
d. Disturb any human remains, including those interred outside of formal cemeteries? (4,34)	❑	✓	❑	❑

Comments:

a. The proposed project is located within an existing middle school campus and is not located within a known culturally sensitive area. The proposed project would not impact any known historic resources identified in the City's general plan (page VIII-7) or general plan FEIR (page V.10-4). According to the CEQA Guidelines Section 15064.5, a lead agency may consider a historic resource significant if it "meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852)". Based on information obtained from the Soledad Historical Society, the project site meets two of four eligibility criteria:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; and

(B) Is associated with the lives of persons important in our past.

The project site has historically and continuously been used as a school site and has been developed with school buildings since the late 19th century. The land was donated to the City by Catalina Munras, the widow of Don Esteban Munras of Monterey, prior to the arrival of the railroad. Don Esteban Munras was a prominent Spanish merchant influential in the early history of Monterey. The original school building was constructed in 1875, then demolished and replaced in 1908. The 1908 school buildings were demolished 20 years later and replaced with school buildings that were eventually

demolished and replaced by the current school facility sometime in the 1960s (Graig Stephens pers. com. July 17 2015). Although the parcel appears to meet the eligibility criteria A and B, above, due to its association with Catalina Munras, the historic pattern of development and redevelopment has likely removed all traces of the former association with the Munras family.

The project site does not embody distinctive characteristics of a type, period, region, or method of construction, represent the work of an important creative individual, or possesses high artistic values. The existing school buildings consist of a mix of utilitarian architectural styles and prefabricated portable classrooms and storage units. The most architecturally distinctive buildings on the site; the library and administration building would remain unchanged by the proposed project, as would the historic use of the site as a public school facility. The proposed project would continue the historic trend of building replacement to serve the continuing needs of the school district and its service population. As such, although the project site is associated with historical contributions of the Munras family, the project site is unlikely to yield information important in history, related to the Munras family.

Although the proposed project would remove some of the later historic-era buildings from the project site, the impact would be less than significant.

b/d. The proposed project would not impact any known archaeological resources as identified in the general plan. However, there is always the possibility that buried historic or cultural resources, including human remains, could be accidentally discovered during earth moving activities. Disturbance of archaeological resources that may yield information important to prehistory would be a significant impact. Therefore, in the event that the proposed project uncovers historic or prehistoric archaeological resources, the implementation of the following mitigation measures would reduce the impact to a level that is less than significant.

Mitigation Measure

CR-1. The School District will ensure that the following language will included in all construction plans associated with earth moving activities for the proposed project:

"In the event that significant historic and/or archaeological remains are uncovered during excavation and/or grading, all work will stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist pursuant to Public Resources Code Section 21083.2."

The School District will be responsible for ensuring implementation of this mitigation measure.

CR-2. The School District will ensure that the following language will included in all construction plans associated with earth moving activities for the proposed project:

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

The School District will be responsible for ensuring implementation of this mitigation measure.

c. There are no known paleontological resources in the City of Soledad.

6. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) 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? (4, 20)	❑	❑	❑	✓
(2)Strong seismic ground shaking? (20)	❑	❑	✓	❑
(3) Seismic-related ground failure, including liquefaction? (20)	❑	❑	❑	✓
(4) Landslides? (20)	❑	❑	❑	✓
b. Result in substantial soil erosion or the loss of topsoil? (20)	❑	✓	❑	❑
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? (20)	❑	❑	❑	✓
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (20)	❑	✓	❑	❑
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? (2)	❑	❑	❑	✓

Comments:

a. **Fault Rupture Hazards.** According to a geotechnical and geohazard investigation (geotechnical report) prepared for the proposed project (Cleary Consultants 2014), there are no known earthquake faults on the project site (p. 8). The geotechnical report also notes that the project site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, seismic hazards associated with fault rupture are low.

Ground Shaking. The City of Soledad is located on an alluvial plain in the southern portion of the Salinas Valley. The active fault nearest to the project site is the Monterey Bay – Tularcitos fault, which is located approximately 12 miles northwest of the City. Other active faults with potential to seismically affect the project site are the San Andreas, Calaveras, and San Gregorio faults, located within 31 miles of the City. Two additional faults, the Rinconada fault (five miles southeast) and Zayante-Vergeles fault (26 miles north) are considered potentially active.

The City has experienced the effects of numerous earthquakes on the Calaveras and San Andreas faults greater than 4.0 on the Richter magnitude scale since the early 1800s. The Loma Prieta earthquake, with an epicenter approximately 52 miles northwest of the project site, produced widespread damage throughout the Monterey Bay area. Damage in the Salinas area was limited primarily to unreinforced masonry buildings. Ground shaking from this earthquake was felt throughout the county. The geotechnical report concludes that the project site would be subjected to strong ground shaking from a moderate to large earthquake from one of the listed faults at some point during the lifetime of the proposed project. New buildings would need to be designed and construct in accordance with the most current standards of earthquake-resistant construction.

Liquefaction. Soils that are generally most susceptible to liquefaction are fine-grained, loose, saturated and uniform sands that are within 50 feet of the ground surface. According to the geotechnical report, the water table below the project site is assumed to be approximately 30 feet below the ground surface. Soil boring revealed that the project site is underlain by sand and clay with varying amounts of gravel to a 50-foot depth. The soil layers were analyzed for their liquefaction potential and the geotechnical report concluded that the liquefaction potential on the project site is low.

Subsidence/Settlement, Lateral Spreading, Landslide Potential. Modeling conducted as part of the geotechnical report concluded that the potential for seismically induced soil settlement is low on the project site. Further, due to soil characteristics and the relatively flat topography of the site the potential for soils to separate or for seismically induced landslides are also low.

The geotechnical report concluded that seismic hazards on the site are low and compliance with the most recent version of the building code would minimize exposure to the effects of seismic activity. Compliance with the design and construction criteria in the most recent version of the building code would reduce seismicity impacts to less than significant. No additional mitigation is required.

b. The topography of the project site is relatively flat and does not lend itself to erosion concerns such as landslides and slope failure. During the proposed demolition and construction activities exposed soils would be susceptible to wind and/or water erosion. However, implementation of Mitigation Measure AQ-1 would reduce the impacts of wind erosion and implementation of Mitigation Measure HYD-1 would reduce the impacts of water erosion to a less-than-significant level. No additional mitigation is required.

c. As noted in the discussion of item a, above, onsite soils have low potential for liquefaction, lateral spreading, and soil settlement. Therefore no mitigation is required.

d. According to the geotechnical report, clay and silty clay composition of upper soils present on the site are of variable consistency and thus are moderately to critically expansive. This hazard could cause significant impacts on the proposed improvements and could threaten public safety. Expansive soils tend to swell with increases in soil moisture and shrink as the soil moisture decreases. The volume changes that the soils undergo in this cyclical pattern can stress and damage building slabs and foundations if precautionary measures are not incorporated into the design and construction procedures. The report includes recommendations and performance thresholds for site preparation, foundation/footing construction, and the use of fill, which, if implemented would minimize the potential for building and foundation damage resulting from construction on expansive soils. Implementation of the following Mitigation Measure would ensure that impacts resulting from expansive soils would be reduced to less-than-significant.

Mitigation Measure

GEO-1. The Soledad Unified School District will include the recommendations of the 2014 geotechnical report on all bid and construction documents to ensure that the recommended standards for development of foundations, subsurface improvements, etc. are incorporated into the project design and construction. All foundation and grading plans shall be reviewed by a licensed engineer hired by the Soledad Unified School District, and by the State Architect, if applicable.

e. The project site is connected to the sanitary sewer system. No septic tanks are present or proposed. Therefore no impact would occur.

7. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (13,16,33)	❑	❑	✓	❑
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (13,16)	❑	❑	❑	✓

Comments:

a. **Generation of GHG Emissions.** Typically, if thresholds of significance have been developed by a lead agency, the thresholds are identified in a plan developed for the purpose of reducing GHGs. However, neither the City of Soledad nor the air district have developed such a plan or defined thresholds of significance. In lieu of locally adopted thresholds of significance, guidance provided by the San Luis Obispo Air Pollution Control District (SLOAPCD) is used as reference as recommended by the air district.

The air district also has not adopted a GHG reduction plan to provide GHG analysis/impact determination guidance for local agencies as part of the CEQA process. However, air district staff has been informally recommending that local lead agencies use GHG emissions reduction plan guidance adopted by the SLOAPCD as reference in evaluating impacts of projects being proposed within the air district (Clymo 2013). The district has not yet adopted its own GHG reduction plan. Consequently, it is relying on guidance contained in the SLOAPCD's *CEQA Air Quality Handbook, a Guide for Assessing the Air Quality Impacts for Projects Subject to CEQA Review* (air quality handbook) as recommended by the air district. The air district has noted that air quality and development conditions within the SLOAPCD are similar to conditions within the air district boundary, and have recognized that the SLOAPCD has developed defensible substantial evidence upon which its guidance is based. Thus, air district staff has suggested that the guidance is valid for use as a benchmark by which to evaluate the GHG impacts of local development projects.

Threshold of Significance. The SLOAPCD air quality handbook includes standards of significance for GHG emissions volumes. The threshold of significance that is relevant to the proposed project is 4.9 metric tons (MT) of carbon dioxide equivalent (CO_2e) per service population per year. The total service population is equivalent to the sum of new jobs and/or population that would be generated by a land use project. The SLOAPCD's service population threshold is applicable in that the proposed project will generate a population increase. If project emissions exceed 4.9 MT CO_2e per year per service population, mitigation measures would be required to reduce GHG emissions. The SLOAPCD established its threshold of significance based on its assessment of the total GHG emissions reduction volume that must be achieved to bring GHG emissions within the SLOAPCD boundary into conformance with AB 32 reduction targets.

Project GHG Emissions. The California Emissions Estimator Model (CalEEMod) was used to estimate construction phase and annual operational GHG emissions from the proposed project. The results are included in Appendix B (see attached CD).

A summary of short-term construction emissions that would be generated by the proposed project is presented in Table 2, Unmitigated Construction Phase GHG Emissions.

Table 2 Unmitigated Construction Phase GHG Emissions

	Bio-CO_2	NBio CO_2	CH_4	N_2O	CO_2e Metric Tons
Project Construction	0.00	728.96	0.11	0.00	731.33

Source: CalEEMod, EMC Planning Group 2015

Note: Bio – biogenic CO_2, NBio – Non-biogenic CO_2, CH_4 = methane, CO_2 = carbon dioxide, N_2O = nitrous oxide, CO_2e = carbon dioxide equivalents.

As shown in Table 2, the proposed project would generate approximately 731.33 MT CO_2e spread over an assumed 18-month construction period. Defaults provided in CalEEMod have been used for the number and type of construction equipment to be utilized during the construction process and for other construction emissions because project-specific construction data is not currently available in sufficient detail regarding numbers and type of equipment. Per SLOAPCD guidance, construction emissions are to be amortized over a 30-year period, with the annual volume added to the annual operational project GHG emissions to arrive at total annual emissions. Amortized annual construction emissions would; therefore, be 24.38 MT CO_2e per year.

According to the CalEEMod results, the proposed project would generate annual unmitigated operational emissions of 1,894.98 MT CO_2e. This value does not include construction emissions. Unmitigated operational GHG emissions generated by the proposed project are presented in Table 3, Annual Unmitigated Operational GHG Emissions.

Table 3 Annual Unmitigated Operational GHG Emissions

Emissions Source	Bio CO_2	NBio CO_2	CH_4	N_2O	CO_2e
Area Source	0.00	0.03	0.00	0.00	0.03
Energy	0.00	402.84	0.01	0.00	404.72
Mobile Source	0.00	1,369.56	0.07	0.00	1,370.98
Waste	44.51	0.0	2.63	0.00	99.75
Water	0.92	15.84	0.10	0.00	19.50
Total	45.43	1,788.27	2.81	0.00	1,894.98

Source: CalEEMod, EMC Planning Group 2015

Note: biogenic CO2, NBio – Non-biogenic CO2, CH4 = methane, CO2 = carbon dioxide, N2O = nitrous oxide, CO2e = carbon dioxide equivalents.

Carbon "Offset" and Sequestration Potential. The proposed project would remove 35 trees from the site and plant 90 new trees as part of the proposed landscape plan. CalEEMod also estimates the an increase in GHG sequestration potential that would result from adding new trees to the site at greater than a 1:1 ratio. According to the model the addition of 55 net new trees to the site would result in an increased sequestration potential of 1.77 MT CO_2e per year over a 20-year period.

Existing GHG Emissions. According to the CalEEMod results the existing middle school generate 1,928.31 MT CO_2e per year.

GHG Emissions Attributable to the Proposed Project. The net GHG emissions from the proposed project are equal to the projected project-specific, mitigated GHG emissions minus the existing baseline GHG emissions. Total GHG emissions include annual amortized construction emissions, loss of sequestration potential, and operational emissions. Table 4, Net Annual GHG Emissions, summarizes total and net project GHG emissions.

Table 4 Net Annual GHG Emissions

Source	CO_2e (metric tons/year)
Unmitigated Operational Project Emissions	1,894.98
Amortized Annual Construction Emissions	24.38
Increase in Sequestration Potential	(1.77)
Total Annual GHG Emissions	1,917.59
Less Existing Annual GHG Emissions	(1,928.31)
Net Annual GHG Emissions	**(10.72)**

Source: CalEEMod, EMC Planning Group 2015

Note: Annual construction GHG emissions are derived by amortization over a 30-year period.

As demonstrated by Table 4, the annual GHG emissions attributable to the project would not exceed air district thresholds of significance. The proposed project would generate fewer GHG emissions per year than the existing facility. Therefore, the project impact from generation of GHG emissions would be less than significant.

b. **Consistency with a GHG Reduction Plan.** As stated in the discussion of item "a" above, neither the City, nor the air district have adopted a GHG reduction plan that is applicable to development within the City. However, based on air district guidance, the SLOAPCD's GHG reduction plan framework is used to assess project impacts. The proposed project is consistent with the SLOAPCD's reduction plan in that GHG emissions would result in fewer GHG emissions than the existing school facility and would not exceed the standard of significance identified in the SLOAPCD reduction plan. Therefore, the proposed project would not conflict with an adopted plan for reducing GHG emissions, and no impact would occur.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (1,2,13,15,22)	❑	✓	❑	❑
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? (1,2,13,15,22)	❑	✓	❑	❑
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (1,13,15,22)	❑	✓	❑	❑
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, create a significant hazard to the public or the environment? (35)	❑	❑	❑	✓
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 a public-use airport, result in a safety hazard for people residing or working in the project area? (4)	❑	❑	❑	✓
f. For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? (4)	❑	❑	❑	✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (4)	❑	❑	❑	✓

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands? (4)	❑	❑	❑	✓

Comments:

a/b. As noted in Section D.3, Air Quality, the proposed project includes demolition of buildings that may contain lead based paint and ACM.

Asbestos

Potential ACM include roofing materials, floor tiles and mastics, pipe insulation, plaster drywall, and joint compounds, and fireproofing materials. Improper handling and disposal during demolition activities could release these hazardous materials and waste into the environment and increase exposures to their hazardous effects. Ongoing operations and maintenance of the proposed project does not include the routine transport, use, or disposal of hazardous materials.

The air district CEQA Guidelines state that buildings constructed prior to 1980 often include building materials containing asbestos. Airborne asbestos fibers pose a serious health threat and the demolition, renovation, or removal of asbestos-containing building materials could result in exposures to these materials. If the existing on-site buildings contain asbestos, demolition could result in the release of asbestos into the air. This is a potentially significant impact. As reported in this initial study, implementation of mitigation measures AQ-2a – 2c would reduce this impact to a less-than-significant level.

Lead

Lead-based paint was banned in 1978. Due to their age it is possible that lead-based paint may be present in the buildings on the project site due to their construction prior to 1978. State and federal construction worker health and safety regulations require air monitoring and other protective measures during demolition activities where lead-based paint is present. Special protective measures and notification to Department of Toxic Substances Control are required for highly hazardous construction tasks related to lead, such as manual demolition, welding, cutting, or torch burning of structures where lead-based paint is present The following mitigation measures would reduce project-related impacts from the release of lead based paint into the environment as a result of demolition activities to a less-than-significant level.

Mitigation Measure

HZ-1. Prior to issuance of a demolition permit, the School District will have a lead survey completed by a qualified practitioner in accordance with the applicable regulations. The lead survey shall include an assessment of lead in building materials. If measured lead levels in or adjacent to a structure exceed established thresholds, a work plan will be developed and implemented to remove and dispose of the lead-containing materials in accordance with the established regulations.

The School District is responsible for the implementation of this mitigation measure.

HZ-2. Prior to the issuance of a demolition permit, the School District will have an asbestos survey completed by a registered asbestos abatement contractor. Any asbestos-containing materials detected during the pre-demolition survey will be removed and disposed of by the registered asbestos abatement contractor using proper engineering controls and worker protection.

The School District is responsible for the implementation of this mitigation measure.

c. The project site is an existing junior high school that has been under operation since the 1960s. As discussed above, the proposed project includes demolition of buildings that may contain lead based paint and ACM. However, with implementation of the proposed mitigation measures HZ-1 and HZ.2, the proposed project would not result in the emission or handling of hazardous or acutely hazardous materials and would not pose a significant risk to the students at the nearby newly constructed middle school or to sensitive residential receptors.

d. The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code section 65962.5.

e/f. The project site is not located within the vicinity of a public airport or a private airstrip.

g. The proposed project is located on an existing middle school campus and would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

h. The proposed project is not located in an area subject to the threat of wildland fires. No impact would occur.

9. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Violate any water quality standards or waste discharge requirements? (1, 2, 7, 8)	❑	❑	❑	✓
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., would the production rate of preexisting nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted? (1, 2, 7, 8, 20)	❑	❑	❑	✓
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in *substantial erosion or siltation on- or off-site?* (1, 2)	❑	❑	✓	❑
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface run-off in a manner which would result in *flooding on- or off-site?* (1, 2)	❑	❑	✓	❑
e. Create or contribute run-off water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off? (1, 2)	❑	✓	❑	❑
f. Otherwise substantially degrade water quality? (1, 2)	❑	✓	❑	❑
g. Place housing within a 100-year flood hazard area as mapped on Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (2, 5, 20,34, 35)	❑	❑	❑	✓

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (2, 5, 20)	❑	❑	❑	✓
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? (2, 5, 20)	❑	❑	❑	✓
j. Be subject to inundation by seiche, tsunami, or mudflow? (2, 5, 20)	❑	❑	❑	✓

Comments:

a/b. The proposed project would not increase student capacity. The proposed middle school would continue to be connected to the city's water and wastewater systems. As noted in Table 1 (Project Description) the amount of impervious surfaces on the site would be reduced by approximately 29,404 square feet and the amount of turf and landscaped areas on the site would increase by approximately 64,959 square feet. Therefore, the proposed project would not interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, the proposed project would not result in a substantial depletion of groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Additionally, the proposed project would not violate any water quality standards or waste discharge requirements. No impacts would occur and no further analysis is required.

c-e. The proposed middle school campus project site is currently developed with existing school buildings, parking lot and portable classrooms. As noted above, the proposed redevelopment of the site would not result in an increase in impervious surfaces on the project site. The proposed project would not substantially alter existing drainage patterns on the site albeit some modifications would be made to reconfigure connections to the City's storm drain system in conjunction with proposed access improvements. The proposed project would not create or contribute runoff water that would exceed the capacity of existing storm drainage systems or provide substantial additional sources of polluted runoff that would be greater than under existing conditions, or to the extent that substantial flooding or sedimentation would occur. Therefore, the proposed project's impact to drainage systems would be less than significant.

f. Construction and operational activities have the potential to result in the degradation of the storm water quality through soil erosion and unintentional release of polluting constituents such as heavy metals, oils, grease, and other petroleum hydrocarbons into the drainage systems. As noted previously, the proposed project reduces the overall amount of impervious surfaces on the project site. During operations, the proposed project would introduce urban pollutants to the storm water drainage, particularly oils from the proposed parking lots. However, to address urban pollutants and potential water quality issues result from them during operations, the proposed project includes a number of Best Management Practices (BMPs) and Low Impact Design (LID) features including the following:

- Limit disturbance of natural drainage features
- Limit clearing, grading, and soil compaction
- Minimize impervious surfaces
- Minimize runoff by dispersing runoff to landscape or using permeable pavements
- Treat runoff with an approved and appropriately sized LID treatment system prior to discharge from the site
- Prevent offsite discharge from events up to the 95th percentile rainfall event using Stormwater Control Measures
- Control peak flows to not exceed pre-project flows for the 2-year through 10-year events.
- Roof drains to landscaped areas and/or bioretention planters
- Bioretention planters
- Permeable pavement.

These proposed project design features reduce project-related impacts to water quality and no additional mitigation is required.

Water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program, which was established by the Clean Water Act. The NPDES Program seeks to control and reduce pollutants entering water bodies from both point sources and non-point source discharges. The State Water Resources Board administers the NPDES Program in California. The Central Coast Regional Water Quality Control Board (RWQCB) issues and enforces NPDES permits for discharges to water bodies in the Monterey Bay.

Projects disturbing more than one acre of land during construction are required to file a notice of intent to be covered under the State NPDES Construction General Permit for discharges of storm water associated with construction activities. The proposed project would disturb more than one acre of land and the School District would have to obtain a State NPDES Construction General Permit. The State NPDES Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that specifies how water quality would be protected during construction activities. The SWPPP must contain a site map(s) that shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography (both before and after construction), and drainage patterns across the project. Best Management Practices are to be implemented to protect water quality. By complying with the NPDES requirements, the potential water quality impacts from construction phase activities would be minimized. The following mitigation measure would reduce the impact of the proposed project on water quality to a less than significant impact.

Mitigation Measure

HYD-1. The School District will obtain a NPDES Construction General Permit from the Central Coast Regional Water Quality Control Board.

The School District will be responsible for ensuring implementation of this mitigation measure.

g-j. According to the geotechnical report and the Monterey County Flood Insurance Rate Map (FIRM) dated April 2, 2009 (Panel 612 of 2050), the proposed project site is within the Federal Emergency Management Agency Flood Zone X. Flood Zone X is outside the 500-year flood zone. As such, the proposed project would not place housing or structures within the 100-year flood hazard area. The nearest dams to the project site are located at the San Antonio and Nacimiento reservoirs located about 50 miles southeast of the project site; however, the City is not located within the inundation zone of these dams. The project site is in an area not subject to seiche, tsunami, or mudflow (Cleary Consultants, page 14).

10. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Physically divide an established community? (2,4,5)	❑	❑	❑	✓
b. Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (2,4,5)	❑	❑	❑	✓
c. Conflict with any applicable habitat conservation plan or natural community conservation plan? (2,4,5)	❑	❑	❑	✓

Comments:

a-c. The proposed project is located on an existing middle school campus and is consistent with the general plan land use designation and zone district for the project site. There is no Habitat Conservation Plan or a Natural Community Conservation Plan that is applicable to the project site. Therefore, the proposed project would not physically divide an established community, would not conflict with any applicable land-use plan policies adopted for the purpose of avoiding or mitigating an environmental impact, or any habitat conservation or natural community conservation plan.

11. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (4, 5, 20)	❑	❑	❑	✓
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan? (4, 5, 20)	❑	❑	❑	✓

Comments:

a/b. There are no significant mineral resources on the project site and the proposed project would not result in the loss of availability of a known mineral resource that would be locally or regionally important.

12. NOISE

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies? (4,18,23)	❑	❑	✓	❑
b. Result in exposure of persons to or generation of excessive ground-borne vibration or ground borne noise levels? (18)	❑	❑	✓	❑
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (18)	❑	❑	✓	❑
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (18)	❑	✓	❑	❑
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, expose people residing or working in the project area to excessive noise levels? (18)	❑	❑	❑	✓
f. For a project located within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels? (18)	❑	❑	❑	✓

Comments:

a. A noise assessment titled *Noise and Groundborne Vibration Impact Analysis for Main Street Middle School Reconstruction Project Soledad, California* was prepared for the proposed project by Ambient Air Quality and Noise Consulting (AAQNC) (August 2015). A copy of the report can be found in Appendix D (see attached CD) of this document. The following discussion is based on the information in the noise assessment.

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration. Sound levels are described in terms of both amplitude and frequency.

Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are typically used. For the evaluation of environmental noise, the most commonly used descriptors are Leq, Ldn, CNEL and SEL. The energy-equivalent noise level, Leq, is a measure of the average energy content (intensity) of noise over any given period. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average noise level, Ldn, is the 24-hour average of the noise intensity, with a 10-dBA "penalty" added for nighttime noise (10 p.m. to 7 a.m.) to account for the greater sensitivity to noise during this period. CNEL, the community equivalent noise level, is similar to Ldn but adds an additional 5-dBA penalty for evening noise (7 p.m. to 10 p.m.) Another descriptor that is commonly discussed is the sound-exposure level, expressed as SEL. The SEL describes a receiver's cumulative noise exposure from a single noise event, which is defined as an acoustical event of short duration (0.5 second), such as a backup beeper, the sound of an airplane traveling overhead, or a train whistle (AAQNC, page 7). Common noise level descriptors are summarized in Table 5, Common Acoustical Descriptors.

Sensitive Noise Receptors. Sensitive land uses located in the vicinity of the proposed project site consist primarily of residential land uses. The nearest residential land uses are generally located adjacent to the northern boundary of the project site and to the east, south, and west of the project site, across adjacent roadways. The Soledad United Methodist Church is also located near the southeastern boundary of the project site, at the intersection of Market Street and Main Street. In addition, students attending Main Street Middle School may experience higher noise levels during construction and demolition activities.

Table 5 Common Acoustical Descriptors

Descriptor	Definition
Energy Equivalent Noise Level (L_{eq})	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Minimum Noise Level (L_{min})	The minimum instantaneous noise level during a specific period of time.
Maximum Noise Level (L_{max})	The maximum instantaneous noise level during a specific period of time.
Day-Night Average Noise Level (DNL or L_{dn})	The DNL was first recommended by the U.S. EPA in 1974 as a "simple, uniform and appropriate way" of measuring long term environmental noise. DNL takes into account both the frequency of occurrence and duration of all noise events during a 24-hour period with a 10 dBA "penalty" for noise events that occur between the more noise-sensitive hours of 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours.
Community Noise Equivalent Level (CNEL)	The CNEL is similar to the Ldn described above, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated Ldn.
Sound Exposure Level (SEL)	The level of sound accumulated over a given time interval or event. Technically, the sound exposure level is the level of the time-integrated mean square A-weighted sound for a stated time interval or event, with a reference time of one second.
Energy Equivalent Noise Level (L_{eq})	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Minimum Noise Level (L_{min})	The minimum instantaneous noise level during a specific period of time.

Source: Ambient Air Quality and Noise Consulting, page 8

Noise Standards. The City of Soledad has established policies in the Noise Element of the General Plan to guide the development of new land uses with respect to noise exposure. The following policies are applicable to the proposed project.

> **Policy N-1.** The City shall not allow development of new noise-sensitive land uses where existing or ambient noise levels exceed the City of Soledad General Plan Land Use Compatibility Standards, as measured immediately within the property line of the new development, unless effective noise mitigation measures have been incorporated into the development design to achieve the standards.
>
> **Policy N-2.** Where non-residential land uses are likely to generate noise levels exceeding the standards on adjacent or nearby existing or planned noise-sensitive uses, the City shall require preparation of an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design.
>
> **Policy N-5.** Where noise mitigation measures are required to achieve the standards identified in the general plan, the emphasis of such measures shall be placed on site planning and project design. The use of noise barriers shall be considered as a means of achieving the noise standard sonly after all other practical design-related mitigation measures have been integrated into the project.

The General Plan Land Use Compatibility Standards for Noise are presented in Table 6, the City of Soledad Land Use Compatibility Standards for Noise.

Policies and implementation programs outlined in the Noise Element focus on establishing noise projections for proper planning and reducing the noise impacts at sensitive receptor locations. They include: promoting effective enforcement of existing federal and state noise standards and requiring proper acoustical site planning and acoustical construction.

City of Soledad Municipal Code. The City of Soledad has also established noise regulations in Chapters 9.09 and 17.38.240 of the Municipal Code. Chapter 9.09 addresses general noise regulations and prohibits excessive or loud noises that result in a public nuisance. Chapter 17.38.240 establishes exterior noise limits that apply to residential, commercial, and industrial land uses measured at the property line of the receiving land use. The City limits receptor noise exposures based on land use type measured at property lines. The exterior noise thresholds for residential properties is 55 dBA; 75dBA for commercial uses, and is 68 dBA at adjacent industrial property lines. Adjustment factors are included for temporary, non-continuous noise events.

Table 6 City of Soledad Land Use Compatibility Standards for Noise

Land Use	Community Noise Exposure (Exterior Ldn, dBA)			
	Normally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged
Residential Low-Density Single Family, Duplex, Mobile Homes	<60	55 – 65	65 – 75	>75
Residential Multi-family	<65	60 – 70	70 – 75	>75
Transient Lodging – Motels, Hotels	<65	60 – 70	70 – 80	>80
Schools, Libraries, Churches, Hospitals, Nursing Homes	<70	60 – 70	70 – 80	>80
Auditoriums, Concert Halls, Amphitheaters	Not Specified	<70	Not Specified	>65
Sports Arena, Outdoor Spectator Sports	Not Specified	<75	Not Specified	>70
Playgrounds, Neighborhood Parks	<70	Not Specified	67.5 – 75	>72.5
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<75	Not Specified	70 – 80	>80
Office Buildings, Business Commercial and Professional	<70	67.5 – 75	>72.5	Not Specified
Industrial, Manufacturing, Utilities, Agriculture	<75	70 – 80	>75	Not Specified

Source: Ambient Air Quality and Noise Consulting, page 13

Note:

1. Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2. Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. Generally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4. Land Use Discouraged: New construction or development should generally not be undertaken.

Interior Noise Standards. Other criteria have also been recommended by other agencies to specifically address classroom noise. For instance, with regard to transportation sources, the California Department of Transportation has adopted abatement criteria that limit the interior average-hourly noise level within classrooms to 52 dBA Leq (Caltrans 2006) As City in the noise report, where schools are exposed to intermittent background noise sources, such as aircraft overflights, the American National Standards Institute, Inc. (ANSI) recommends that interior noise levels not exceed 40 dBA Leq during the noisiest hour of the day.

Ambient Noise Environment. To document existing ambient noise levels in the project area, short-term ambient noise measurements were conducted on July 7, 2015 by AAQNC using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter. The meter was calibrated before use and is certified to be in compliance with ANSI specifications. A total of three noise measurements were conducted in the vicinity of nearby noise-sensitive land uses. Measured ambient daytime noise levels are summarized in Table 7, Summary of Measured Ambient Noise Levels.

Table 7 Summary of Measured Ambient Noise Levels

Location	Monitoring Period	Measured Daytime Noise Levels (dBA)	
		L_{eq}	L_{max}
NM-1. 438 Benito Street	08:10 A.M. – 08:15 A.M.	55.0	72.9
NM-2. 500 Ticino Street at Main Street	08:25 A.M. – 08:35 A.M.	56.8	74.5
NM-3. 444 Market Street	08:45 A.M.– 08:55 A.M.	55.9	73.2

Source: Ambient Air Quality and Noise Consulting, page 11

Note: Ambient noise measurements were conducted on July 7, 2015 using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter placed at a distance of approximately 25 feet from the near-travel-lane of adjacent roadway.

Based on the results of the field measurements existing ambient daytime average-hourly noise levels ranged from approximately 56 to 57 dBA Leq. The noise report notes that existing ambient noise levels within the project area are predominantly influenced by vehicle traffic on area roadways.

c. **Operational Noise.** Long-term, permanent increases in ambient noise levels would be primarily associated with potential increases in vehicle traffic on nearby roadways. In addition, the development of the proposed onsite uses may also result in increased noise

levels associated with the operation of mechanical building equipment, onsite recreational facilities, and noise generated by vehicle parking lots. Noise levels commonly associated with these sources and potential impacts to nearby land uses are discussed separately, as follows:

Based on the traffic analysis prepared for this project, primarily affected roadway segments would include the nearby roadway segments of Main Street, Benito Street, Gabilan Street, and Market Street. Predicted traffic noise levels for primarily affected roadway segments were modeled using the FHWA's roadway noise prediction model based on data obtained from the traffic analysis prepared for this project. Predicted increases in traffic noise levels were calculated for existing and future conditions, with and without implementation of the proposed project. Predicted traffic noise levels for existing and future conditions are depicted in Table 7, Predicted Increases in Existing Traffic Noise Levels, and Table 8, Predicted Increases in Future Cumulative Traffic Noise Levels.

In comparison to no-project conditions, implementation of the proposed project would result in increased traffic noise levels along primarily affected roadways of approximately 0.2 to 1.2 dBA, which is less than the 3 dBA increase that is typically perceptible to humans. Therefore, project related noise impacts would be less than significant. No mitigation is required.

The proposed project would contribute to an increase in traffic noise and ambient noise levels during demolition, construction and operations of the new middle school. Modeling conducted as part of the noise study (as shown in Table 8 and Table 9,) determined that noise levels with the proposed project would be less than 60 dBA NCEL/Ldn and would not exceed the City's "normally acceptable" exterior noise standard of 70 dBA CNEL/Ldn for educational uses. The proposed project would contribute to an increase in noise in the vicinity of the project site; however, project-related increases in noise levels would not result in significant impacts, individually or cumulatively. No mitigation is required.

Interior Noise Impacts. Based on an average exterior-to-interior noise reduction of 25 dB for new building construction, the highest predicted background noise levels within the interior of the nearest structures would be approximately 34 dBA CNEL/Ldn, or less, which is less than 52 dBA Leq recommended by Caltrans. Further, the noise report did not identify any major stationary or aircraft-related noise sources in the vicinity of the project site that would affect the modeled on-site noise levels. Standard construction measures would further reduce interior classroom noise levels. No mitigation is required.

Table 8 Predicted Increases in Existing Traffic Noise Levels

Roadway Segment	Predicted Noise Levels at 50 feet from Near Travel Lane Centerline (dBA CNEL)1			
	Without Project	With Project	Increase	Significant Impact? 2
Main Street, Gabilan Drive to Ticino Street	55.1	55.9	0.8	No
Main Street, Ticino Street to North Street	53.9	54.6	0.7	No
Main Street, North Street to Market Street	54.6	55.7	1.2	No
Benito Street, Gabilan Drive to North Street	52.0	52.2	0.2	No
Benito Street, North Street to Market Street	53.9	54.1	0.2	No
Gabilan Drive, Benito Street to Main Street	57.1	57.1	0.0	No
Market Street, Benito Street to Main Street	54.1	55.2	1.2	No

Source: Ambient Air Quality and Noise Consulting, page 20

Note:

1. Predicted traffic noise levels were calculated using the FHWA noise prediction model, based on data obtained from the traffic analysis prepared for this project.
2. For purposes of this analysis, a significant increase is defined as an increase of 3 dBA, or greater.

Mechanical Building Equipment. The proposed project would include the construction of new buildings, primarily within the southern portion of the project site. Mechanical building equipment (e.g., heating, ventilation and air conditioning systems) can result in noise levels of approximately 90 dBA at 3 feet from the source. However, mechanical equipment systems are typically shielded from direct public exposure and housed on rooftops, within equipment rooms, or within exterior enclosures.

The nearest noise-sensitive land uses are located approximately 140 feet, or more, from the proposed onsite buildings. Based on this distance and assuming an uninterrupted noise level of 90 dBA Leq at 3 feet, predicted operational noise levels associated with onsite building mechanical equipment could reach approximately 56 dBA Leq at the property line of the nearest residences. Operational noise levels would be limited

primarily to the daytime hours of school operations, would be intermittent, and would be largely masked by existing traffic noise levels, which range from approximately 56 to 57 dBA Leq.

Table 9 Predicted Increases in Future Cumulative Traffic Noise Levels

Roadway Segment	Predicted Noise Levels at 50 feet from Near Travel Lane Centerline (dBA CNEL)[1]			
	Without Project	With Project	Increase	Significant Impact?[2]
Main Street, Gabilan Drive to Ticino Street	58.5	58.8	0.3	No
Main Street, Ticino Street to North Street	57.5	57.8	0.3	No
Main Street, North Street to Market Street	58.1	58.5	0.4	No
Benito Street, Gabilan Drive to North Street	52.1	52.4	0.3	No
Benito Street, North Street to Market Street	54.1	54.3	0.2	No
Gabilan Drive, Benito Street to Main Street	60.4	60.4	0.0	No
Market Street, Benito Street to Main Street	55.8	57.0	1.2	No

Source: Ambient Air Quality and Noise Consulting, page 20

Note:

1. Predicted traffic noise levels were calculated using the FHWA noise prediction model, based on data obtained from the traffic analysis prepared for this project.
2. For purposes of this analysis, a significant increase is defined as an increase of 3 dBA, or greater.

Given that building mechanical equipment is typically shielded from direct public exposure and placed on rooftops, actual noise levels would likely be substantially less. Nonetheless, given that the specific locations of exterior building equipment have not yet been identified, operational noise levels at the property line of the nearest residential land uses could potentially exceed the City of Soledad's noise standard of 55 dBA Leq. As a result, the operation of building mechanical equipment could expose sensitive receptors to unacceptable noise levels. Implementation of Mitigation Measure N-1 would reduce this impact to less than significant.

Mitigation Measure

N-1. The School District will include the following language on all construction and bid documents for the proposed project:

1. Exterior building mechanical equipment (e.g., air conditioning units) for proposed structures shall be located on building rooftops and/or shielded from direct line of sight of the nearest residential land uses.

The School District is responsible for the implementation of this mitigation measure.

Exterior Recreational-Use Facilities. The proposed project includes construction of new ball fields within the central and northern portions of the project site, east of the existing track and field. It is anticipated that recreational facilities would be used primarily during the daytime hours; though some recreational activities including the proposed football and baseball field, could extend into the late afternoon and evening hours, during daylight savings time.

Based on noise measurements conducted for similar projects, average-hourly noise levels associated with soccer and softball/baseball fields typically average less than 60 dBA Leq at the facility boundaries. Intermittent noise events typically associated with such uses include the occasional sound of individuals yelling, cheering of crowds, and the intermittent sound of the hitting of baseballs and softballs. Noise levels would be highest during competitive events, particularly those involving the use of amplified sound systems or public address (PA) systems.

The nearest residential land uses are located adjacent to and north of the school site and the proposed ball fields. During typical school operations and non-competitive recreational events, noise levels associated with onsite recreational uses would be similar to existing operational noise levels However, middle schools do not hold night games, and nighttime noise-generating activities would not occur with the proposed project.

School events involving the use of amplified sound/PA systems could result in a substantial increase in ambient noise levels at the nearest residential land uses, which could expose sensitive receptors to unacceptable levels of noise. This would be a significant impact. Implementation of Mitigation Measure N-1 would reduce this impact to less than significant.

Mitigation Measure

N-2. The school district will adopt a policy that includes the following measure prohibits the use of amplified sound/public address systems associated with events held at the proposed soccer and ball fields.

The School District is responsible for the implementation of this mitigation measure.

Onsite Vehicle Parking Areas. Noise levels commonly associated with parking lots are generated by the starting of vehicles, the opening and closing of vehicle doors, playing of amplified music, and the occasional sound of vehicle alarms and horns. Intermittent noise levels associated with such noise events can generate sound levels of up to approximately 92 dBA at 50 feet. Overall, average-hourly noise levels associated with parking lots are largely dependent on vehicle activity and, thus, would likely be greatest during the hours preceding or upon conclusion of school operations.

The proposed project would result in the development of an approximate 64-space vehicle parking lot located along the southwestern boundary of the project site, along Market Street, as well as, an approximate 42-space parking lot located near the northeastern boundary of the project site, adjacent to Main Street. A bus loading/unloading area is also proposed near the southern boundary of the project site, adjacent to Main Street. Noise levels associated with onsite vehicle parking areas were predicted assuming that all proposed vehicle parking spaces would be accessed within a one-hour period. A total of ten buses per hour was assumed for the proposed bus loading area. Based on the modeling results, the highest daytime hourly noise levels at the nearest residential property lines would range from approximately 44 to 49 dBA Leq. In comparison to daytime ambient noise levels, which range from approximately 55 to 57 dBA Leq, onsite vehicle parking areas would not result in a significant increase in ambient noise levels at nearby noise-sensitive land uses and would be largely masked by existing traffic noise levels (AAQNC, page 21-22). Increased noise levels associated with onsite vehicle parking and bus loading/unloading areas would, therefore, be less than significant.

Facility Maintenance. Exterior noise events associated with the maintenance of school facilities are typically associated with the operation of landscape maintenance equipment, as well as, occasional waste-collection activities. Based on measurements conducted at similar facilities, landscape maintenance equipment, such as leaf blowers and gasoline-powered lawn mowers; as well as waste collection activities can result in intermittent noise levels of up to approximately 100 dBA at 3 feet (EPA 1971). Resultant exterior noise levels could reach intermittent levels of approximately 75 dBA at 50 feet. The hours during which landscape maintenance and waste collection activities would be conducted are expected to be similar to existing conditions. The proposed project would relocate turf playfields to the eastern portion of the site adjacent to residential uses. Intermittent noise levels associated with turf maintenance activities could result in increased levels of annoyance and potential sleep disruption to occupants of nearby residential dwellings, which would be a significant impact (AAQNC, page 24). Implementation of the following mitigation measure would reduce impacts related to facility maintenance activities to less than significant.

Mitigation Measure

N-3. The School District will ensure that noise-generating maintenance activities that would be detectable at nearby noise-sensitive land uses, such as landscape maintenance and waste collection activities, will be limited to between the hours of 7:00 a.m. to 10:00 p.m.

The School District is responsible for the implementation of this mitigation measure.

b/d. Construction and demolition noise typically occurs intermittently and varies depending upon the nature or phase (e.g., demolition/land clearing, grading and excavation, erection) of the activity. Noise generated by construction and demolition equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges are found to be similar for all construction phases, the initial site preparation phase tends to involve the most equipment. Noise levels of typical construction equipment is presented in Table 10, Typical Construction Equipment Noise Levels.

Based on typical off-road equipment usage rates, average-hourly noise levels typically range from approximately 82 dBA Leq, or less, at 50 feet (AAQNC, page 22). When noise levels generated by construction and demolition activities are being evaluated, activities occurring during the more noise-sensitive evening and nighttime hours are of increased concern. Because exterior ambient noise levels typically decrease during the late evening and nighttime hours as community activities (e.g., vehicle traffic) decrease, construction activities performed during these more noise-sensitive periods of the day can result in increased annoyance and potential sleep disruption for occupants of nearby residential dwellings.

During construction and demolition activities, the proposed project could potentially generate unacceptable levels of noise during the more noise-sensitive periods of the day, which would be a significant impact. In addition, construction and demolition activities occurring on Sundays could potentially interfere with worship services conducted at the nearby Soledad United Methodist Church, located at the corner of Main Street and Market Street. As a result, this impact would be considered potentially significant (AAQNC, page 24). Use of mufflers would reduce individual equipment noise levels by approximately 10 dBA (AAQNC, page 24). Implementation of the following mitigation measure would reduce the impacts to less than significant.

Table 10 Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	
	L_{max}	L_{eq}
Air Compressor	80	76
Backhoe/Front-End Loader	80	76
Compactor	80	73
Concrete Mixer Truck	85	81
Concrete Vibratory Mixer	80	73
Crane, Mobile	85	77
Dozer	85	81
Excavator	85	81
Generator	82	79
Generator (<25 kVA)	70	67
Grader	85	81
Jack Hammer	85	78
Paver	85	82
Pneumatic Tools	85	82
Roller	85	78

Source: Ambient Air Quality and Noise Consulting, page 23

Mitigation Measure

N-4. Prior to the commencement of site preparation and construction, the School District will include the following measures on all bid and construction documents to reduce demolition- and construction-related noise levels:

1. *Construction and demolition activities (excluding activities that would result in a safety concern to the public or construction workers) will be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction activities will be prohibited on Sundays and legal holidays.*

2. *Construction and demolition equipment will be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds will be closed during equipment operation.*

3. *When not in use, all construction and demolition equipment will be turned off and will not be allowed to idle. Provide clear signage that posts this requirement for workers at the entrances to the site.*

4. *The School District will designate a "disturbance coordinator" who will be responsible for responding to local complaints regarding construction or demolition noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem are implemented. The telephone number of the disturbance coordinator will be posted at the construction site entrance. Prior to the issuance of any grading and/or building permit, the School District will provide the City of Soledad with the contact information for the designated "disturbance coordinator."*

The School District is responsible for the implementation of this mitigation measure.

Construction Noise Impacts

The proposed project would result in a temporary increase in ambient noise levels during construction. According to the project description, construction and demolition activities would occur over an 18 month period. Noise-generating equipment includes various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major vibration-generating equipment, such as pile drivers, would not be required for this project. Groundborne vibration levels associated with representative construction and demolition equipment are summarized in the noise report, Table 11, Representative Vibration Source Levels for Construction & Demolition Equipment.

Table 11 Representative Vibration Source Levels for Construction & Demolition Equipment

Equipment	Peak Particle Velocity at 25 Feet (In/Sec)
Large tractors	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozers/tractors	0.003

Source: Ambient Air Quality and Noise Consulting, page 19

The noise report notes that the threshold for groundborne vibration noise is 0.2 in/sec ppv for structural damage, and for human annoyance is 0.1 in/sec ppv. These standards

are based on distances of 25 feet. As shown in Table 6, above, the equipment most likely used during demolition and construction activities on the site would not exceed these standards at the nearest offsite structures, which are located more 25 feet from proposed construction and demolition areas on the site. As a result, this impact would be less than significant and no mitigation is required.

e/f. The nearest public use airports include the Mesa Del Rey Airport located approximately 17.5 miles to the southeast and the Salinas Municipal Airport located approximately 21.5 miles to the northwest. The nearest private airport is Clark Ranch Airport, located approximately 0.2 miles southwest of the site in the City of Soledad. Aircraft operations at Clark Ranch Airport do not involve the use of large aircraft and are largely masked by vehicle traffic noise from nearby US Highway 101. In addition, the airport is not identified as a major community noise source (City of Soledad 2005). As a result, the proposed project would have no impact with regard to airport noise (AAQNC, page 25). No mitigation is required.

13. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (2)	❑	❑	❑	✓
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (2)	❑	❑	❑	✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (2)	❑	❑	❑	✓

Comments:

a-c. The proposed project is located on an existing middle school campus and would not displace any housing or people. The proposed project consists of demolition and reconstruction of an existing middle school campus to accommodate 6th grade educational services and students currently served by the district's elementary schools, which would no longer provide 6th grade educational services. Therefore, the proposed project would not affect population growth.

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of or 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 following public services:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Fire protection? (1,2)	❑	❑	❑	✓
b. Police protection? (1,2)	❑	❑	❑	✓
c. Schools? (1,2)	❑	❑	❑	✓
d. Parks? (1,2)	❑	❑	❑	✓
e. Other public facilities? (1,2)	❑	❑	❑	✓

Comments:

a-e. The project site is located within the existing service areas for police and fire services. The proposed project maintains an existing school facility use on the site. The City of Soledad Police Department and City of Soledad Fire Department would continue to provide police and fire protection services to the project site. The proposed project would not increase demand for schools or parks, greater than existing levels of demand. No further discussion is necessary.

15. RECREATION

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
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? (1,2)	❑	❑	❑	✓
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? (1,2)	❑	❑	❑	✓

Comments:

a/b. The proposed project would maintain existing school use of the project site and would not increase demand for new park and recreational facilities. The proposed project includes some recreational facilities, such as a multi-purpose recreation facility, new soccer and softball fields, as well as grass turf and irrigation system improvements to the existing oval track, and would not increase the use of existing neighborhood and regional parks. The environmental impacts that may occur due to the construction of the on-site recreational facilities are evaluated in this document.

16. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (4, 19)	❑	❑	✓	❑
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (4, 19)	❑	❑	✓	❑
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (4, 19)	❑	❑	❑	✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (4, 19)	❑	❑	❑	✓
e. Result in inadequate emergency access? (4, 19)	❑	❑	❑	✓
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreased the performance or safety of such facilities? (4, 19)	❑	❑	❑	✓

a/b. The information in this section is based in part, on a traffic impact analysis prepared for the proposed project by Hatch Mott MacDonald ("HMM") and presented in the report: *Main Street Middle School Reconstruction Traffic Impact Analysis Soledad, California* (2015). The report utilizes Synchro software program (Version 8.0) to calculate the LOS values

for study intersections, based on Caltrans technical procedures documented in the 2000 and 2010 Highway Capacity Manual. The traffic impact analysis is included as Appendix E (see attached CD).

Analysis Methodology

Weekday morning, mid-afternoon and PM peak hour traffic conditions were analyzed at the following eight study intersections:

- Main Street/Ticino Street
- Main Street/North Street
- Main Street/Market Street
- Encinal Street/Market Street
- Benito Street/Market Street
- Benito Street/North Street
- Main Street/Gabilan Drive
- Benito Street/Gabilan Drive

Traffic operations for the following development scenarios were analyzed:

- Existing Conditions
- Existing Plus Project Conditions
- Cumulative Conditions

The City of Soledad, which has jurisdiction over the study intersections, has established a Level of Service (LOS) of "D" for the accepted minimum standard of operation for intersections. According to the City's General Plan Circulation Element, traffic management policies call for LOS "D" or better to be maintained and any new development that has the potential to impact traffic service levels must identify and provide mitigation measures to alleviate impacts (City of Soledad General Plan, pages V-14-V-16). The City has not yet adopted thresholds of significance for traffic operations (Wilcox 2015;Don. Pers. Com. 2015). Therefore, LOS D was considered the minimum acceptable level of service for overall intersection operations. The Caltrans peak hour signal warrants were evaluated for the study intersections where appropriate. The proposed project would result in a significant impact if at least one of the following circumstances occurs:

1. For all-way stop controlled intersections, the project would create a significant adverse impact on traffic conditions if either of the following criteria is met:

   a. The project traffic causes the peak hour level of service to degrade from an acceptable LOS D or better under existing conditions to an unacceptable LOS E or worse.

   b. When the average overall peak hour level of service is already at an unacceptable LOS E or worse under existing conditions and the addition of project traffic causes the average overall delay to increase two (2) or more seconds.

2. For one and two-way stop controlled intersections, the project would create a significant adverse impact on traffic conditions if either of the following criteria is met:

   a. The peak hour delay on the worst approach at a one or two-way stop-controlled intersection degrades from an acceptable LOS E or better under no project conditions to an unacceptable LOS F under project conditions and the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant or all-way stop warrant adopted by Caltrans.

   b. The peak hour delay on the worst approach at one or two-way stop-controlled intersection is already at an unacceptable LOS F or worse without the project: The traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant or all-way stop warrant adopted by Caltrans, and the addition of project traffic causes the delay on the worst stop-controlled approach to increase beyond what it was without the project or by one second.

Existing Traffic Conditions

To ascertain the existing weekday AM and PM peak hour traffic conditions, weekday turning movement counts were collected at the study intersections between 7:00 to 9:00AM and 2:00 to 6:00PM. Based on these movement counts and observations, all of the eight existing study intersections operate at or better than the City's LOS D threshold (HMM, pages 5-6).

Existing Plus Project Traffic Conditions

Trip Generation and LOS. According to the traffic analysis, the project would generate 670 new daily trips, with 332 trips during the AM peak hour (172 in, 160 out), 320 trips

during the Mid-Afternoon peak hour (160 in, 160 out), and 6 trips (zero in, 6 out) during the PM peak hour. All of the eight study intersections are projected to continue to operate at acceptable LOS under Existing Plus Project Traffic Conditions. The increase in traffic attributable to the proposed project also would not require the installation of new signals at any of the unsignalized study intersections. Therefore, although the proposed project would increase traffic volume in the vicinity of the project site, the increase in volume would not cause acceptable LOS at the study intersections to degrade to an unacceptable level, or exceed signal warrants. Therefore, the proposed project's impact to intersection LOS is less than significant and no mitigation is required.

Cumulative Without Project Traffic Conditions

According to the traffic analysis, all of the study intersections would operate within acceptable LOS under the Cumulative Without Project conditions (HMM, page 11). Intersection LOS under Cumulative Without Project conditions are summarized in Exhibit 4A in the Traffic Impact Analysis (see Appendix E).

Cumulative Plus Project Traffic Conditions

Despite increased traffic volumes on nearby roadways as a result of the proposed project, all of the study intersections would continue to operate within acceptable LOS and traffic generated by the proposed project would not exceed signal warrant thresholds under Cumulative Plus Project conditions. Intersection levels of service under Cumulative Plus Project conditions are summarized in Exhibit 4A (see Appendix E). The traffic analysis concludes that although the proposed project would contribute traffic to area roadways, the increase in traffic volume attributable to the proposed project would be less than significant. No mitigation is required.

c. The project site is not located within the vicinity of a public airport or a private airstrip and would not change any air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

d. The proposed project includes two parking lots: one on Market Street, and one on Main Street near the existing library and administration buildings (Refer to Figure 4, Proposed Site Plan). As indicated by Figure 4, a new dedicated bus loading zone would be installed on the site adjacent to Main Street near the intersection with Market Street. Existing bus loading zones are currently located on Market Street.

An existing staff-only parking area on Main Street (immediately south of North Street) will be removed and replaced by a new parking lot directionally accessed/egressed from Market Street. Parents would be able to utilize a new off-street student drop-off and

loading area within this new parking lot. The eastern exit-only driveway for the new off-street parking area is located opposite the Encinal/Market intersection. Pedestrian access to the site would be maintained on Main Street and Market Street.

In addition to the recommendations of the traffic consultant, the City has recommended several traffic calming improvements that could be incorporated into the project design. Recommended improvements are included here for informational purposes.

Rectangular Rapid Flashing Beacon. Install pedestrian activated Rectangular Rapid Flashing Beacons (RRSBs) to an existing crosswalk on Market Street at Encinal Street, along with "School Crosswalk Warning Sign Assembly B" (a.k.a. SW24-2(CA)) signs. With the proposed project, the new school office, on-site student drop-off area and on-site parking area will be located on Market Street near Encinal Street. This will not only shift additional vehicle traffic to this area but will also add additional pedestrian traffic across Market Street at Encinal Street. While pedestrian traffic is present at other intersection crosswalks near the school, those other intersections are controlled by stop signs on all approaches; thereby drivers at those intersections will be stopped and scanning the intersection for conflicting pedestrians. However, at the Encinal/Market intersection, the Market Street approaches are not stop controlled, and thus passing drivers are not focusing on potential crossing pedestrians. According the traffic consultant, the addition of RRSBs and additional signs will increase the visibility of pedestrians who are or want to cross Market Street, thus improving the safety of the crosswalk.

It should be noted that the Encinal/Market intersection was also evaluated by the traffic consultant to determine if the intersections warrants an upgrade to all-way stop control. It was found that the intersection would not meet the Caltrans all-way stop control warrant, and thus the upgrade was not recommended. This was deemed a reasonable conclusion by the traffic consultant, as the installation of stop signs where not warranted can lead to drivers not fully stopping for these signs when conflicting traffic is not readily apparent at the intersection and can further encourage drivers to not fully stop at other stop signs within the City.

Bulb-Outs/Curb Extensions. The City of Soledad is also proposing to add bulb-outs (also known as curb extensions) at the intersection of Main Street and Market Street. These are curb and sidewalk extensions into the intersection that reduce the amount of pavement that pedestrians must travel over when crossing an intersection. This reduction in traveled pavement reduces the amount of roadway in which pedestrians would be in conflict with drivers, thus improving the safety of pedestrians using the crosswalk between said bulb-outs. While bulb-outs would eliminate the ability of right-turning

vehicles to use the adjacent bicycle lane to turn simultaneously with through and left-turning traffic, this would add a nominal amount of delay to the intersection that that would be more than outweighed by the potential benefits of this improvement.

The existing loading/drop off areas are all located on public streets, which can lead to conflicts between pedestrians and vehicles during school hours. With the implementation of the proposed improvements described above, the proposed project would alleviate the current access and circulation issues and would reduce some hazards that currently occur. Therefore, the proposed project would not result in any hazards due to a design feature.

e. The proposed project would not result in inadequate emergency access for the project site, and would not interfere with emergency access to and from the City of Soledad.

f. Monterey-Salinas Transit provides indirect fixed-route transit service to the study area. Within the study area and the immediate area surrounding the project site, formal bike lanes (Class II) are only provided along certain streets. Main Street has on-street bicycle lanes in both directions for the entire length of the street. Market Street has bike lanes only to the west of Main Street. Benito Street only has bicycle lanes south of North Street. There are no bicycle paths (Class I) or bicycle routes (Class III) near the school (HMM, page 5).Pedestrian facilities such as continuous sidewalks and ADA-compliant curb ramps are also present near the school. The proposed project would also relocate existing bicycle storage racks and replace them with matching bicycle storage (LPA, page 4).

The proposed project would not interfere with any of these services or facilities and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreased the performance or safety of such facilities.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (2, 7, 8, 9)	❑	✓	❑	❑
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2, 7, 8, 9)	❑	❑	✓	❑
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2, 7, 8, 9)	❑	❑	✓	❑
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (2, 7, 8, 9)	❑	❑	✓	❑
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (2, 7, 8, 9)	❑	❑	✓	❑
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid-waste disposal needs? (30)	❑	❑	✓	❑
g. Comply with federal, state, and local statutes and regulations related to solid waste? (30)	❑	❑	✓	❑

Comments:

a-e. The proposed project would remain connected to existing water mains, municipal sanitary sewer mains, and storm drain systems and would not generate an increase in demand for wastewater treatment, domestic water supply, or the need for storm water treatment during operations. Compliance with NPDES requirements during construction is required by Mitigation Measure HYD-1.

The City of Soledad owns and operates the municipal sanitary sewer system and wastewater treatment plant, located to the northwest of the City. An upgrade and expansion of the wastewater treatment facility was completed in January 2010. The expansion increased the treatment facility capacity from 3.1 million gallons per day Mgd) to 5.5 million gallons per day. The City uses groundwater extracted from the Forebay Subarea of the Salinas Valley Groundwater Basin as its exclusive source of water supply. Management of groundwater resources within the Salinas Valley Groundwater Basin is also under the jurisdiction of California Department of Water Resources in cooperation with the Monterey County Water Resources Agency. All three agencies have been working cooperatively over time to address water resource issues that affect water supply and water quality within the Salinas Valley and beyond. The proposed project transfers existing water and wastewater treatment "consumers" (6th grade students and faculty) from one location to another within the existing school district and utility service areas and an increase in demand would not occur.

Additionally, the proposed project reduces the amount of impermeable surfaces on the project site and, as noted in Section D.9, Hydrology and Water Quality, includes LID measure to further reduce and treat storm water flows on the project site. Therefore, the proposed project would not exceed wastewater treatment or capacity, would not require additional water that would affect the City's domestic water supply, and would not require the construction of new storm drainage, wastewater conveyance or treatment, or water supply facilities. No additional mitigation is required.

f. The Salinas Valley Sold Waste Authority (SVSWA) provides solid waste services to the city of Soledad as well as the unincorporated areas of the Salinas Valley. Solid waste from the City is delivered to three landfills, two of which are operational, and a transfer station. Solid waste generated by the City and the unincorporated areas of the Salinas Valley are primarily deposited in the Johnson Canyon Landfill. The Johnson Canyon facility has an estimated capacity of 6.6 million cubic yards and has adequate refuse capacity until 2043 (PMC 2009). The proposed project would not increase overall school district capacity and would not increase demand for solid waste disposal within the district. No impact would occur.

g. The primary relevant state regulation pertaining to the proposed project is California Assembly Bill 939, which requires cities and counties to divert 50 percent of their solid waste from landfills. The Salinas Valley Solid Waste Authority is meeting its mandate to meet Assembly Bill 939 requirements. The proposed project would comply with the applicable regulations related to solid waste.

18. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Does the project have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (2,4,5,24-26,33)	❑	✓	❑	❑
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) (12,13,19)	❑	✓	❑	❑
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (14,15,22,18,27,28)	❑	✓	❑	❑

Comments:

a. As reported in Section D.4, Biological Resources, the proposed project has the potential to impact protected bird species during tree removal activities. Implementation of Mitigation Measures BIO-1 would reduce this impact to less than significant. As discussed in Section D.5, Cultural Resources, the proposed project also has the potential to disturb unknown archaeological resources and/or unknown human remains. Implementation of Mitigation Measures CR-1 and CR-2 reduce these potential impacts to less than significant. The proposed project also has the potential to impact water quality during construction activities as is reported in Section D.9, Hydrology and water Quality. Implementation of Mitigation Measure HYD-1 would reduce this impact to a less-than-significant level.

b. As discussed in Section D.3, Air Quality, the proposed project would contribute to cumulative impacts to regional air quality during construction. Implementation of Mitigation Measures AQ-1 – AQ-2c would reduce these impacts to less than significant.

c. As noted in Section D.8, Hazards and Hazardous Materials, the proposed project has the potential to expose sensitive receptors (school children, nearby residents, and construction workers) to asbestos and lead during demolition of the existing school buildings. Implementation of Mitigation Measures HZ-1 and HZ-2 would reduce these impacts to less than significant. The proposed project also could expose sensitive receptors to unacceptable noise during construction, demolition and operations. As identified in Section D.12, Noise, implementation of Mitigation Measures N-1 and N-2 would reduce these impacts to less than significant.

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All documents indicated in bold are available for review at the **Soledad Unified School District, 1261 Metz Road, Soledad CA, 93960, (831) 678-3987** during normal business hours.

All documents listed above are available for review at EMC Planning Group Inc., 301 Lighthouse Avenue, Suite C, Monterey, California 93940, (831) 649-1799 during normal business hours.

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