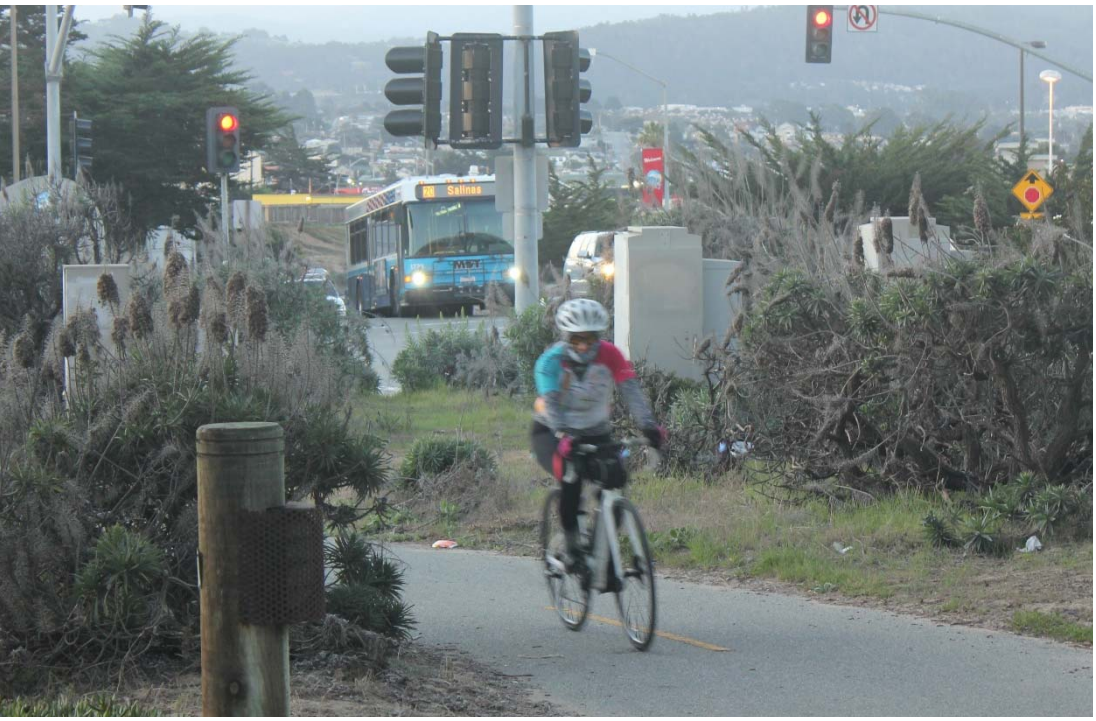
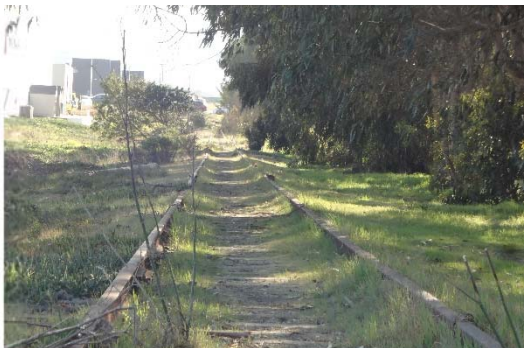
Initial Study and Proposed Mitigated Negative Declaration

Sand City Sustainable Transportation Plan

October 29, 2021





Prepared by

EMC Planning Group

PROPOSED MITIGATED NEGATIVE DECLARATION

SAND CITY
SUSTAINABLE TRANSPORTATION PLAN

PREPARED FOR

City of Sand City
Charles Pooler, City Planner
1 Pendergrass Way
Sand City, CA 93955
Tel 831.394.3054

PREPARED BY

EMC Planning Group Inc.
301 Lighthouse Avenue, Suite C
Monterey, CA 93940
Tel 831.649.1799
Fax 831.649.8399
Richard James, AICP, Principal
james@emcplanning.com
www.emcplanning.com

October 29, 2021

PROPOSED MITIGATED NEGATIVE DECLARATION

In Compliance with the California Environmental Quality Act (CEQA)

Project Name	Sand City Sustainable Transportation Plan
Lead Agency	Sand City
Project Proponent	Sand City Community Development Department
Project Location	Sand City
Project Description	The Sustainable Transportation Plan proposes conceptual improvements within and adjacent to Sand City to improve circulation for pedestrians, bicyclists, and the mobility-challenged, and improve access to transit. The Sustainable Transportation Plan will guide future investments in non-motorized transportation facilities. No final improvement designs have been prepared at this time; the improvements depicted in the Sustainable Transportation Plan are conceptual.
Public Review Period	November 3 to December 3, 2021
Written Comments To	Charles Pooler, City Planner
Proposed Findings	The City of Sand City is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based. The initial study indicates 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 City of Sand City that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:

Mitigation Measures

Biological Resources

BIO-1 Prior to construction of project components, a biologist qualified in botany shall conduct a focused survey for special-status plant species in accordance with current CDFW and CNPS rare plant survey protocols (CDFW 2009 and CNPS 2001). The survey shall occur during the peak blooming period for these species to determine their presence or absence. Some special-status plant species are only identifiable during their blooming periods and surveys are only considered valid if they occur when blooms are visible. Based on the known blooming periods of the special-status plant species potentially present, two surveys are proposed to adequately survey the project site: the first in May and the second in June/July. If possible, known reference populations of the target species in the project vicinity shall first be visited to verify that the species is observable, and the focused survey shall be conducted within two weeks of observing the reference population in full bloom.

The biologist shall then prepare a brief report documenting the results of the surveys. If the focused surveys conclude that special-status plant species are not present within the project site boundary, or if they are present but impacts to them can be completely avoided, then no further mitigation would be required.

If the focused surveys identify special-status plant species within the project site boundary and they would be affected by the proposed project, then appropriate mitigation shall be developed by the biologist and implemented by the City prior to disturbance. Measures may include, but are not limited to:

a. A qualified biologist shall identify an on-site or off-site mitigation area suitable for restoration of habitat and seed transplantation for any special-status plant species.

b. Prior to approval of a grading permit, a qualified biologist or native plant specialist shall perform seed collection from all special-status plants located within the impact areas and implement seed installation at a mitigation area at the optimal time. Additionally, topsoil from the special-status species occurrence area(s) shall be salvaged (where practical) for use in the mitigation area.

c. A maintenance and monitoring program shall be developed by a qualified biologist and established for a minimum of five years after mitigation area installation to verify that restoration activities have been successful. Maintenance activities may include, but not be limited to, watering during

the plant establishment period, supplemental seed planting as needed, and removal of non-native plants. Monitoring shall include, at a minimum, quarterly monitoring reports for the first year and annual reports for the remaining four years. The performance standard for successful mitigation shall be a minimum 3:1 replacement ratio (i.e., three plants observed in mitigation area for each plant lost from the project site) achieved in at least one of the five years of monitoring.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on improvement plans. This measure shall not be necessary for improvements located within paved or landscaped areas.

BIO-2 Prior to construction of project components, a qualified biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of special-status species potentially occurring in the project vicinity, including, but not limited to, American badger, burrowing owl, western snowy plover, Northern California legless lizard, coast horned lizard, Smith's blue butterfly, monarch butterfly, special-status bats, nesting birds, and special-status plants (if found). Their habitats, general measures that are being implemented to conserve species as they relate to the project, and the boundaries within which construction activities will occur will be explained. Informational handouts with photographs clearly illustrating the species' appearances shall be used in the training session. All new construction personnel shall undergo this mandatory environmental awareness training. The project applicant/proponent shall document evidence of completion of this training prior to prior to approval of a grading permit or commencement of work on improvement plans. This measure shall not be necessary for improvements located within paved or landscaped areas.

The qualified biologist will train biological monitors selected from the construction crew by the construction contractor (typically the project foreman). Before the start of work each day, the monitor will check for animals under any equipment such as vehicles and stored pipes within active construction zones. The monitor will also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If a special-status species is observed within an active construction zone, the qualified biologist will be notified immediately and all work within 50 feet of the individual will be halted and all equipment turned off until the individual has left the construction area.

Implementation of this mitigation measure would reduce the potential significant impact to special-status species to a less-than-significant level by requiring construction personnel to undergo environmental awareness training to identify special-status species potentially occurring on the project site.

BIO-3 Not more than 14 days prior to the commencement of ground-disturbing activities, a qualified wildlife biologist shall conduct surveys of grassland and ruderal habitat on site to identify any potential American badger burrows/dens. If the survey results are negative (i.e., no badger dens observed), a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

If the results are positive (badger dens are observed), the qualified biologist shall determine if the dens are active by installing a game camera for 3 days and 3 nights to determine if the den is in use.

a) If the biologist determines that a den may be active, coordination with the CDFW shall be undertaken to develop a suitable strategy to avoid impacts to American badger. The strategy may include the following: the biologist shall install a one-way door in the den opening and continue use of the game camera. Once the camera captures the individual exiting the one-way door, the den can be excavated with hand tools to prevent badgers from reusing them. If the biologist determines that the den is a maternity den, construction activities shall be delayed during the maternity season (February to August), or until the badgers leave the den on their own accord or the biologist determines that the den is no longer in use.

b) If the game camera does not capture an individual entering/exiting the den, the den can be excavated with hand tools to prevent badgers from reusing them.

After dens have been excavated and the absence of American badger confirmed, a letter report will be prepared and submitted to the City.

BIO-4 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the City shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to the methods for take avoidance described in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium

1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). If no burrowing owls are found, a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (CBOC 1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (CDFW 2012), unless a qualified biologist approved by the CDFW verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach. Once the absence of burrowing owl has been confirmed, a letter report will be prepared and submitted to the City.

This measure shall not be required for improvements located within paved or landscaped areas.

BIO-5 To avoid impacts to nesting western snowy plover, project construction within 200 feet of United States Fish and Wildlife Service (USFWS)-designated habitat shall occur outside the nesting season (September 16 to March 14).

If construction must occur during the western snowy plover nesting season (March 15 to September 15), the biologist shall coordinate with Point Blue Conservation Science and the USFWS who regularly monitor western snowy plover nesting to determine if any western snowy plovers are nesting close to the project site.

A report documenting coordination with Point Blue Conservation Science and the USFWS and a plan for active bird nest avoidance (if needed) will be completed by the biologist and submitted to the City prior to disturbance and/or construction activities. If no active bird nests are reported within 200 feet of the construction area, then project activities can proceed without scheduling constraints. If nesting occurs within 200 feet of the proposed project, construction may not occur until the young have fledged and left the area or Incidental Take Authorization has been obtained from USFWS.

The on-site western snowy plover critical habitat area shall not be disturbed by construction activities.

BIO-6 Prior to construction, the following measures to avoid or minimize impacts to legless lizards and coast horned lizards shall be implemented:

a. Not less than three months prior to the start of grading activities (including staging and mobilization), a qualified biologist shall place coverboards in impact areas with suitable habitat (coastal dune scrub and disturbed maritime chaparral mixed with coastal dune scrub) for legless lizards and coast horned lizard. The coverboards shall be at least four feet by four feet and constructed of untreated plywood placed flat on the ground. The coverboards shall be checked by the biologist once per week for each week after placement up until the start of vegetation removal. All legless lizards and coast horned lizards found under the coverboards shall be captured and placed in five-gallon buckets for transportation to relocation sites. If areas are left undisturbed for a period of three months or longer, the coverboards will replaced and relocation efforts will be repeated prior to the re-initiation of ground disturbance activities.

b. All relocation sites shall be approved by Sand City and shall consist of suitable habitat. Relocation sites shall be as close to the capture site as possible but far enough away to ensure the animal(s) is/are not harmed by construction of the project. Relocation shall occur on the same day as capture. California Department of Fish and Wildlife *California Natural Diversity Database* Native Species Field Survey Forms shall be submitted to the California Department of Fish and Wildlife for all special-status species observed.

c. During all initial ground vegetation removal activities, a qualified biologist shall be on the site to recover any legless lizards and coast horned lizards that may be excavated/unearthed. If the animals are in good health, they shall be immediately moved to relocation sites. If they are injured, the animals shall be released to a wildlife recovery specialist until they are in a condition to be released into relocation sites.

d. A report of all preconstruction survey efforts and monitoring during initial ground vegetation removal shall be submitted to the City within 30 days of completion of the survey/monitoring efforts to document compliance. The report shall include the dates, times, weather conditions, and personnel involved in the surveys and monitoring. The report shall also include for each captured special-status animal, the Universal Transverse Mercator coordinates and habitat descriptions of the capture and release sites, the length of time between capture and release, and the general health of the individual(s).

This measure shall not be required for improvements located within paved or landscaped areas.

BIO-7 If construction is proposed during the monarch overwintering period (October through April), the City shall conduct a pre-construction survey for overwintering monarch butterfly habitat within 150 feet of any area proposed for disturbance. The pre-construction survey shall be conducted by a qualified biologist no more than 15 days prior to commencement of construction. The biologist shall have familiarity with monarch butterflies. If no monarch butterflies are found, no further mitigation would be required. A report documenting survey results will be completed by the biologist and submitted to the City prior to disturbance and/or construction activities.

If monarch butterflies are encountered, the location shall be documented and an exclusion area of a minimum of 150 feet shall be established, in coordination with CDFW and/or USFWS.

If no mature trees are located within 150 feet of proposed improvements, the City Planner may document that a survey is not necessary.

BIO-8 A pre-construction survey for Smith's blue butterfly or larval host species/food source plants shall be conducted during the host plant blooming period (June through September) within 150 feet of any area proposed for disturbance. The pre-construction survey shall be conducted by a qualified biologist no more than 30 days prior to commencement of construction. The biologist shall have

familiarity with Smith's blue butterfly and their larval host species/food source plants. If Smith's blue butterfly or larval host species/food source are not found, no further mitigation would be required. A report documenting survey results will be submitted to the City prior to disturbance and/or construction activities.

If Smith's blue butterfly or larval host species/food source plants are encountered, the location shall be documented and species-specific avoidance and minimization measures shall be prepared by the qualified biologist in coordination with the USFWS. Construction may not be initiated until an incidental take permit is obtained.

This measure shall not be required for improvements located within paved or landscaped areas.

BIO-9 Approximately 14 days prior to tree removal or construction activities, a qualified biologist shall conduct a habitat assessment for bats and potential roosting sites in trees to be removed and in trees or buildings within 50 feet of any construction site. These surveys shall include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the construction site, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit. Potential roosting features found during the survey shall be flagged or marked.

If no roosting sites or bats are found, a letter report confirming absence shall be prepared and submitted to the City and no further mitigation is required.

If bats or roosting sites are found, bats shall not be disturbed without specific notice to and consultation with CDFW.

If bats are found roosting outside of the nursery season (May 1 through October 1), CDFW shall be consulted prior to any eviction or other action. If avoidance or postponement is not feasible, a Bat Eviction Plan will be submitted to CDFW for written approval prior to project implementation. A request to evict bats from a roost includes details for excluding bats from the roost site and monitoring to ensure that all bats have exited the roost prior to the start of activity and are unable to re-enter the roost until activity is completed. Any bat eviction shall be timed to avoid lactation and young-rearing. If bats are found roosting during the nursery season, they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if

possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if determined in consultation with the CDFW) shall be established around the roosting site within which no construction activities including tree removal or structure disturbance shall occur until after the nursery season.

If no buildings or mature trees are located within 50 feet of proposed improvements, the City Planner may document that a survey is not necessary.

BIO-10 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities that include grading, grubbing, or demolition should be conducted between September 16 and January 14, which is outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

a. A survey for active nests shall occur within 14 days prior to start of construction. An appropriate minimum survey radius surrounding each work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

b. If no nesting birds are found, a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required

c. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. Once the

absence of nesting birds has been confirmed, a letter report will be prepared and submitted to the City.

If no mature trees are located within the survey distance from proposed improvements, the City Planner may document that a survey is not necessary.

Cultural Resources

CR-1 Prior to construction, all personnel directly involved in project-related ground disturbance shall be provided archaeological and paleontological sensitivity training. The training will be conducted by a qualified Archaeologist and Paleontologist that meet the Secretary of the Interior's standards for archaeology and California Environmental Quality Act qualifications for paleontology. The training will take place at a day and time to be determined in conjunction with the project construction foreman, and prior to any scheduled ground disturbance. The training will include: a discussion of applicable laws and penalties; samples or visual aids of artifacts and paleontological resources that could be encountered in the project vicinity, including what those artifacts and resources may look like partially buried, or wholly buried and freshly exposed; and instructions to halt work in the vicinity of any potential cultural resources discovery, and notify the archaeological or paleontological monitor as necessary.

CR-2 Archaeological construction monitoring shall be conducted for improvements within 500 feet of the edge of Canyon del Rey Boulevard, where there is a high potential for underground cultural resources, and within 50 feet of the former southern boundary of Fort Ord Military Reserve. For other proposed improvements, which have a moderate potential for underground resources, an archaeologist is to be present for ground-disturbing activities.

CR-3 In the event archaeological resources are encountered during ground disturbing activities, contractor shall temporarily halt or divert excavations within a 100-foot radius of the find until it can be evaluated. All potentially significant archaeological deposits shall be evaluated to demonstrate whether the resource is eligible for inclusion on the California Register of Historic Resources, even if discovered during construction. If archaeological deposits are encountered they will be evaluated and mitigated simultaneously in the timeliest manner practicable, allowing for recovery of materials and data by standard archaeological procedures. For prehistoric archaeological sites, this data recovery involves the hand-excavated recovery and non-destructive analysis of a small sample of the deposit. Historic resources shall also be sampled through hand excavation, though architectural features may require careful mechanical exposure and hand excavation.

Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance by a qualified Archaeologist. Significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant, a qualified Archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines.

If such resources or artifacts are determined to be of native tribal origin, any mitigation or recovery program shall include direction from Ohlone/Costanoan Esselen Nation tribal leadership for proper handling and treatment.

The Archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for the permanent curation of the recovered resources. The report shall be submitted to Monterey Salinas Transit, Transportation Agency for Monterey County, the Northwest Information Center, and the State Historic Preservation Office, as required.

CR-4 In the event that human remains (or remains that may be human) are discovered at the project site, Public Resource Code Section 5097.98 must be followed. All grading or earthmoving activities shall immediately stop within a 100-foot radius of the find. The project proponent shall then inform the Monterey County Coroner and the respective city (Sand City or Seaside) immediately, and the Coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the Coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the Applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (Public Resource Code [PRC] § 5097). The Coroner shall contact the Native American Heritage Commission (NAHC) to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD will determine the most appropriate means of treating the human remains and associated grave artifacts, and shall oversee the disposition of the remains.

In the event the NAHC is unable to identify an MLD or the MLD fails to make a recommendation within 48 hours after being granted access to the site, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity within the project area in a location not subject to further subsurface disturbance.

Hazards and Hazardous Materials

HAZ-1 A Soil and Groundwater Management Plan shall be prepared prior to ground disturbance, identifying the methods and procedures required to handle, store, transport and dispose of chemically impacted soil and groundwater. If groundwater is encountered during construction, groundwater sampling shall be conducted to determine contaminants and contamination levels. If contamination is found, a work plan shall be developed and implemented by the project geotechnical engineer consistent with the Management Plan to protect the health of construction workers.

HAZ-2 Once the construction plans showing the depth and extent of the excavation are completed for all project segments, a targeted soil and groundwater sampling shall be conducted in areas of known or suspected contamination prior to the start of disturbance in those areas. If contamination is found, a work plan shall be developed by the project geotechnical engineer to protect the health of construction workers.

HAZ-3 A worker health and safety plan (HSP) that meets the provisions of California Code of Regulations (Title 22, Section 5192) shall be developed by the project contractor. HSP procedures will address the identification, excavation, handling, and disposal of hazardous wastes and materials that may be found in construction areas. The HSP shall include Best Management Practices (BMPs) that all contractors must employ during construction.

INITIAL STUDY

SAND CITY
SUSTAINABLE TRANSPORTATION PLAN

PREPARED FOR

City of Sand City

Charles Pooler, City Planner

1 Pendergrass Way

Sand City, CA 93955

Tel 831.394.3054

PREPARED BY

EMC Planning Group Inc.

301 Lighthouse Avenue, Suite C

Monterey, CA 93940

Tel 831.649.1799

Fax 831.649.8399

Richard James, AICP, Principal

james@emcplanning.com

www.emcplanning.com

October 29, 2021

TABLE OF CONTENTS

A. BACKGROUND 1

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 21

C. DETERMINATION 22

D. EVALUATION OF ENVIRONMENTAL IMPACTS 23

1. Aesthetics 25
2. Agriculture and Forest Resources 27
3. Air Quality 29
4. Biological Resources 31
5. Cultural Resources 53
6. Energy 58
7. Geology and Soils 59
8. Greenhouse Gas Emissions 61
9. Hazards and Hazardous Materials 62
10. Hydrology and Water Quality 65
11. Land Use and Planning 67
12. Mineral Resources 68
13. Noise 69
14. Population and Housing 70
15. Public Services 71
16. Recreation 72
17. Transportation 73
18. Tribal Cultural Resources 75
19. Utilities and Services Systems 77
20. Wildfire 79

21. Mandatory Findings of Significance 80

E. SOURCES..... 82

Appendices

Appendix A Special-Status Wildlife and Plant Species

Figures

Figure 1 Regional Location 7

Figure 2 Primary Improvement Locations.....9

Figure 3 Southern Photographs.....11

Figure 4 Northern Photographs 13

Figure 5 Conceptual Railroad Corridor and Contra Costa Street Crossing Improvements.....15

Figure 6 Conceptual Shopping Center Pedestrian and Mobility-challenged.....17

Figure 7 Monterey Road Crossing Improvements 19

Figure 8 Special-Status Species Known to Occur in the Project Vicinity 35

A. BACKGROUND

Project Title	Sand City Sustainable Transportation Plan
Lead Agency Contact Person and Phone Number	Charles Pooler, City Planner (831)
Date Prepared	October 29, 2021
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940 Richard James, AICP, Principal Janet Walther, Principal Biologist Patrick Furtado, Associate Biologist / Regulatory Specialist Kaitlin Ruppert, Registered Professional Archaeologist/Assistant Planner
Project Location	City of Sand City
Project Sponsor Name and Address	City of Sand City
General Plan Designation	All
Zoning	All

Setting

Sand City occupies a key location within the transportation fabric of the Monterey Peninsula region. However, the City's street network was built for industry in a time when sidewalks and bicycle lanes were not known or not thought to be needed. Because of this there are significant gaps in pedestrian and bicycle facilities within the City. Figure 1, Regional Location, shows Sand City's location within the Monterey Bay region.

The Sustainable Transportation Plan covers the entirety of Sand City and extends beyond the Sand City limits where improvements adjacent to the City are important in achieving functional transportation connections. The Sustainable Transportation Plan focuses on areas in which there are impediments to pedestrian, bicycle, and mobility challenged circulation. Significant improvements would take place within and adjacent to the railroad corridor, within the Sand Dollar and Edgewater shopping centers, along Contra Costa Street, along Playa Avenue, along Tioga Avenue, within Calabrese Park, and at the Tioga Avenue beach access. Smaller improvements may take place throughout already-developed portions of the

City. Portions of Sand City and adjacent areas are within the Coastal Zone. Refer to the discussion of the General Plan and Local Coastal Program, below.

Enhanced crosswalks (i.e., better striping, median refuges, safety lighting) would be constructed at a number of specific locations on existing streets, and access for the mobility-challenged would be improved at several specific locations. The locations of Sand City Sustainable Transportation Plan primary improvements are shown in Figure 2, Primary Improvement Locations. Typical existing conditions are shown in Figure 3, Southern Photographs and Figure 4, Northern Photographs.

Description of Project

The Sustainable Transportation Plan proposes conceptual improvements within and adjacent to Sand City to improve circulation for pedestrians, bicyclists, and the mobility-challenged, and improve access to transit. The Sustainable Transportation Plan will guide future investments in non-motorized transportation facilities, such as sidewalks and walkways, crosswalks, bicycle lanes and paths, bicycle parking racks, disabled access ramps with detectable surfaces, and safety lights. No final improvement designs have been prepared at this time; the improvements depicted in the Sustainable Transportation Plan are conceptual. The Sustainable Transportation Plan presents parameters for prioritization of improvements, but does not lay out an implementation timetable; specific timing will be dependent on the availability of funding. The following specific improvements are included in the Sustainable Transportation Plan:

Railroad Corridor Bicycle/Pedestrian Trail

A bicycle/pedestrian trail would be constructed from the southwest corner of State Route 218 and Del Monte Boulevard to the northwest corner of Monterey Road and Fremont Boulevard/State Route southbound off-ramp, primarily along the Transportation Agency for Monterey County railroad right-of-way. Between Contra Costa Street and Monterey Road, the trail would run alongside future transit (rapid bus and/or light rail) that is planned within the railroad corridor by the Transportation Agency for Monterey County and Monterey Salinas Transit. The trail would be on the eastern side of the railroad tracks between Canyon del Rey Boulevard and just north of Contra Costa Street, and on the western side of the railroad tracks between just north of Contra Costa Street and Monterey Road, although this proposed alignment could be shifted as necessary to accommodate transit uses planned by the Transportation Agency for Monterey County. At the south end, the trail would cross State Route 218 and Contra Costa Street at the existing crosswalks adjacent to Del Monte Boulevard. The trail would briefly follow Del Monte Boulevard before turning behind the Starbucks to return to the railroad corridor. At the north end, the trail would cross Monterey Road to connect to the existing trail along State Route 1 between Sand

City and Marina (refer also to the description of the Fort Ord Dunes State Park/Seaside High School Connection, below. The overall alignment of the trail is shown in Figure 2, Primary Improvement Locations. The conceptual alignment at Contra Costa Street is shown in Figure 5, Conceptual Railroad Corridor and Contra Costa Street Crossing Improvements.

Sand Dollar Shopping Center Pedestrian Improvements

Pedestrian walkways would be constructed within the Sand Dollar Shopping Center. One walkway would extend from Tioga Avenue along the west side of the shopping center entry, cross the Costco Tire Center parking entrance, and connect to an existing walkway along the eastern side of the Costco building. The existing walkways extending into the parking lot from the Costco and Marshalls stores would be connected and extended north to Playa Avenue near McDonalds, potentially along two separate alignments to two separate points along Playa Avenue. The walkways would be accessible for persons with mobility challenges. The existing crosswalks on Playa Avenue would be improved with new markings and/or safety alert lighting, and a new crosswalk with safety alert lighting and street lighting would be developed to the east of the existing shopping center entry near Lucky Market and the Sand City Transit Center. The recommended Sand Dollar Shopping Center pedestrian improvements are illustrated in Figure 6, Conceptual Shopping Center Pedestrian and Mobility-challenged Improvements.

Edgewater Shopping Center Pedestrian Improvements

Pedestrian walkways would be constructed within the Edgewater Shopping Center. Existing walkways near the outlying businesses at the north end of the shopping center may be enhanced to improve continuity. A new walkway would be constructed across the parking lot between Starbucks and Target. These walkways would be accessible for persons with mobility challenges. A new sidewalk and steps would be constructed along the south side of the California Avenue entry to the Edgewater Shopping Center. A new ramp accessible for persons with mobility challenges would be constructed behind the Monterey Salinas Transit Center providing access to the Lucky supermarket from Playa Avenue. The recommended Edgewater Shopping Center pedestrian improvements are illustrated in Figure 6, Conceptual Shopping Center Pedestrian and Mobility-challenged Improvements.

West End and East Dunes Bicycle, Pedestrian, and Mobility-Challenged Routes

A Class III bicycle route would be signed on Catalina Street, Ortiz Avenue, Holly Street, and Class II bicycle lanes would be constructed on California Street north of Holly Street, to provide a continuous bicycle route through the West End District. Sidewalk improvements would be focused on Contra Costa Street, Ortiz Avenue, Hickory Street, and the west side of California Avenue, to provide a continuous pedestrian route through the West End District. The purpose of the pedestrian route is to coordinate and prioritize development of a

continuous sidewalk before extending sidewalks to other streets within the West End. Improvements to meet Americans with Disabilities Act standards (curb ramps and detectable surfaces) would be constructed on Contra Costa Street and California Avenue between Ortiz Avenue and City Hall. The route would be signed to direct persons with mobility challenges towards an alternative to the steep gradients on other nearby streets. A pathway with gradients of five percent or less would be developed within Calabrese Park between City Hall and Park Avenue, to provide access between those points for persons with mobility challenges. These suggested routes are shown in Figure 2, Primary Improvement Locations.

Monterey Bay Sanctuary Scenic Route Interim Alignment Improvements

Minor improvements would be constructed on existing streets that comprise a temporary alignment of the Monterey Bay Sanctuary Scenic Trail. The improvements include green striping within the existing southbound bicycle lane on the north end of Metz Road, bicycle lanes or sharrow markings on Tioga Road between Sand Dunes Drive and Metz Road, and additional directional signs.

Fort Ord Dunes State Park/Seaside High School Connection

These connections would provide improved conditions for bicycle and pedestrian travel between California Avenue and the railroad corridor in Sand City, and Fort Ord Dunes State Park to the north and Seaside High School to the northeast. This location is a complicated intersection that includes closely spaced Monterey Road intersections with California Avenue, Fremont Boulevard, and the Seaside High School driveway, as well as State Highway 1 off-ramps on-ramps. The Transportation Agency for Monterey County has proposed a double round-about for the location, so the Sustainable Transportation Plan presents conceptual improvement designs for both the current intersection configuration and a potential future double round-about. The current intersection improvements would consist of enhanced crosswalks across California Avenue, Fremont Boulevard, and Monterey Road, and widening of existing sidewalks/pathways on the south side of Monterey Road to better accommodate shared pedestrian and bicycle use. In the potential future double round-about option, standard sidewalks and bicycling facilities common to round-about design would be used; the double-roundabout is only in the very preliminary stages of consideration, and is not analyzed in this initial study. Proposed improvements with the existing street configuration at this location are shown in Figure 7, Monterey Road Crossing Improvements.

Enhanced Crosswalks

Enhanced crosswalks would consist of more distinctive stripping on the pavement, median refuges for pedestrians, detectable surfaces consistent with Americans with Disabilities Act standards, and safety lighting to alert oncoming drivers (e.g., HAWK lights).

General Plan and Local Coastal Program

The Sand City General Plan was adopted by the City in February 2002. The General Plan land uses include East Dunes Specific Plan; Mixed Use District; Residential Medium Density; Residential High Density; Regional Commercial; Visitor Serving Commercial, Medium Density; Visitor Serving Commercial, Low Density; Light Commercial; Heavy Commercial Public Facility; Habitat Preserve; and Public Recreation.

General Plan Figure 3-3, Bikeways, shows Class II bicycle lanes on California Avenue (from Monterey Road to Contra Costa Street), Contra Costa Street, Tioga Avenue, Playa Avenue, and Metz Road. A Class I bicycle path is shown adjacent to Sand Dunes Drive and connecting to the pathway parallel to State Route 1 at Fort Ord Dunes State Park, and two Class I bicycle paths entering the Edgewater Shopping Center from California Avenue near Monterey Road. Policy 3.9.3 calls for the City to pursue development of a recreational trail within the railroad corridor. The General Plan proposes a pedestrian crossing of State Route 1 at the end of Contra Costa Street. The Sustainable Transportation Plan refines and modifies some of these improvements, in anticipation of inclusion in an upcoming update to the City's General Plan.

Sand City's Local Coastal Program was certified by the California Coastal Commission on December 2, 1982. The Coastal Zone includes lands west of State Route 1, lands within 200 feet east of State Route 1, and land within and within 100 feet west of the railroad corridor.

Access and visual resources policies focus on the Coastal Zone west of State Route 1, identifying beach access points and vistas toward Monterey Bay. The terminus of Tioga Avenue is identified as a vista point, and the sand from Tioga Avenue southward is identified as a lateral coastal access. The Local Coastal Program notes informal use of the Tioga Avenue terminus for public access across private property, and public access continues at this location. Land south of Tioga Avenue is publicly owned. Local Coastal Program Policy 2.3.4 provides guidance for the placement and development of vertical coastal accessways.

Development of a bicycle trail through Sand City is discussed in the Local Coastal Program. Use of the railroad corridor is dismissed due to (at the time the Local Coastal Program was adopted) the corridor by freight rail service, and the presence of heavy industrial uses (sand mining) adjacent to the railroad corridor. An alternative alignment west of State Route 1 is identified.

The Local Coastal Program includes policies protecting environmentally sensitive habitat, including coastal strand and coastal dune habitat, and associated plant and animal species. Local Coastal Program Figure 7 identifies sensitive habitat areas. The two sensitive habitat areas identified nearest improvements proposed in the Sustainable Transportation Plan are

located southeast of the intersection of Tioga Avenue and Sand Dunes Drive, and west of the railroad corridor, between Monterey Road and Playa Avenue (now within the Edgewater Shopping Center. The former is within dune habitat that continues along Tioga Avenue to the proposed coastal access point, but the dune habitat at the proposed access point is severely degraded, with primarily non-native ice plant, and concrete rip-rap to the seaward end of Tioga Avenue. The latter is a protected plant re-location area; this relocation would have occurred with construction of California Avenue and the Edgewater Shopping Center in the 1990s.

Other Public Agencies Whose Approval is Required

Depending on the specific improvement, approvals from the following other agencies may be necessary:

California Department of Transportation (improvements within State Highways)

Transportation Agency for Monterey County (improvements within the railroad corridor)

City of Seaside (improvements within the Seaside City Limits)

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. A consultation offer letter was sent on September 27, 2021 to the Ohlone Costanoan Esselen Nation.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

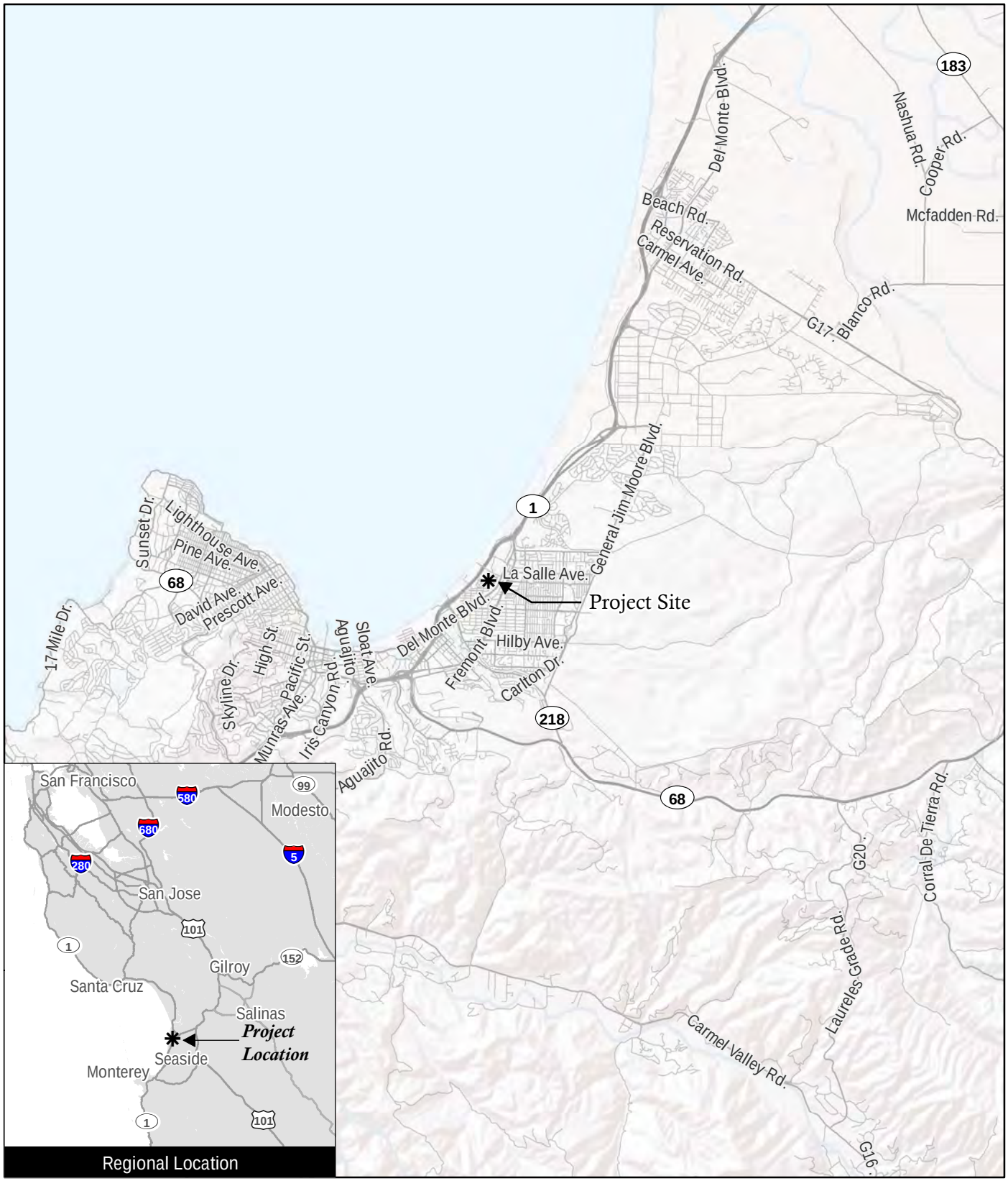


Figure 1

Regional Location

Sand City Sustainable Transportation Plan Initial Study

This side intentionally left blank.

Source: Google Earth 2021

Figure 2

Primary Improvement Locations

Sand City Sustainable Transportation Plan Initial Study

E M C

This side intentionally left blank.

1 View north across Canyon del Rey Boulevard toward Starbucks.

2 Vehicles parked on Contra Costa Street with no sidewalk.

Source: Google Earth 2021
Photographs: EMC Planning Group 2021

3 Steep slope on Hickory Street.

4 Sidewalk ends abruptly with obstructions.

Figure 3
Southern Photographs

Sand City Sustainable Transportation Plan Initial Study

This side intentionally left blank.

1 The Sand Dollar Shopping Center's entrance at Tioga Avenue

2 Steps up to Lucky Market entrance from Playa Avenue

Source: Google Earth 2021
Photographs: EMC Planning Group 2021

3 Railroad corridor south of Playa Avenue

4 Pedestrian waiting to cross California Avenue at Monterey Road

Figure 4
Northern Photographs

This side intentionally left blank.

0 100 feet

Recreational Trail

City Limits Line

Source: Google Earth 2018, Monterey County GIS 2018

Figure 5

Conceptual Railroad Corridor and Contra Costa Street Crossing Improvements

Sand City Sustainable Transportation Plan Initial Study

E M C

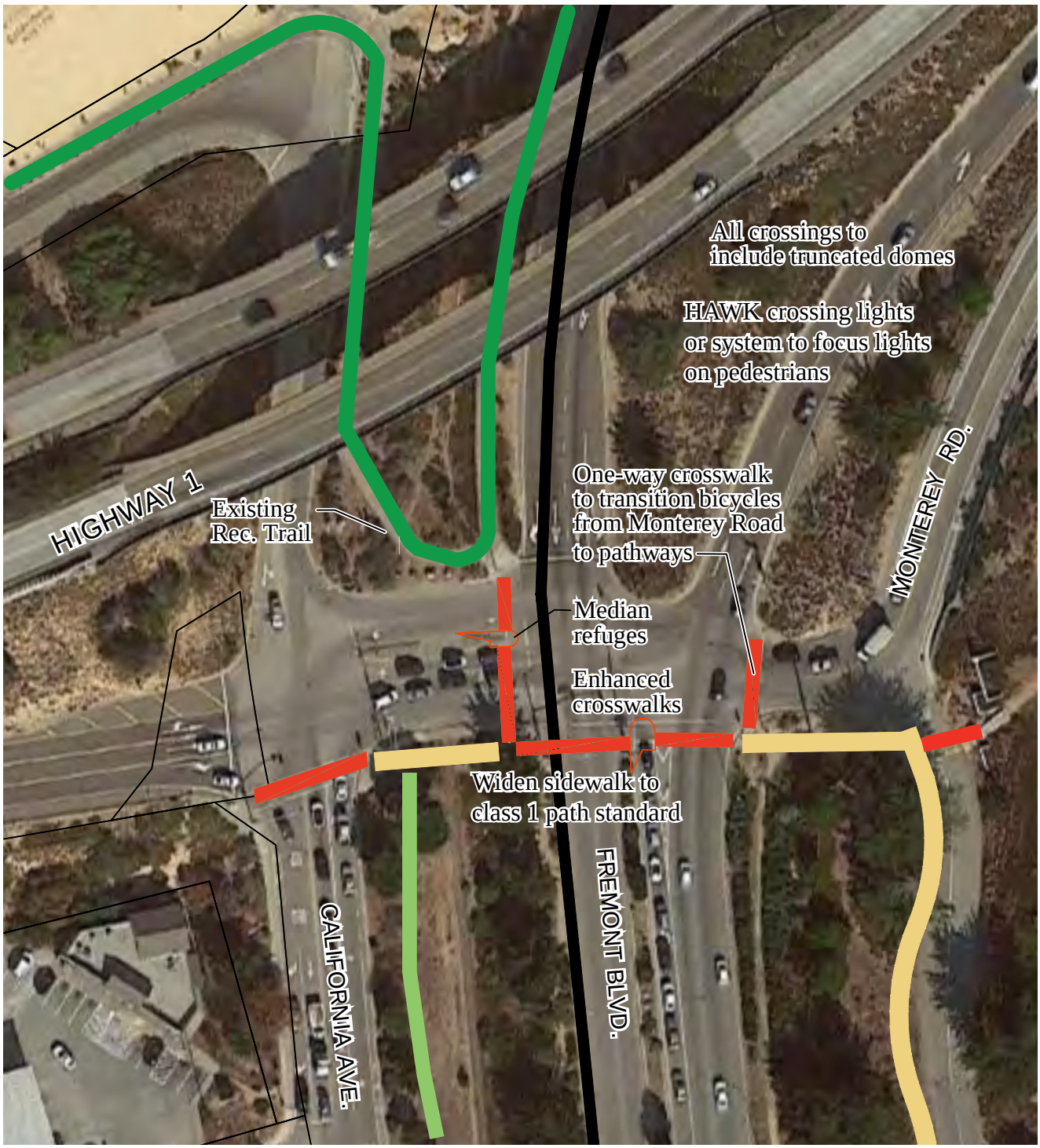
This side intentionally left blank.

Source: Google Earth 2021

Figure 6

Conceptual Shopping Center Pedestrian and Mobility-challenged Improvements

This side intentionally left blank.



Source: Google Earth 2018, Monterey County GIS 2020

Figure 7

Monterey Road Crossing Improvements

Sand City Sustainable Transportation Plan Initial Study

E M C

This side intentionally left blank.

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	☐ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agriculture and Forestry Resources	☐ Hazards & Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use/Planning	☐ Transportation
☐ Cultural Resources	☐ Wildfire	☐ Tribal Cultural Resources
☐ Energy	☐ Mineral Resources	☐ Utilities/Service Systems
☐ Geology/Soils	☐ Noise	☐ 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.

CITY PLANNER 10/28/21

Name and Title 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 as 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 lead agency must describe the mitigation measures and briefly explain 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 EIR 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 a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected. This is the format recommended in the CEQA Guidelines as amended 2018.
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

Except as provided in Public Resources Code Section 21099 (Modernization of Transportation Analysis for Transit-Oriented Infill Projects), 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? (1, 2, 5)	☐	☐	☒	☐
b.	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (6)	☐	☐	☒	☐
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (1, 5)	☐	☐	☐	☒
d.	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (4)	☐	☐	☒	☐

Comments:

a. The Sand City General Plan and Local Coastal Program identify scenic vistas to the west of State Route 1. The only Sustainable Transportation Plan improvements proposed to the west of State Route 1 are roadway markings for the interim bicycle route on Tioga Avenue, and a beach access for disabled persons, which is likely to consist of a parking space compliant with Americans with Disabilities Act standards, and a ramp from the parking space to the sand within an area that has concrete rip-rap armoring the shoreline. The addition of the parking and ramp would not impede views to Monterey Bay and would have a less-than-significant impact on scenic vistas. Access to scenic vistas would be improved for a segment of the population.

b. There are no officially designated State scenic highways in or adjacent to Sand City. State Route 1 is an eligible State scenic highway. State Route 218 is neither an officially designated nor eligible state scenic highway. The improvements proposed

in the Sustainable Transportation Plan are surface improvements such as pathways and pavement markings, that would not be visible to travelers on State Route 1.

c. Sand City is an urbanized area. The improvements proposed in the Sustainable Transportation Plan would be primarily surface improvements (i.e., sidewalks, pathways, striping), and would not significantly affect visual character, and would not conflict with General Plan scenic resources policies.

d. The only lighting proposed in the Sustainable Transportation Plan is safety alert lighting (e. g., HAWK lights) at the enhanced crosswalks on existing city streets with other lighting already existing in the vicinity. This lighting would not represent a substantial new source of light.

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? (1, 5, 7)	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (1, 8)	☐	☐	☐	☒
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))? (1, 5)	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use? (1, 5)	☐	☐	☐	☒
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? (1, 5, 7)	☐	☐	☐	☒

Comments:

a. There is no farmland within or adjacent to Sand City.

b. There are no Williamson Act lands within or adjacent to Sand City.

c. There is no forest land or timberland in or adjacent to Sand City.

d. There is no forest land in or adjacent to Sand City.

e. There is no forest land or agricultural land in or adjacent to Sand City.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district 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? (9, 10, 11)	☐	☐	☐	☒
b. 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? (9)	☐	☐	☐	☒
c. Expose sensitive receptors to substantial pollutant concentrations? (5, 9)	☐	☐	☒	☐
d. Result in other emissions, such as those leading to odors adversely affecting a substantial number of people? (4)	☐	☐	☐	☒

Comments:

a. The proposed Sustainable Transportation Plan improvements would facilitate pedestrian and bicycle travel and have the potential to reduce automobile trips within Sand City and environs, which could decrease air emissions.

b. The Monterey Bay Air Basin is in non-attainment of the State standards for ozone and PM_{10}. Reactive organic gas and nitrogen oxides emissions, which contribute to ozone formation in the atmosphere, come from several sources: mobile, stationary, and area wide sources. None of these sources is attributable to bicycle or pedestrian travel, and to the extent the proposed project could reduce automobile travel, emissions of these pollutants would be reduced. Therefore, the Sustainable Transportation Plan could further progress towards the Monterey Bay Air Resources District reaching attainment status for ozone. Particulate Matter Attainment Plan Table 5-1 lists the control measures the Monterey Bay Air Resources District has implemented to reduce PM_{10} emissions. None of these is relevant to construction of infrastructure, such as would be required for the proposed bicycle and pedestrian projects included in the Sustainable Transportation Plan.

c. The Sustainable Transportation Plan would result in construction of bicycle / pedestrian pathways and other minor pedestrian improvements, so could result in short-term construction emissions. Construction would take place primarily on or adjacent to streets in commercial areas. Construction emissions could include dust (PM_{10} and $PM_{2.5}$) diesel exhaust emissions, and other criteria pollutant emissions. Standard procedural requirements required by the Monterey Bay Air Resources District and California Air Resources Board would limit these emissions to a less-than-significant level.

d. The Sustainable Transportation Plan would not create any odors.

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? (1, 2, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39)	☐	☒	☐	☐
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? (1, 2, 4, 39)	☐	☐	☐	☒
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filing, hydrological interruption, or other means? (1, 2, 4, 39)	☐	☐	☐	☒
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? (1, 2, 4, 39)	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1, 2, 3, 5)	☐	☐	☒	☐
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? (1, 2, 4)	☐	☐	☐	☒

Comments:

This section is based on a reconnaissance-level biological field survey conducted by EMC Planning Group biologist Patrick Furtado, M.S., on October 7, 2021, to document existing plant communities/wildlife habitats and evaluate the potential for special-status species to occur on the Sand City Sustainable Transportation Plan project site. Biological resources were documented in field notes, including species observed, dominant plant communities, significant wildlife habitat characteristics, and riparian and wetland habitat. Qualitative estimations of plant cover, structure, and spatial changes in species composition were used to determine plant communities and wildlife habitats. Habitat quality and disturbance levels were also described.

Prior to conducting the survey, Mr. Furtado reviewed site plans, aerial photographs, natural resource database mapping and reports, and other relevant scientific literature. This included searching the U.S. Fish and Wildlife Service (USFWS) Endangered Species Database (USFWS 2021a), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CDFW 2021), and California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2021) to identify special-status plants, wildlife, and habitats known to occur in the vicinity of the project site. Special-status species in this report are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the USFWS and/or CDFW; as Species of Special Concern or Fully Protected species by the CDFW; or as Rare Plant Rank 1B or 2B species by the CNPS. A review was also conducted of the National Wetlands Inventory (USFWS 2021b) to identify potential jurisdictional aquatic features on or adjacent to the project site.

The Sand City Sustainable Transportation Plan area is located in Sand City and adjacent areas, within Monterey County, on the Seaside United States Geological Survey (USGS) quadrangle map, with approximate elevations of 17 feet above sea level at the southern end of the project site and 68 feet above sea level at the northern end. Biological resources were surveyed at three areas of the project site: Sand City Beach, at the western terminus of Tioga Avenue, Calabrese Park, and the railroad corridor parallel to Del Monte Boulevard, between Monterey Road and Canyon del Rey Boulevard. The western terminus of Tioga Avenue has rip-rap armoring to the seaward side, degraded dun habitat to the south, and a corporation yard to the north. Calabrese Park is adjacent to City Hall on the east, houses on the north, dune habitat on the west, and a parking lot on the south. The railroad corridor is surrounded on both sides by a mix of commercial and residential development within Sand City and Seaside. Other areas in which the Sustainable Transportation Plan proposes improvements are within parking lots and street rights-of-way with paved surfaces, and these were not surveyed for biological resources.

Sand City Beach. The plant community at Sand City Beach is fragmented coastal scrub habitat with potential for biological value. Disturbance at this location has resulted in the dominance of nonnative ice plant (*Carpobrotus edulis*) which has displaced native coastal vegetation. Other nonnative coastal species found here include sea rocket (*Cakile maritima*) and crystalline ice plant (*Mesembryanthemum crystallinum*). However, this damaged habitat can be restored and can still harbor rare coastal natives such as Monterey spineflower (*Chorizanthe pungens* var. *pungens*), Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*), and Eastwood's goldenbush (*Ericameria fasciculata*).

Host plants of the federally endangered Smith's blue butterfly (*Euphilotes enoptes smithi*), also grow in this habitat and include coast buckwheat (*Eriogonum latifolium*) and seacliff buckwheat (*Eriogonum parvifolium*). Suitable, sandy habitat is available here for the California Species of Special Concern Northern California legless lizard (*Anniella pulchra*), a fossorial species that burrows in loose sand.

Much of the beach below the cliff at the end of Tioga Road is heavily eroded and fortified with rip-rap. However, the beach widens to the north and south and is designated critical habitat for the western snowy plover (*Charadrius nivosus nivosus*), which can potentially nest in the beach foredunes.

Calabrese Park. Calabrese Park is a developed and landscaped park within Sand City. Tree species here include Monterey cypress (*Hesperocyparis macrocarpa*), coast live oak (*Quercus agrifolia*), red flowering gum (*Corymbia ficifolia*), and Australian tea tree (*Leptospermum laevigatum*). Stairways lead up the south-facing park slope, formerly dune habitat. This sandy slope is now stabilized by ice plant and other landscaping plants such as fountain grass (*Pennisetum setaceum*), rosemary (*Rosmarinus officinalis*), lavender (*Lavandula stoechas*), and rock rose (*Cistus incanus*). Ruderal (weedy) species present include spiny sowthistle (*Sonchus asper*), ripgut brome (*Bromus diandrus*), sourgrass (*Oxalis pes-caprae*), and common groundsel (*Senecio vulgaris*).

This vegetation type is considered low quality habitat for wildlife. However, urban-adapted species such as striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), and western fence lizard (*Sceloporus occidentalis*) may forage within this habitat.

Railroad Corridor. The railroad corridor is highly disturbed habitat consisting mainly of grassland and ruderal (weedy) plant species such as ice plant, fennel (*Foeniculum vulgare*), pampas grass (*Cortaderia jubata*), telegraph weed (*Heterotheca grandiflora*), and Canada horseweed (*Erigeron canadensis*). Trees growing in the corridor include Monterey cypress, Monterey pine (*Pinus radiata*), coast live oak, blackwood acacia (*Acacia melanoxylon*), and blue gum (*Eucalyptus globulus*). These mature trees can habro birds, and can potentially harbor

wintering monarch butterfly (*Danaus plexippus*), a candidate species for protection under the Endangered Species Act.

Some small, remnant patches of native vegetation were observed growing in the sandy soils of the corridor, including silver bush lupine (*Lupinus albifrons*), Monterey ceanothus (*Ceanothus rigidus*), and the CNPS-listed rare plant, sandmat manzanita (*Arctostaphylos pumila*). The Local Coastal Program identifies the former presence of protected plant species to the west of the railroad corridor between Monterey Road and Playa Avenue (these were re-located as part of the construction of California Avenue and the Edgewater Shopping Center). The sandy railroad corridor would provide an ideal location for local, native plant landscaping along any future pedestrian/bike pathways.

The disturbed, ruderal vegetation found along the railroad corridor is currently low-quality habitat for wildlife but does support species such as California ground squirrel (*Spermophilus beecheyi*), a prey species for American badger (*Taxidea taxus*), a California Species of Special Concern. Ground squirrel burrows were commonly observed in the corridor, especially in and around the remaining railroad ties, and a potential badger burrow was also identified. Although marginal, this habitat can also potentially support another California Species of Special Concern, burrowing owl (*Athene cunicularia*), which can utilize available small mammal burrows.

a. A search of the CDFW's California Natural Diversity Database (CNDDB) was conducted for the target USGS quadrangle, Seaside, and four surrounding quadrangles: Marina, Salinas, Spreckels, and Monterey, to generate a list of potentially occurring special-status species in the project vicinity (CDFW 2021). Records of occurrence for special-status plants were also reviewed for all five USGS quadrangles in the CNPS Inventory of Rare and Endangered Plants (CNPS 2021). A USFWS Endangered Species Program threatened and endangered species list was generated for Monterey County (USFWS 2021a). Appendix A, Special-Status Species in the Project Vicinity, presents tables with CNDDB results, which lists special-status species documented within the project vicinity, their listing status and suitable habitat description, and their potential to occur on the site. Figure 8, Special-Status Species Known to Occur in the Project Vicinity, presents a map of CNDDB results.

   Special-Status Plant Species. Of the special-status plant species known to occur in the project vicinity identified in Appendix A, the following species have the potential to occur on the project site: beach layia (*Layia carnosa*), Choris' popcorn-flower (*Plagiobothrys chorisianus* var. *chorisianus*), coastal dunes milkvetch (*Astragalus tener* var. *titi*), Congdon's tarplant (*Centromadia parryi* spp. *congdonii*), Eastwood's goldenbush (*Ericameria fasciculata*), Hickman's cinquefoil (*Potentilla hickmanii*), Hickman's onion (*Allium hickmanii*), Hooker's manzanita (*Arctostaphylos hookeri* ssp.

Source: ESRI 2021, CNDDB 2021, Sand City 2021

NCLL: Northern California Legless Lizard
SBB: Smith's Blue Butterfly

Figure 8
Special-Status Species in the Project Vicinity

Sand City Sustainable Transportation Plan Initial Study

This side intentionally left blank.

hookeri), Hutchinson's larkspur (*Delphinium hutchinsoniae*), Menzies's wallflower (*Erysimum menziesii* ssp. *menziesii*), Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*), Monterey spineflower (*Chorizanthe pungens* var. *pungens*), northern curly-leaved monardella (*Monardella sinuata* ssp. *nigrescens*), pink Johnny-nip (*Castilleja ambigua* var. *insalutata*), Point Reyes horkelia (*Horkelia marinensis*), sand-loving wallflower (*Erysimum ammophilum*), sandmat manzanita (*Arctostaphylos pumila*), seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), and Tidestrom's lupine (*Lupinus tidestromii*).

Project development could result in impacts to these species during construction. Loss or harm to special-status plant species are considered significant adverse impacts. Implementation of Mitigation Measure BIO-1 would reduce potentially significant impacts to special-status plant species to a less-than-significant level.

Mitigation Measure

BIO-1 Prior to construction of project components, a biologist qualified in botany shall conduct a focused survey for special-status plant species in accordance with current CDFW and CNPS rare plant survey protocols (CDFW 2009 and CNPS 2001). The survey shall occur during the peak blooming period for these species to determine their presence or absence. Some special-status plant species are only identifiable during their blooming periods and surveys are only considered valid if they occur when blooms are visible. Based on the known blooming periods of the special-status plant species potentially present, two surveys are proposed to adequately survey the project site: the first in May and the second in June/July. If possible, known reference populations of the target species in the project vicinity shall first be visited to verify that the species is observable, and the focused survey shall be conducted within two weeks of observing the reference population in full bloom.

The biologist shall then prepare a brief report documenting the results of the surveys. If the focused surveys conclude that special-status plant species are not present within the project site boundary, or if they are present but impacts to them can be completely avoided, then no further mitigation would be required.

If the focused surveys identify special-status plant species within the project site boundary and they would be affected by the proposed project, then appropriate mitigation shall be developed by the biologist and implemented by the City prior to disturbance. Measures may include, but are not limited to:

a. A qualified biologist shall identify an on-site or off-site mitigation area suitable for restoration of habitat and seed transplantation for any special-status plant species.

b. Prior to approval of a grading permit, a qualified biologist or native plant specialist shall perform seed collection from all special-status plants located within the impact areas and implement seed installation at a mitigation area at the optimal time. Additionally, topsoil from the special-status species occurrence area(s) shall be salvaged (where practical) for use in the mitigation area.

c. A maintenance and monitoring program shall be developed by a qualified biologist and established for a minimum of five years after mitigation area installation to verify that restoration activities have been successful. Maintenance activities may include, but not be limited to, watering during the plant establishment period, supplemental seed planting as needed, and removal of non-native plants. Monitoring shall include, at a minimum, quarterly monitoring reports for the first year and annual reports for the remaining four years. The performance standard for successful mitigation shall be a minimum 3:1 replacement ratio (i.e., three plants observed in mitigation area for each plant lost from the project site) achieved in at least one of the five years of monitoring.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on improvement plans. This measure shall not be necessary for improvements located within paved or landscaped areas.

Special-Status Wildlife Species. Of the special-status wildlife species known to occur in the project vicinity identified in Appendix A, the following species have the potential to occur on the project site: American badger (*Taxidea taxus*), burrowing owl (*Athene cunicularia*), western snowy plover, Northern California legless lizard (*Anniella pulchra*), monarch butterfly (*Danaus plexippus*), Smith's blue butterfly (*Euphilotes enoptes smithi*), hoary bat (*Lasiurus cinereus*), and Townsend's big-eared bat (*Corynorhinus townsendii*). Figure 8, Special-Status Species in the Project Vicinity, presents CNDDB results. Nesting birds may also occur at the project site and are protected by the Migratory Bird Treaty Act.

American badger. American badger is a California Species of Special Concern. It is an uncommon, permanent resident found throughout most of the state, except in the northern North Coast area. Typical habitats include drier open stages of most shrub, forest, and herbaceous habitats with friable soils suitable for burrows. Prey species include fossorial rodents such as rats, mice, chipmunks, ground squirrels, and pocket gophers. Badger diet shifts seasonally depending on the availability of prey and may also include reptiles, insects, earthworms, eggs, birds, and carrion. Mixed oak woodland, coastal scrub, and grassland habitats provide cover, drier soils for burrowing, and prey resources for this species. American badger was recorded in 1992 approximately 3 miles east of the project site (Occurrence No. 241, CDFW 2021). The grassland and ruderal habitat on which some improvements are propose provides marginally suitable habitat for the American badger.

American badgers are known to occur in the region and could den and forage in portions of the project area (see survey observation above). Project development could result in impacts to this species from direct mortality or injury during construction. Loss or harm to American badger is considered a significant adverse impact. Implementation of Mitigation Measures BIO-2 and BIO-3 would reduce potentially significant impacts to American badger to a less-than-significant level.

Mitigation Measures

BIO-2 Prior to construction of project components, a qualified biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of special-status species potentially occurring in the project vicinity, including, but not limited to, American badger, burrowing owl, western snowy plover, Northern California legless lizard, coast horned lizard, Smith's blue butterfly, monarch butterfly, special-status bats, nesting birds, and special-status plants (if found). Their habitats, general measures that are being implemented to conserve species as they relate to the project, and the boundaries within which construction activities will occur will be explained. Informational handouts with photographs clearly illustrating the species' appearances shall be used in the training session. All new construction personnel shall undergo this mandatory environmental awareness training. The project applicant/proponent shall document evidence of completion of this training prior to prior to approval of a grading permit or commencement of work on improvement plans. This measure shall not be necessary for improvements located within paved or landscaped areas.

The qualified biologist will train biological monitors selected from the construction crew by the construction contractor (typically the project foreman). Before the start of work each day, the monitor will check for animals under any equipment such as vehicles and stored pipes within active construction zones. The monitor will also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If a special-status species is observed within an active construction zone, the qualified biologist will be notified immediately and all work within 50 feet of the individual will be halted and all equipment turned off until the individual has left the construction area.

Implementation of this mitigation measure would reduce the potential significant impact to special-status species to a less-than-significant level by requiring construction personnel to undergo environmental awareness training to identify special-status species potentially occurring on the project site.

BIO-3 Not more than 14 days prior to the commencement of ground-disturbing activities, a qualified wildlife biologist shall conduct surveys of grassland and ruderal habitat on site to identify any potential American badger burrows/dens. If the survey results are negative (i.e., no badger dens observed), a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

If the results are positive (badger dens are observed), the qualified biologist shall determine if the dens are active by installing a game camera for 3 days and 3 nights to determine if the den is in use.

a) If the biologist determines that a den may be active, coordination with the CDFW shall be undertaken to develop a suitable strategy to avoid impacts to American badger. The strategy may include the following: the biologist shall install a one-way door in the den opening and continue use of the game camera. Once the camera captures the individual exiting the one-way door, the den can be excavated with hand tools to prevent badgers from reusing them. If the biologist determines that the den is a maternity den, construction activities shall be delayed during the maternity season (February to August), or until the badgers leave the den on

their own accord or the biologist determines that the den is no longer in use.

b) If the game camera does not capture an individual entering/exiting the den, the den can be excavated with hand tools to prevent badgers from reusing them.

After dens have been excavated and the absence of American badger confirmed, a letter report will be prepared and submitted to the City.

Burrowing Owl. Burrowing owl is a California Species of Special Concern. Burrowing owls live and breed in burrows in the ground, especially in abandoned California ground squirrel burrows. Optimal habitat conditions include large open, dry and nearly level grasslands or prairies with short to moderate vegetation height and cover, areas of bare ground, and populations of burrowing mammals. This species is known to occur less than one mile southwest of the project site (Occurrence No. 574, CNDDB 2021). The non-native grassland and ruderal areas on which some improvements are proposed provide marginally suitable foraging habitat for burrowing owl and a few scattered small mammal burrows observed could be utilized for nesting habitat.

Burrowing owl has moderate potential to occur on the site. If burrowing owl is present on or adjacent to the project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-2, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-4 would reduce this potential, significant impact to less-than-significant.

Mitigation Measure

BIO-4 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the City shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to the methods for take avoidance described in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). If no burrowing owls are found, a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (CBOC 1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (CDFW 2012), unless a qualified biologist approved by the CDFW verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach. Once the absence of burrowing owl has been confirmed, a letter report will be prepared and submitted to the City.

This measure shall not be required for improvements located within paved or landscaped areas.

Western Snowy Plover. The federally-listed Threatened and California Species of Special Concern western snowy plover occurs on sandy beaches, salt pond levees, and shores of large alkali lakes; it requires sandy, gravelly, or friable soils for nesting. It prefers early

successional dune habitat or open habitats with cover or camouflage for nesting, and also nests on mudflats and evaporation ponds. This species occurs in the immediate project vicinity along the Sand City coastline and is regularly monitored during the nesting season (March 15 to September 15) by Point Blue Conservation Science and the USFWS. Western snowy plover has potential to occur on and near the project site, and USFWS-designated critical habitat for this species exists along the entire Sand City coastline (USFWS 2021c).

If western snowy plover is present on or adjacent to the project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-2, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-5 would reduce this potential, significant impact to less-than-significant.

Mitigation Measure

BIO-5 To avoid impacts to nesting western snowy plover, project construction within 200 feet of United States Fish and Wildlife Service (USFWS)-designated habitat shall occur outside the nesting season (September 16 to March 14).

If construction must occur during the western snowy plover nesting season (March 15 to September 15), the biologist shall coordinate with Point Blue Conservation Science and the USFWS who regularly monitor western snowy plover nesting to determine if any western snowy plovers are nesting close to the project site.

A report documenting coordination with Point Blue Conservation Science and the USFWS and a plan for active bird nest avoidance (if needed) will be completed by the biologist and submitted to the City prior to disturbance and/or construction activities. If no active bird nests are reported within 200 feet of the construction area, then project activities can proceed without scheduling constraints. If nesting occurs within 200 feet of the proposed project, construction may not occur until the young have fledged and left the area or Incidental Take Authorization has been obtained from USFWS.

The on-site western snowy plover critical habitat area shall not be disturbed by construction activities.

Northern California Legless Lizard. Northern California legless lizard is a California Species of Special Concern. This is a small, slender lizard with no legs that lives mostly

underground, burrowing in loose, sandy soil. It forages in loose soil, sand, and leaf litter during the day. It does not bask in direct sunlight, but is sometimes found on the surface at dusk and at night.

Treeless, open areas with sandy soils and sparse vegetation on the project site provide suitable habitat for legless lizard. The CNDDB records multiple occurrences within the Sustainable Transportation Plan area including in both dune habitat near Tioga Avenue and in the northern section of the railroad corridor near the Lucky and Target stores (between Monterey Road and Playa Avenue).

If Northern California legless lizard is present on or adjacent to the project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-2, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-6, below, would reduce this potential, significant impact to less-than-significant.

Coast Horned Lizard. The coast horned lizard is designated as a California Species of Special Concern. This species is endemic to California, occurring from Shasta County south along the edges of the Sacramento Valley into much of the South Coast Ranges, San Joaquin Valley, and Sierra Nevada foothills to southern California. California horned lizards are active above ground between April and October, with most activity concentrated between April and June. During the winter months, this species uses small mammal burrows or burrows into loose soils under surface objects. California horned lizards require habitats with loose, sandy loam or sandy-gravelly soils. They can occur in a variety of habitats supported by these soil types including riparian woodland, riparian scrub, coastal scrub, chaparral, and annual grassland (Jennings and Hayes 1994). No records of coast horned lizard were found in the Sand City area (California Department of Fish and Wildlife 2017) and none were observed during field surveys. Most local California Department of Fish and Wildlife *California Natural Diversity Database* records for the coast horned lizard are found on the former Fort Ord, approximately five miles north of the improvements proposed in the Sustainable Transportation Plan. Soil types on the project site appear suitable for the species, and support patches of suitable coastal scrub habitat.

Soil types within the project area are considered suitable for legless lizards and coast horned lizard, and support patches of dune scrub plants preferred as habitat. These species could occur in low numbers on or adjacent to the project area, mostly under shrubs growing in sandy soils. If legless lizards or coast horned lizards are present in project areas, vegetation removal, grading, excavation, and other construction activities could result in the loss of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-2, presented above, which requires a training

session on special-status species potentially present on the construction site for all personnel, and BIO-6, below, would reduce this potential, significant impact to less-than-significant.

Mitigation Measure

BIO-6 Prior to construction, the following measures to avoid or minimize impacts to legless lizards and coast horned lizards shall be implemented:

a. Not less than three months prior to the start of grading activities (including staging and mobilization), a qualified biologist shall place coverboards in impact areas with suitable habitat (coastal dune scrub and disturbed maritime chaparral mixed with coastal dune scrub) for legless lizards and coast horned lizard. The coverboards shall be at least four feet by four feet and constructed of untreated plywood placed flat on the ground. The coverboards shall be checked by the biologist once per week for each week after placement up until the start of vegetation removal. All legless lizards and coast horned lizards found under the coverboards shall be captured and placed in five-gallon buckets for transportation to relocation sites. If areas are left undisturbed for a period of three months or longer, the coverboards will replaced and relocation efforts will be repeated prior to the re-initiation of ground disturbance activities.

b. All relocation sites shall be approved by Sand City and shall consist of suitable habitat. Relocation sites shall be as close to the capture site as possible but far enough away to ensure the animal(s) is/are not harmed by construction of the project. Relocation shall occur on the same day as capture. California Department of Fish and Wildlife *California Natural Diversity Database* Native Species Field Survey Forms shall be submitted to the California Department of Fish and Wildlife for all special-status species observed.

c. During all initial ground vegetation removal activities, a qualified biologist shall be on the site to recover any legless lizards and coast horned lizards that may be excavated/unearthed. If the animals are in good health, they shall be immediately moved to relocation sites. If they are injured, the animals shall be released to a wildlife recovery specialist until they are in a condition to be released into relocation sites.

d. A report of all preconstruction survey efforts and monitoring during initial ground vegetation removal shall be submitted to the City within 30 days of completion of the survey/monitoring efforts to document compliance. The report shall include the dates, times, weather conditions, and personnel involved in the surveys and monitoring. The report shall also include for each captured special-status animal, the Universal Transverse Mercator coordinates and habitat descriptions of the capture and release sites, the length of time between capture and release, and the general health of the individual(s).

This measure shall not be required for improvements located within paved or landscaped areas.

Monarch butterfly. The monarch butterfly is a candidate for listing under the Endangered Species Act. In the fall, monarchs in western North America migrate to overwintering sites along the California coast. Once numbering in the millions along the coast in the winter, monarch butterfly numbers dropped to less than 1% of the population's historic size in both 2018 and 2019, and to less than 0.01% of the historic size in 2020 (Xerces Society). The nearest recorded observation of overwintering habitat is approximately 0.75 miles west of the improvement areas, adjacent to Del Monte Lake.

Monterey cypress, Monterey pine, and blue gum trees growing in the railroad corridor and in project areas such as Calabrese Park can potentially harbor wintering monarch butterflies. If monarch butterfly is present on or adjacent to the project site, tree removal and/or construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-2, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-7 would reduce this potential, significant impact to less-than-significant.

Mitigation Measure

BIO-7 If construction is proposed during the monarch overwintering period (October through April), the City shall conduct a pre-construction survey for overwintering monarch butterfly habitat within 150 feet of any area proposed for disturbance. The pre-construction survey shall be conducted by a qualified biologist no more than 15 days prior to commencement of construction. The biologist shall have familiarity with monarch butterflies. If no monarch butterflies are found, no further mitigation would be required. A report documenting survey

results will be completed by the biologist and submitted to the City prior to disturbance and/or construction activities.

If monarch butterflies are encountered, the location shall be documented and an exclusion area of a minimum of 150 feet shall be established, in coordination with CDFW and/or USFWS.

If no mature trees are located within 150 feet of proposed improvements, the City Planner may document that a survey is not necessary.

Smith's blue butterfly. Smith's blue butterfly is a federally listed endangered species. The butterfly is entirely dependent upon seacliff buckwheat (*Erigonum parvifolium*), and coast buckwheat coast buckwheat (*Eriogonum latifolium*), although the species has been observed using naked buckwheat (*Eriogonum nudum*), and occurs only where the host plants are found within its range. The CNDDB reports multiple occurrences of Smith's blue butterfly along the Sand City coastline.

If Smith's blue butterfly is present on or adjacent to the project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-2, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-8 would reduce this potential, significant impact to less-than-significant.

Mitigation Measure

BIO-8 A pre-construction survey for Smith's blue butterfly or larval host species/food source plants shall be conducted during the host plant blooming period (June through September) within 150 feet of any area proposed for disturbance. The pre-construction survey shall be conducted by a qualified biologist no more than 30 days prior to commencement of construction. The biologist shall have familiarity with Smith's blue butterfly and their larval host species/food source plants. If Smith's blue butterfly or larval host species/food source are not found, no further mitigation would be required. A report documenting survey results will be submitted to the City prior to disturbance and/or construction activities.

If Smith's blue butterfly or larval host species/food source plants are encountered, the location shall be documented and species-specific avoidance and minimization measures shall be prepared by the

qualified biologist in coordination with the USFWS. Construction may not be initiated until an incidental take permit is obtained.

This measure shall not be required for improvements located within paved or landscaped areas.

Bats. Trees in the project area and/or buildings or structures on or adjacent to improvement areas could provide roosting habitat for special-status bat species known to occur in the vicinity of the project site: hoary bat and Townsend's big-eared bat. These bat species inhabit a wide variety of habitats including grasslands, woodlands, and forests. Hoary bats roost in dense foliage of medium to large trees. Townsend's big-eared bat prefers building roosts, hanging from walls and ceilings.

Construction activities at the project site could result in the disturbance of roost and natal sites occupied by special-status bats on or adjacent to the project site, if present. Implementation of mitigation measure BIO-2, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-9 would reduce this potential, significant impact to special-status bats to a less-than-significant level.

Mitigation Measure

BIO-9 Approximately 14 days prior to tree removal or construction activities, a qualified biologist shall conduct a habitat assessment for bats and potential roosting sites in trees to be removed and in trees or buildings within 50 feet of any construction site. These surveys shall include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the construction site, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit. Potential roosting features found during the survey shall be flagged or marked.

If no roosting sites or bats are found, a letter report confirming absence shall be prepared and submitted to the City and no further mitigation is required.

If bats or roosting sites are found, bats shall not be disturbed without specific notice to and consultation with CDFW.

If bats are found roosting outside of the nursery season (May 1 through October 1), CDFW shall be consulted prior to any eviction or other action. If avoidance or postponement is not feasible, a Bat Eviction Plan will be submitted to CDFW for written approval prior to project implementation. A request to evict bats from a roost includes details for excluding bats from the roost site and monitoring to ensure that all bats have exited the roost prior to the start of activity and are unable to re-enter the roost until activity is completed. Any bat eviction shall be timed to avoid lactation and young-rearing. If bats are found roosting during the nursery season, they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if determined in consultation with the CDFW) shall be established around the roosting site within which no construction activities including tree removal or structure disturbance shall occur until after the nursery season.

If no buildings or mature trees are located within 50 feet of proposed improvements, the City Planner may document that a survey is not necessary.

Nesting Birds. Protected nesting birds, including raptor species, have the potential to nest in buildings or structures, on open ground, or in any type of vegetation, including trees, during the nesting bird season (January 15 through September 15). The project site contains a variety of trees and shrubs, resulting in the potential for impacts to protected nesting birds.

Construction activities, including ground disturbance, can impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code, should nesting birds be present during construction. If protected bird species are nesting adjacent to the project site during the bird nesting season, then noise-generating construction activities could result in the loss of fertile eggs, nestlings, or otherwise lead to the abandonment of nests. Implementation of Mitigation Measures BIO-2, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-10 would reduce potential, significant impacts to nesting birds to less-than-significant.

Mitigation Measure

BIO-10 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities that include grading, grubbing, or demolition should be conducted between September 16 and January 14, which is outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

a. A survey for active nests shall occur within 14 days prior to start of construction. An appropriate minimum survey radius surrounding each work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

b. If no nesting birds are found, a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required

c. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. Once the absence of nesting birds has been confirmed, a letter report will be prepared and submitted to the City.

If no mature trees are located within the survey distance from proposed improvements, the City Planner may document that a survey is not necessary.

b. No riparian habitats or sensitive natural communities were observed on the Sand City Sustainable Transportation Plan project site.

c. A review of the National Wetlands Inventory online database was conducted to identify the closest jurisdictional aquatic features on or adjacent to the project site (USFWS 2021c). The closest aquatic feature to the project site is Roberts Lake, located south of the project area. There were no potentially jurisdictional wetlands or Waters of the U.S. identified in the project area during the reconnaissance-level survey. Therefore, the Sand City Sustainable Transportation Plan project improvements would have no impact to wetlands or Waters of the U.S.

d. Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites.

The Sustainable Transportation Plan area is located mostly within the urban landscape and would likely not have an impact on wildlife movement. The Sustainable Transportation Plan area is not likely to facilitate major wildlife movement due to lack of suitable habitat and human disturbance. As such, the Sand City Sustainable Transportation Plan project improvements would have a less-than-significant impact on wildlife movement.

e. The Sand City Local Coastal Program regulates land use in the City's coastal zone. Sand City's coastal zone extends from Monterey Bay to 200 feet east of State Route 1, and encompasses the railroad corridor and land within 100 feet west of the railroad corridor. The Local Coastal Program designates areas of important biological value, such as wetlands and habitats for special-status species, as Environmentally Sensitive Habitat Areas (ESHA). None of the proposed Sustainable Transportation Plan improvements is located within areas identified as environmentally sensitive habitat in the Local Coastal Program.

The following Sand City General Plan policies relating to biological resources are applicable to the improvements proposed in the Sustainable Transportation Plan:

5.4.2 Public access should be controlled to allow regeneration of native vegetation and restoration of wildlife habitat.

5.4.6 The City will continue to work with the USFWS and state CDFG [CDFW] to ensure that the habitat needs of rare and endangered species

and other species of special concern are addressed during its development review process.

The Sand City General Plan Update Mitigated Negative Declaration includes the following mitigation measures:

MM 3.3.1 Applicants for new development proposals shall be responsible for costs related to determining the potential for occurrence of protected plant and wildlife species within the individual project area. Determination of the degree of field investigation required shall be made by City staff during application review.

MM 3.3.2 If the presence of protected species is determined to be likely, the project applicant shall be responsible for all costs associated with investigating species presence, agency consultations, and preparation of any required mitigation plan. All potential habitat and species impacts shall be reduced to a less than significant level.

Sand City Municipal Code Chapter 16.12, Significant Tree Protection, outlines the protection of significant trees on private and public property. A significant tree is defined as any tree equal to or greater than 10 inches in diameter at breast height. A permit is required for the removal or substantial trimming of any significant tree. The Sand City Sustainable Transportation Plan improvements would generally not require the removal of significant trees; and therefore, would not conflict with local regulations related to protected trees. If significant trees need to be removed within the railroad corridor, the requirements of Chapter 16.12 would be observed.

f. **Conservation Plans.** There are no habitat conservation plans that have been adopted for the areas in which the Sand City Sustainable Transportation Plan proposes improvements.

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 pursuant to section 15064.5? (29)	☐	☐	☒	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (23, 24, 25, 26, 27, 28)	☐	☒	☐	☐
c.	Disturb any human remains, including those interred outside of dedicated cemeteries? (23, 24, 25, 26, 27, 28)	☐	☒	☐	☐

Comments:

a. A cultural resources records search was conducted through the Northwest Information Center. The results from the Northwest Information Center search revealed that there is a historic resource located within the project area. The resource is P-27-002923 the Southern Pacific Railroad. Segments of the Southern Pacific Railroad are within the project area and within the 1/8-mile radius. Within the 1/8-mile radius is a 200-foot segment that is located adjacent to and south of Roberts Lake. This segment of the Southern Pacific Railroad, "forms the grade for a bike and pedestrian trail and associated open space" (Jones, 2008). For the specific Southern Pacific Railroad segment that, "forms the grade for a bike and pedestrian trail" it was noted that the berms for the railroad are still visible along certain portions of the railroad. Due to the segment being bisected by an asphalt trail and its ballast and ties being removed, this portion of the Southern Pacific Railroad lacks integrity and thus is unable to provide any significant data in regard to the historic consequence.

Many segments of the Southern Pacific Railroad within the project area have either been buried and or built over. The improvements proposed in the Sustainable Transportation Plan are not expected to disturb the existing railroad tracks. The proposed pathways within the railroad corridor would be located to one side or the other of the railroad tracks, so as not to interfere with rail or bus transit planned by the Transportation Agency for Monterey County and/or Monterey Salinas Transit..

b. The results from the Northwest Information Center revealed that there is a prehistoric resource within the northern portion of the project area. P-27-000385, a prehistoric site that was listed as an occupation site and was mentioned in a 1950's site record. The 1950's site record noted that the site was destroyed by a bulldozer in 1940 and that a gentleman named Jesse Neusbaum had, "correspondence with Lovejoy of Mnt. Pen. Herald about site" (Pilling, 1950). The exact location of the site is unknown. In 2019 a survey was conducted along a portion of the southern boundary of the former Fort Ord Military reservation. During that 2019 investigation, archaeologists did not locate the site nor did they find any cultural resources.

Ruby and Meyer's 2010 report describes the potential for cultural resources within the railroad corridor. The report concludes that the potential for discovery of buried cultural resources is high within 200 meters of bodies of water. One body of water, Roberts Lake (historically part of Laguna del Rey), is located within 200 meters of improvements proposed by the Sustainable Transportation Plan. In other areas of proposed improvements, the report concludes that there is a moderate chance of discovering buried cultural resources.

Therefore, the potential exists that work on improvements proposed by the Sustainable Transportation Plan could disturb unknown cultural resources. Implementation of the following mitigation measures would reduce this potential impact to a less-than-significant level.

Mitigation Measures

CR-1 Prior to construction, all personnel directly involved in project-related ground disturbance shall be provided archaeological and paleontological sensitivity training. The training will be conducted by a qualified Archaeologist and Paleontologist that meet the Secretary of the Interior's standards for archaeology and California Environmental Quality Act qualifications for paleontology. The training will take place at a day and time to be determined in conjunction with the project construction foreman, and prior to any scheduled ground disturbance. The training will include: a discussion of applicable laws and penalties; samples or visual aids of artifacts and paleontological resources that could be encountered in the project vicinity, including what those artifacts and resources may look like partially buried, or wholly buried and freshly exposed; and instructions to halt work in the vicinity of any potential cultural resources discovery, and notify the archaeological or paleontological monitor as necessary.

CR-2 Archaeological construction monitoring shall be conducted for improvements within 500 feet of the edge of Canyon del Rey Boulevard, where there is a high potential for underground cultural resources, and within 50 feet of the former southern boundary of Fort Ord Military Reserve. For other proposed improvements, which have a moderate potential for underground resources, an archaeologist is to be present for ground-disturbing activities.

CR-3 In the event archaeological resources are encountered during ground disturbing activities, contractor shall temporarily halt or divert excavations within a 100-foot radius of the find until it can be evaluated. All potentially significant archaeological deposits shall be evaluated to demonstrate whether the resource is eligible for inclusion on the California Register of Historic Resources, even if discovered during construction. If archaeological deposits are encountered they will be evaluated and mitigated simultaneously in the timeliest manner practicable, allowing for recovery of materials and data by standard archaeological procedures. For prehistoric archaeological sites, this data recovery involves the hand-excavated recovery and non-destructive analysis of a small sample of the deposit. Historic resources shall also be sampled through hand excavation, though architectural features may require careful mechanical exposure and hand excavation.

Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance by a qualified Archaeologist. Significant cultural resources consist, of but are not limited to, stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant, a qualified Archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines.

If such resources or artifacts are determined to be of native tribal origin, any mitigation or recovery program shall include direction from Ohlone/Costanoan Esselen Nation tribal leadership for proper handling and treatment.

The Archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for the permanent curation of the recovered resources. The report shall be submitted to Monterey Salinas Transit, Transportation Agency for Monterey County, the Northwest Information Center, and the State Historic Preservation Office, as required.

c. As with other buried resources, there is the potential to locate buried human remains during excavations. Implementation of the following mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure

CR-4 In the event that human remains (or remains that may be human) are discovered at the project site, Public Resource Code Section 5097.98 must be followed. All grading or earthmoving activities shall immediately stop within a 100-foot radius of the find. The project proponent shall then inform the Monterey County Coroner and the respective city (Sand City or Seaside) immediately, and the Coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the Coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the Applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (Public Resource Code [PRC] § 5097). The Coroner shall contact the Native American Heritage Commission (NAHC) to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD will determine the most appropriate means of treating the human remains and associated grave artifacts, and shall oversee the disposition of the remains.

In the event the NAHC is unable to identify an MLD or the MLD fails to make a recommendation within 48 hours after being granted access to the site, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave

goods with appropriate dignity within the project area in a location not subject to further subsurface disturbance.

Final, recommendation is to wait for the Native American tribal member to respond for the request for comment in order to see if the individual would like to have a monitor during construction.

6. ENERGY

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (4)	☐	☐	☐	☒
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (4)	☐	☐	☐	☒

Comments:

a. Energy impacts are assessed based on the proposed project energy demand profile and on its relationship to the state's energy efficiency regulations. The Sustainable Transportation Plan would not result in an increased demand for electricity, natural gas or transportation fuel. The proposed Sustainable Transportation Plan improvements will facilitate pedestrian and bicycle travel and have the potential to reduce automobile trips within Sand City and environs, thus potentially reducing use of transportation fuel.

b. The Sustainable Transportation Plan would not conflict with or obstruct a state or local plan for energy efficiency or alternative energy.

7. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause 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? (12)	☐	☐	☐	☒
(2) Strong seismic ground shaking? (4)	☐	☐	☐	☒
(3) Seismic-related ground failure, including liquefaction? (4)	☐	☐	☒	☐
(4) Landslides? (4, 5)	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil? (4)	☐	☐	☒	☐
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? (4)	☐	☐	☒	☐
d. Be located on expansive soil, creating substantial direct or indirect risks to life or property? (4)	☐	☐	☐	☒
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? (4)	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1, 4, 5)	☐	☐	☒	☐

Comments:

a. No Alquist Priolo earthquake fault zones pass through Sand City or the adjacent area. The proposed improvements are surface level, i.e., striping or pavement; or are very minor structures, such as sign posts; and are not subject to significant damage from ground shaking, nor could they result in significant injury in the event of ground shaking. While liquefaction could potentially damage improvements proposed in the Sustainable Transportation Plan, significant damage that would result in injury is not likely. The only improvements proposed on slopes are pedestrian improvements such as pathways and steps, and are not likely to precipitate landslides.

b. Sustainable Transportation Plan improvements will involve only shallow groundwork, and generally on level ground, so erosion is not likely to occur. Standard construction practices would be employed to prevent transport of silt from construction sites.

c. There are generally no known unstable soils where improvements are proposed. The possible exception is the potential disabled access to the beach, which could be subject to coastal erosion over time. This improvement would either be constructed to withstand wave action, or removable to avoid exposure to wave action.

d. Expansive soils would not affect the surface improvements that are proposed in the Sustainable Transportation Plan.

e. Septic systems are not a part of the proposed improvements.

f. Sustainable Transportation Plan improvements would involve only shallow groundwork, almost exclusively in previously disturbed or developed areas, so are unlikely to disturb paleontological resources. As reflected within the Sand City General Plan's Negative Declaration, there is no indication of paleontological resources associated with the project area. However, in the event that paleontological resources were discovered, any impacts would be mitigated by Mitigation Measure CR-1.

8. 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? (4)	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (4)	☐	☐	☐	☒

Comments:

a. The proposed Sustainable Transportation Plan improvements will facilitate pedestrian and bicycle travel and have the potential to reduce automobile trips within Sand City and environs, which could decrease greenhouse gas emissions. There could be minor quantities of greenhouse gas emissions during construction.

b. The proposed Sustainable Transportation Plan improvements will facilitate pedestrian and bicycle travel and have the potential to reduce automobile trips within Sand City and environs, which could decrease greenhouse gas emissions. Therefore, the Sustainable Transportation Plan would not conflict with plans, policies, or regulations to reduce greenhouse gas emissions.

9. 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? (4)	☐	☐	☐	☒
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? (4)	☐	☐	☐	☒
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (4, 5)	☐	☐	☐	☒
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? (13, 14, 15)	☐	☒	☐	☐
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 or excessive noise for people residing or working in the project area? (16)	☐	☐	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (4)	☐	☐	☐	☒
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (17)	☐	☐	☐	☒

Comments:

a. The Sustainable Transportation Plan does not involve the use or transport of hazardous materials.

b. The Sustainable Transportation Plan will not result in accidental release of hazardous materials.

c. Seaside High School is within one-quarter of a mile of some of the improvements proposed in the Sustainable Transportation Plan. The Sustainable Transportation Plan does not involve the use or emission of hazardous materials.

d. Some of the improvements proposed in the Sustainable Transportation Plan would be constructed within the railroad corridor, which was used for rail transport from about 1880 to about 1990. A Phase 1 hazardous materials assessment of the railroad corridor was prepared for the Transportation Agency for Monterey County in 2010. Contaminants potentially deposited from rail operations include, oils and heavy metals such as cadmium, chromium, copper, nickel and lead. Creosote from railroad ties may have leached arsenic, copper azole, and pentachlorophynol. Herbicides were sprayed along the tracks to control vegetative growth. It is also possible that hazardous waste materials from automotive businesses adjacent to the railroad corridor have been disposed of within the railroad corridor. It is assumed that pathway improvements proposed within the railroad corridor by the Sustainable Transportation Plan would require ground disturbance and grading to no greater than three feet in depth (consistent with the assumption in the Phase 1 report). Soils disturbance during construction within the railroad corridor could potentially expose workers to hazardous materials in near-surface soils. Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

Mitigation Measures

HAZ-1 A Soil and Groundwater Management Plan shall be prepared prior to ground disturbance, identifying the methods and procedures required to handle, store, transport and dispose of chemically impacted soil and groundwater. If groundwater is encountered during construction, groundwater sampling shall be conducted to determine contaminants and contamination levels. If contamination is found, a work plan shall be developed and implemented by the project geotechnical engineer consistent with the Management Plan to protect the health of construction workers.

HAZ-2 Once the construction plans showing the depth and extent of the excavation are completed for all project segments, a targeted soil and groundwater sampling shall be conducted in areas of known or suspected contamination prior to the start of disturbance in those areas. If contamination is found, a work plan shall be developed by the

project geotechnical engineer to protect the health of construction workers.

HAZ-3 A worker health and safety plan (HSP) that meets the provisions of California Code of Regulations (Title 22, Section 5192) shall be developed by the project contractor. HSP procedures will address the identification, excavation, handling, and disposal of hazardous wastes and materials that may be found in construction areas. The HSP shall include Best Management Practices (BMPs) that all contractors must employ during construction.

The Department of Toxic Substances Control envirostor and Department of Water Resources geotracker databases were searched for other hazardous material sites, and none were located near improvements proposed in the Sustainable Transportation Plan.

e. Sand City and adjacent areas are within the Airport Influence Area of the Monterey Regional Airport. The Airport Land Use Compatibility Plan does not impose land use restrictions within this area, and the improvements proposed in the Sustainable Transportation Plan would not interfere with airport operations or pose a danger to users of the improvements.

f. The improvements proposed in the Sustainable Transportation Plan would not interfere with travel along any streets that would be used for emergency response purposes.

g. Sand City and adjacent areas are not located in an area of high fire hazard risk.

10. 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 or otherwise substantially degrade surface or ground water quality? (4, 18)	☐	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (4, 18)	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(1) Result in substantial erosion or siltation on- or off-site; (4)	☐	☐	☒	☐
(2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (4)	☐	☐	☐	☒
(3) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or (4)	☐	☐	☐	☒
(4) Impede or redirect flood flows? (4)	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (4)	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (4)	☐	☐	☐	☒

Comments:

a. The improvements proposed in the Sustainable Transportation Plan would not violate any water quality standards. In some cases, the improvements may include concurrent water quality improvements, as has been the case for pedestrian improvements currently in design for Catalina Avenue and Contra Costa Street.

b. The improvements proposed in the Sustainable Transportation Plan would not use groundwater, and the additional impervious surfaces created would divert storm water only a short distance to pervious surfaces, where storm water would continue to percolate into the ground. In some cases, the improvements may include concurrent water table improvements, as has been the case for pedestrian and storm water management improvements currently in design for Catalina Avenue and Contra Costa Street.

c. Improvements proposed in the Sustainable Transportation Plan would, for the most part, have no effect on storm water drainage patterns, because they would involve striping on existing pavement or construction of sidewalks within existing streets or parking lots. A pathway within the railroad corridor would likely be paved and result in no more than 2.2 acres of impervious surfaces (7,800 feet long by maximum 12 feet wide). The pathway could marginally increase run-off, most of which would flow to either side of the pathway and percolate into the adjacent ground. Run-off from the pathway would not be of sufficient volume to cause significant erosion or flooding. Other new impervious areas could include new disabled access ramps/paths at Calabrese Park and the Edgewater Shopping Center; these would comprise about one tenth of an acre of impervious surface area, and have minimal effects on storm water run-off.

d. The only potential improvement within a tsunami zone would be a beach access for disabled persons. This improvement could not result in the release of pollutants were it to be inundated.

e. The improvements proposed in the Sustainable Transportation Plan would not obstruct implementation of these plans.

11. 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? (1, 2, 4)	☐	☐	☐	☒
b. Cause any significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (1, 2, 4)	☐	☐	☐	☒

Comments:

a. The Sustainable Transportation Plan is intended to connect the City and adjacent areas through the facilitation of pedestrian and bicycle circulation.

b. The Sustainable Transportation Plan would not conflict with any plans adopted for the protection of the environment.

12. 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? (1)	☐	☐	☐	☒
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? (1)	☐	☐	☐	☒

Comments:

a. Sand City was the site of sand mining operations, but those operations ceased in the early 1990s. The Sustainable Transportation Plan would not result in the loss of a valuable mineral resource.

b. No mineral resources are identified in local plans.

13. NOISE

Would the project result in:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies? (1, 4)	☐	☐	☒	☐
b.	Generation of excessive ground-borne vibration or ground borne noise levels? (4)	☐	☐	☐	☒
c.	For a project located within the vicinity of a private airstrip or an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, expose people residing or working in the project area to excessive noise levels? (16)	☐	☐	☐	☒

Comments:

a. Temporary noise would occur during construction of the improvements in the Sustainable Transportation Plan. Sensitive receptors nearest to proposed improvements are the residential units along Ortiz Avenue, which are near the trail proposed within the railroad corridor; and houses near Park Avenue and Ocean View Avenue, which are near proposed disabled pathway improvements at Calabrese Park. All improvements would be constructed during normal working hours to reduce impacts on sensitive receptors, and most improvements would be located at a significant distance from sensitive receptors.

b. No ground-borne noise or vibration would result from construction or operation of the improvements proposed in the Sustainable Transportation Plan.

c. Sand City and adjacent areas are outside of the CNEL 65 noise contour of the Monterey Regional Airport.

14. 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 unplanned 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)? (1, 4)	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (1, 4, 5)	☐	☐	☐	☒

Comments:

a. The Sustainable Transportation Plan proposes improvements to facilitate pedestrian and bicycle transportation within an existing city by eliminating impediments. The improvements would not expand the capacity of utilities that would allow for increased population.

b. No residential units would be displaced. All of the improvements proposed in the Sustainable Transportation Plan would be constructed within public property or private commercial property, where there is no existing housing.

15. 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, 4)	☐	☐	☐	☒
b. Police protection? (1, 4)	☐	☐	☐	☒
c. Schools? (1, 4)	☐	☐	☐	☒
d. Parks? (1, 2, 4)	☐	☐	☐	☒
e. Other public facilities? (1, 4)	☐	☐	☐	☒

Comments:

a. The Sustainable Transportation Plan would not create the need for new or expanded fire department facilities.

b. The Sustainable Transportation Plan would not create the need for new or expanded police department facilities.

c. The Sustainable Transportation Plan would not create the need for new or expanded school facilities.

d. The pathway for mobility-challenged access within Calabrese Park, and the mobility-challenged access path to the beach would expand access to park and recreation facilities within the City for a segment of the population. The pathway within the railroad corridor is proposed principally for transportation purposes, but would be used for recreation as well. These improvements would not require additional park facilities beyond those proposed in the Sustainable Transportation Plan.

e. The Sustainable Transportation Plan would not create the need for other types of new or expanded facilities.

16. 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? (4)	☐	☐	☐	☒
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? (4)	☐	☒	☐	☐

Comments:

a. Proposed improvements include access for the mobility-challenged at the beach and at Calabrese Park. Access to the general public is freely available at both of these locations, and the facilitation of access for the mobility-challenged would not result in substantial physical deterioration.

b. The goal of the Sustainable Transportation Plan is to improve and expand circulation opportunities for pedestrian, bicyclists, and mobility-challenged persons. Some of the improvements, including access paths for the mobility-challenged at Calabrese Park and the beach, and the pathway proposed within the railroad corridor, would also serve recreational purposes. These improvements have the potential for impacts on biological and cultural resources, and impacts related to disturbance of hazardous materials during construction. The potential environmental effects of those improvements are studied within this initial study, and the potential impacts can be mitigated by the mitigation measures presented herein.

17. TRANSPORTATION

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (1, 2, 4, 19, 20, 21)	☐	☐	☐	☒
b.	Conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)? (4)	☐	☐	☐	☒
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (4, 22)	☐	☐	☒	☐
d.	Result in inadequate emergency access? (4)	☐	☐	☐	☒

Comments:

a. The goal of the Sustainable Transportation Plan is to expand circulation opportunities for pedestrian, bicyclists, and mobility-challenged persons. The improvements proposed do not interfere with other transportation plans. Within the railroad corridor, there is adequate width to accommodate both the proposed trail improvements and transit uses planned by the Transportation Agency for Monterey County and by Monterey Salinas Transit. The improvements proposed at the California Avenue/Fremont Boulevard/Monterey Road intersections are compatible with the existing intersection configuration and with a proposed double roundabout interchange.

b. The Sustainable Transportation Plan would facilitate pedestrian and bicycle circulation, and could reduce motorized transportation. Therefore, vehicle miles traveled could be reduced, and would not increase in any case. The Sustainable Transportation Plan would not conflict with CEQA guidelines section 15064.3, subdivision (b).

c. The trail within the railroad corridor would include several street and driveway crossings. The conceptual designs in the Sustainable Transportation Plan were selected to minimize conflicts with vehicles at these locations. The crossings of Canyon del Rey Boulevard and Contra Costa Street would use the existing

crosswalks at Del Monte Boulevard, so that trail users would take advantage of signalized crossings. The preferred route at the corner of Canyon del Rey Boulevard and Del Monte Boulevard crosses the exit-only driveway at the Starbucks property to reduce crossing conflicts compared to crossing the driveway on Canyon del Rey Boulevard. Where the pathway would cross the transit and parking lot access lanes north of Contra Costa Street, the crossing location was selected to provide good sight lines. Many of the proposed improvements, such as walkways within the shopping center parking lots, and enhanced crosswalks, are designed to separate pedestrian and vehicle traffic, and improve safety. When designed and constructed, the bicycle improvements (including multi-use trails) would meet Caltrans Highway Design Manual specifications.

d. The improvements proposed in the Sustainable Transportation Plan would not interfere with travel along any street that would be used for emergency response purposes. The improvements, when located within a street (i.e., crosswalks or median refuges) would retain full vehicular lane access. The pathway within the railroad corridor could provide an alternative emergency vehicle access route.

18. TRIBAL 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 tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or (29)	☐	☐	☐	☒
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (21, 22, 23, 24, 25, 26, 27, 28, 29)	☐	☐	☒	☐

Comments:

a. A cultural resources records search was conducted through the Northwest Information Center. The results from the Northwest Information Center search revealed that there is a historic resource located within the project area. The resource is the Southern Pacific Railroad, and is not a Tribal resource.

The results from the Northwest Information Center revealed that there is a prehistoric resource within the northern portion of the project area. P-27-000385, a prehistoric site that was listed as an occupation site and was mentioned in a 1950's site record. The 1950's site record noted that the site was destroyed by a bulldozer in 1940 and that a gentleman named Jesse Neusbaum had, "correspondence with Lovejoy of Mnt. Pen. Herald about site" (Pilling, 1950). The exact location of the site is unknown. In 2019 a survey was conducted along a portion of the southern boundary

of the former Fort Ord Military reservation. During that 2019 investigation, archaeologists did not locate the site nor did they find any cultural resources.

19. UTILITIES AND SERVICES SYSTEMS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (4, 13)	☐	☐	☒	☐
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (4)	☐	☐	☐	☒
c.	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? (4)	☐	☐	☐	☒
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (4)	☐	☐	☒	☐
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (4)	☐	☐	☐	☒

Comments:

a. Some utility lines may exist within the railroad corridor, including water lines, natural gas lines, or underground electrical lines. However, if these exist, it is not uncommon for trail improvements to be constructed over or near them, and the lines would not require re-location. The Sustainable Transportation Plan does not propose re-location of the existing railroad tracks.

b. The Sustainable Transportation Plan would not utilize water.

c. The Sustainable Transportation Plan does not generate wastewater.

d. The Sustainable Transportation Plan could result in a small amount of construction waste.

e. The temporary construction waste would not exceed standards or negatively affect attainment of solid waste reduction goals.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan? (4)	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire? (4, 17)	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (4, 17)	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (4, 17)	☐	☐	☐	☒

Comments:

a. The improvements proposed in the Sustainable Transportation Plan would not interfere with travel along any streets that would be used for emergency response purposes. The improvements, when located within a street (i.e., crosswalks or median refuges) would retain full vehicular lane access. The pathway within the railroad corridor could provide an alternative emergency vehicle access route.

b. The Sustainable Transportation Plan would not exacerbate wildfire risk or expose users to wildfire smoke.

c. The Sustainable Transportation Plan would not include associated infrastructure that would exacerbate wildfire risk or result in additional environmental impacts.

d. Sustainable Transportation Plan would not exacerbate post-wildfire risk of flooding or landslides.

21. 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 substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (21, 22, 23, 24, 25, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38)	☐	☒	☐	☐
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) (2)	☐	☐	☒	☐
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (11, 12, 13)	☐	☒	☐	☐

Comments:

a. Construction of improvements proposed in the Sustainable Transportation Plan could potentially disturb, injure, or kill plant and/or animal species that are protected at either the State or federal level. Protected plant species include beach layia (*Layia carnosa*), Choris' popcorn-flower (*Plagiobothrys chorisianus* var. *chorisianus*), coastal dunes milkvetch (*Astragalus tener* var. *titi*), Congdon's tarplant (*Centromadia parryi* spp. *congdonii*), Eastwood's goldenbush (*Ericameria fasciculata*), Hickman's cinquefoil (*Potentilla hickmanii*), Hickman's onion (*Allium hickmanii*), Hooker's manzanita (*Arctostaphylos hookeri* ssp. *hookeri*), Hutchinson's larkspur (*Delphinium hutchinsoniae*), Menzies's wallflower (*Erysimum menziesii* ssp. *menziesii*), Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*), Monterey spineflower (*Chorizanthe pungens* var.

pungens), northern curly-leaved monardella (*Monardella sinuata* ssp. *nigrescens*), pink Johnny-nip (*Castilleja ambigua* var. *insalutata*), Point Reyes horkelia (*Horkelia marinensis*), sand-loving wallflower (*Erysimum ammophilum*), sandmat manzanita (*Arctostaphylos pumila*), seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), and Tidestrom's lupine (*Lupinus tidestromii*). Protected animal species include: American badger (*Taxidea taxus*), burrowing owl (*Athene cunicularia*), western snowy plover, Northern California legless lizard (*Anniella pulchra*), monarch butterfly (*Danaus plexippus*), Smith's blue butterfly (*Euphilotes enoptes smithi*), hoary bat (*Lasiurus cinereus*), and Townsend's big-eared bat (*Corynorhinus townsendii*). Implementation of mitigation measures presented in Section 4, Biological Resources, would reduce potential impacts to a less-than-significant level.

The Sustainable Transportation Plan would not eliminate important examples of California history or pre-history. In the event that buried resources were discovered, mitigation measures in Section 5, Cultural Resources, would reduce the impact to a less-than-significant level.

b. The Sustainable Transportation Plan would not result in cumulatively considerable environmental effects.

c. Disturbance of potentially hazardous materials within the railroad corridor could result in adverse effects on the health of construction workers. Mitigation measures provided in Section 9, Hazards and Hazardous Materials would reduce this potential impact to a less-than-significant level.

E. SOURCES

1. City of Sand City. Sand City General Plan 2002-2017 and Negative Declaration. February 2002.

2. City of Sand City Local Coastal Plan. December 1982.

3. Sand City Municipal Code

4. City of Sand City. Sustainable Transportation Plan, Second Draft. October 2021.

5. Google Maps. Aerial photography of Sand City and vicinity. 2021.

6. California Department of Transportation. State Scenic Highway Program. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 4, 2021.

7. California Department of Conservation. California Important Farmland Finder (mapping tool). https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 4, 2021.

8. Monterey County Agricultural Commissioner's Office. Williamson Act Contracts (map). https://montereyco.maps.arcgis.com/apps/webappviewer/index.html.

9. Monterey Bay Air Resources Board. CEQA Air Quality Guidelines. 2008.

10. Monterey Bay Air Resources Board. 2012-2015 Air Quality Management Plan. 2017.

11. Monterey Bay Air Resources Board. Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Area. December 2005.

12. California Department of Conservation. Earthquake Zones of Required Investigation (map, Seaside quadrangle). https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 4, 2021.

13. Kleinfelder. Preliminary Corridor Environmental Assessment Transportation Agency of Monterey County (TAMC) Monterey Branch Line Monterey County, California. November 17, 2010.

14. California Department of Toxic Substances Control. Envirostor (database search tool). https://dtsc.ca.gov/your-envirostor/. Accessed October 1, 2021.

15. California Department of Water Resources. Geotracker (database search tool). https://geotracker.waterboards.ca.gov/. Accessed October 1, 2021.

16. Monterey County Airport Land Use Commission. Monterey Regional Airport - Airport Land Use Compatibility Plan. February 25, 2019. https://www.co.monterey.ca.us/government/departments-a-h/housing-community-development/planning-services/resources/airport-land-use-plans

17. California Department of Fire and Forestry. Very High Fire Hazard Severity Zones in LRA as Recommended by Cal Fire (map). https://osfm.fire.ca.gov/media/6728/fhszl_map27.pdf.

18. Urban Rain Design. Catalina Street Green Infrastructure Improvement Plans. July 2018.

19. Transportation Agency for Monterey County. Monterey Branch Line Light Rail (brochure). https://www.tamcmonterey.org/files/c3ca3ad43/mblbrochure2014.pdf. 2014.

20. Monterey Salinas Transit. Bus-on-Shoulder/Branch Line Feasibility Study. https://mst.org/wp-content/media/Final-Bus-on-Shoulder-Branch-Line-Feasibility-Report-062718.pdf. July 2018.

21. Monterey Salinas Transit. MST SURF! Busway and Bus Rapid Transit Project Environmental Initial Study. https://mst.org/about-mst/planning-development/surf/draft-ceqa-environmental-documents/. March 2021.

22. California Department of Transportation. Highway Design Manual. https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm. 2021.

23. Brewer, S., and Miller, S. Department of Parks and Recreation Continuation Sheet for P-27-000385. 2019.

24. Jones, K. and Arellano, F. State of California: Department of Parks and Recreation Primary Record P-27-002923. 2008.

25. Jones, K. State of California: Department of Parks and Recreation Linear Feature Record P-27-002923. 2008.

26. Pilling, A.R. Site Report for a Prehistoric Occupation Site. P-27-00385. 1950.

27. Ross, D. Archaeological Investigations for the Seaside County Sanitation District Sewer Pipeline Replacement Project. 2019.

28. Ruby, A. and Meyers, J. Archaeological Survey Report for the Monterey Peninsula Light Rail Transit Project. 2010.

29. Zamudio-Gurrola, S. and Pfeiffer, M. State of California: Department of Parks and Recreation Continuation Sheet Primary Number P-27-002923. 2019.

30. California Burrowing Owl Consortium (CBOC). 1993. *Burrowing Owl Survey Protocol and Mitigation Guidelines*.

31. California Department of Fish and Wildlife (CDFW). 2009. *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities*. Sacramento, California. http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf

32. California Department of Fish and Wildlife (CDFW). 2012. *Staff Report on Burrowing Owl Mitigation*. Sacramento, CA. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline=true

33. California Department of Fish and Wildlife (CDFW). 2021. *California Natural Diversity Database (CNDDB)* online database. Records of occurrence for Seaside, Marina, Salinas, Spreckels, and Monterey USGS quadrangles. Sacramento, California. Accessed October 2021. https://wildlife.ca.gov/data/cnddb

34. California Native Plant Society (CNPS), Rare Plant Program. 2021. *Inventory of Rare and Endangered Plants of California* online database. Records of occurrence for Seaside, Marina, Salinas, Spreckels, and Monterey USGS quadrangles. Sacramento, California. Accessed October 2021. http://www.rareplants.cnps.org

35. California Native Plant Society (CNPS). 2001. *CNPS Botanical Survey Guidelines*. Sacramento, California. https://www.cnps.org/plant-science/field-protocols-guidelines

36. U.S. Fish and Wildlife Service. 2021a. *Endangered Species Program* online database. Species list for Monterey County. Washington, D.C. Accessed October 2021. http://www.fws.gov/endangered/

37. U.S. Fish and Wildlife Service. 2021b. *National Wetlands Inventory* online database. Washington, D.C. Accessed October 2021. http://www.fws.gov/wetlands/

38. U.S. Fish and Wildlife Service. 2021c. *Critical Habitat for Threatened and Endangered Species* online mapper. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77

39. Reconnaissance-level biological field survey conducted by EMC Planning Group biologist Patrick Furtado, M.S., on October 7, 2021.

All documents in bold are available for review at the **Lead Agency Name, Lead Agency Address, Lead Agency Phone Number** 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.

This side intentionally left blank.

APPENDIX A

SPECIAL-STATUS WILDLIFE AND PLANT SPECIES

Special-Status Plant Species with Potential to Occur in the Project Vicinity

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Alkali milk-vetch *(Astragalus tener* var. *tener)*	--/--/1B.2	Alkaline sites in playas, valley and foothill grassland (on adobe clay), and vernal pools; elevation 1-60m. Blooming Period: March - June	Unlikely. Suitable habitat not found at project site.
Beach layia *(Layia carnosa)*	FE/SE/1B.1	Coastal dunes, hugely reduced in range along California's north coast dunes, on sparsely vegetated semi-stabilized dunes, usually behind foredunes; elevation 0-75m. Blooming Period: March - July	Low Potential. Suitable habitat present where route is adjacent to dunes.
Carmel Valley bush-mallow *(Malacothamnus palmeri* var. *involucratus)*	--/--/1B.2	Chaparral, cismontane woodland, coastal scrub; elevation 30-1100m. Blooming Period: May - October	Unlikely. Suitable habitat not found at project site.
Carmel Valley malacothrix *(Malacothrix saxatilis* var. *arachnoidea)*	--/--/1B.2	Chaparral (rocky); elevation 25-335m. Blooming Period: March - December	Unlikely. Suitable habitat not found at project site.
Choris' popcorn-flower *(Plagiobothrys chorisianus* var. *chorisianus)*	--/--/1B.2	Chaparral, coastal scrub, coastal prairie, mesic sites; elevation 15-100m. Blooming Period: March - June	Low Potential. Suitable habitat present in coastal scrub areas.
Coastal dunes milkvetch *(Astragalus tener* var. *titi)*	FE/SE/1B.1	Coastal bluff scrub, coastal dunes. Known only from a few extant occurrences, mostly historical in Southern California. Moist sandy depressions of bluffs or dunes along and near the Pacific Ocean, one site on a clay terrace; elevation 1-50m. Blooming Period: March - May	Low Potential. Suitable habitat present in coastal scrub areas.
Congdon's tarplant *(Centromadia parryi* spp. *congdonii)*	--/--/1B.1	Valley and foothill grassland (alkaline); elevation 1-230m. Known to occur on various substrates, and in disturbed and ruderal (weedy) areas. Blooming Period: June - November	Low Potential. Suitable habitat present in ruderal areas.
Contra Costa goldfields *(Lasthenia conjugens)*	FE/--/1B.1	Wet areas in cismontane woodland, playas (alkaline), valley and foothill grassland, and vernal pools; elevation 0-470m. Blooming Period: March - June	Unlikely. Suitable habitat not found at project site.
Eastwood's goldenbush *(Ericameria fasciculata)*	--/--/1B.1	Closed cone coniferous forest, chaparral (maritime), coastal dunes, and coastal scrub/sand; elevation 30 - 275 meters. Blooming Period: July - October	Low Potential. Suitable habitat present in coastal scrub areas.
Fort Ord spineflower *(Chorizanthe minutiflora)*	--/--/1B.2	Coastal scrub, maritime chaparral, sandy openings; elevation 60-145m. Blooming Period: April - July	Unlikely. Suitable habitat not found at project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Fragrant fritillary *(Fritillaria liliacea)*	--/--/1B.2	Coastal scrub, valley and foothill grassland, and coastal prairie. Often on serpentine; various soils reported though usually clay in grassland; elevation 3-410m. Blooming Period: February - April	Unlikely. Suitable habitat not found at project site.
Gowen cypress *(Cupressus goveniana ssp. goveniana)*	FT/--/1B.2	Closed cone coniferous forest. Narrowly endemic to Monterey County. Coastal terraces, usually in sandy soils, sometimes with Monterey pine, Bishop pine; elevation 100-125m. Evergreen	Unlikely. Suitable habitat not found at project site.
Hickman's cinquefoil *(Potentilla hickmanii)*	FE/SE/1B.1	Coastal bluff scrub, closed-cone coniferous forest, meadows and seeps, marshes and swamps, small streams in open or forested areas along the coast; elevation 5-125m. Blooming Period: April - August	Low Potential. Suitable habitat present in coastal scrub areas.
Hickman's onion *(Allium hickmanii)*	--/--/1B.2	Closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grassland, coastal prairie, sandy loam, damp ground and vernal swales; elevation 20-200m. Blooming Period: April - May	Low Potential. Suitable habitat present in coastal scrub areas.
Hooker's manzanita *(Arctostaphylos hookeri* ssp. *hookeri)*	--/--/1B.2	Sandy soils in coastal scrub, chaparral, and closed-cone forest habitats; evergreen; elevation 45-215m. Blooming Period: February - April	Low Potential. Suitable habitat present in coastal scrub areas.
Hospital Canyon larkspur *(Delphinium californicum* ssp. *interius)*	--/--/1B.2	Cismontane woodland and chaparral, in wet, boggy meadows, openings in chaparral, and in canyons; elevation 225-1060m. Blooming Period: April - June	Unlikely. Suitable habitat not found at project site.
Hutchinson's larkspur *(Delphinium hutchinsoniae)*	--/--/1B.2	Broadleaved upland forest, chaparral, coastal prairie, coastal scrub; elevation 0-400m. Blooming Period: March - June	Low Potential. Suitable habitat present in coastal scrub areas.
Jolon clarkia *(Clarkia jolonensis)*	--/--/1B.2	Cismontane woodland, chaparral, coastal scrub; elevation 20-660m. Blooming Period: April - June	Unlikely. Suitable habitat not found at project site.
Kellogg's horkelia *(Horkelia cuneata* ssp. *sericea)*	--/--/1B.1	Closed-cone coniferous forest, maritime chaparral, coastal scrub, sandy or gravelly openings; elevation 10-200m. Blooming Period: April - September	Unlikely. Suitable habitat not found at project site.
Legenere *(Legenere limosa)*	--/--/1B.1	In beds of vernal pools; elevation 1-880m. Blooming Period: April - June	Unlikely. Suitable habitat not found at project site.
Maple-leaved checkerbloom *(Sidalcea malachroides)*	--/--/4.2	Broadleaved upland forest, coastal prairie, coastal scrub, North Coast coniferous forest, often in disturbed areas; elevation 2-700m. Blooming Period: April - August	Unlikely. Suitable habitat not found at project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Marsh microseris *(Microseris paludosa)*	--/--/1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland; elevation 5-300m. Blooming Period: April - June	Unlikely. Suitable habitat not found at project site.
Menzies's wallflower *(Erysimum menziesii* ssp. *menziesii)*	FE/SE/1B.1	Coastal dunes. Known only from Mendocino and Monterey Counties, localized on dunes and coastal strand; elevation 0-35m. Blooming Period: March - June	Low Potential. Suitable habitat present in coastal dune areas.
Monterey clover *(Trifolium trichocalyx)*	FE/SE/1B.1	Closed-cone coniferous forest, endemic to Monterey County. Poorly drained, low nutrient soil underlain with hardpan soils, also openings and burned areas; elevation 120-205. Blooming Period: April - June	Unlikely. Suitable habitat not found at project site.
Monterey cypress *(Cupressus macrocarpa)*	--/--/1B.2	Closed-cone coniferous forest. Narrowly endemic to Monterey County, granitic soils; elevation 10-30m. Evergreen	Unlikely. Suitable habitat not found at project site.
Monterey gilia *(Gilia tenuiflora* ssp. *arenaria)*	FE/ST/1B.2	Maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy openings; elevation 0-45m. Blooming Period: April - June	Low Potential. Suitable habitat present in coastal scrub areas.
Monterey pine *(Pinus radiata)*	--/--/1B.1	Closed-cone coniferous forest, cismontane woodland; elevation 25-185m. Evergreen	
Monterey spineflower *(Chorizanthe pungens* var. *pungens)*	FT/--/1B.2	Sandy openings in maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland; elevation 3-450m. Blooming Period: April - June	Moderate Potential. Suitable habitat present in coastal scrub areas.
Northern curly-leaved monardella *(Monardella sinuata ssp. nigrescens)*	--/--/1B.2	Sandy sites in chaparral, coastal dunes, coastal scrub, and lower montane coniferous forest (ponderosa pine sandhills); elevation 0-300m. Blooming Period: April - September	Low Potential. Suitable habitat present in coastal scrub areas.
Oregon meconella *(Meconella oregana)*	--/--/1B.1	Coastal prairie, coastal scrub. Open, moist places; elevation 250-500m. Blooming Period: March - April	Unlikely. Suitable habitat not found at project site.
Pacific Grove clover *(Trifolium polyodon)*	--/SR/1B.1	Closed-cone coniferous forest, coastal prairie, meadows and seeps, valley and foothill grassland, mesic; elevation 5-120m. Blooming Period: April - June	Unlikely. Suitable habitat not found at project site.
Pajaro manzanita *(Arctostaphylos pajaroensis)*	--/--/1B.1	Sandy soils in chaparral habitat; evergreen; elevation 30-760m. Blooming Period: December - March	Unlikely. Suitable habitat not found at project site.
Pine rose *(Rosa pinetorum)*	--/--/1B.2	Closed-cone coniferous forest; elevation 2-300m. Blooming Period: May - July	Unlikely. Suitable habitat not found at project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Pink Johnny-nip *(Castilleja ambigua* var. *insalutata)*	--/--/1B.1	Coastal bluff scrub, coastal prairie. Wet or moist coastal strand or scrub habitats; 3-135m elevation. Blooming Period: May - August	Low Potential. Suitable habitat present in coastal scrub areas.
Pinnacles buckwheat *(Eriogonum nortonii)*	--/--/1B.3	Sandy sites in chaparral and valley and foothill grassland, often on recent burns; elevation 300-975m. Blooming Period: May - June	Unlikely. Suitable habitat not found at project site.
Point Reyes horkelia *(Horkelia marinensis)*	--/--/1B.2	Sandy sites in coastal dunes, coastal prairie, and coastal scrub; elevation 5-755m. Blooming Period: May - September	Low Potential. Suitable habitat present in coastal scrub areas.
Saline clover *(Trifolium hydrophilum)*	--/--/1B.2	Marshes and swamps, valley and foothill grassland, and vernal pools. Prefers wet, alkaline sites; elevation 0-300m. Blooming Period: April - June	Unlikely. Suitable habitat not found at project site.
San Francisco collinsia *(Collinsia multicolor)*	--/--/1B.2	Serpentine sites in closed cone coniferous forest and coastal scrub. Prefers decomposed shale (mudstone) mixed with humus; elevation 30-250m. Blooming Period: March - May	Unlikely. Suitable habitat not found at project site.
Sand-loving wallflower *(Erysimum ammophilum)*	--/--/1B.2	Maritime chaparral, coastal dunes, coastal scrub, sandy openings; elevation 0 – 60m. Blooming Period: February - June	Low Potential. Suitable habitat present in coastal scrub areas.
Sandmat manzanita *(Arctostaphylos pumila)*	--/--/1B.2	Closed cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy openings; elevation 30-730m. Blooming Period: February - May	Low Potential. Suitable habitat present in coastal scrub areas.
Santa Cruz clover *(Trifolium buckwestiorum)*	--/--/1B.1	Broadleaved upland forest, cismontane woodland, and coastal prairie; prefers moist grassland and gravelly margins; elevation 105-610m. Blooming Period: April - October	Unlikely. Suitable habitat not found at project site.
Santa Cruz microseris *(Stebbinsoseris decipiens)*	--/--/1B	Broadleaved upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland, open areas, sometimes serpentine; elevation 10-500m. Blooming Period: April - May	Unlikely. Suitable habitat not found at project site.
Seaside bird's-beak *(Cordylanthus rigidus* ssp. *littoralis)*	--/SE/1B.1	Closed-cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy often disturbed sites; elevation 0-215m. Blooming Period: May - October	Low Potential. Suitable habitat present in coastal scrub areas.
Tidestrom's lupine *(Lupinus tidestromii)*	FE/SE/1B.1	Partially stabilized dunes, immediately near the ocean; elevation 0-3m. Blooming Period: April - June	Low Potential. Suitable habitat present in coastal dune areas.
Toro manzanita *(Arctostaphylos montereyensis)*	--/--/1B.2	Maritime chaparral, cismontane woodland, coastal scrub, sandy; elevation 30-730m. Blooming Period: February – March	Unlikely. Suitable habitat not found at project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Umbrella larkspur *(Delphinium umbraculorum)*	--/--/1B.2	Cismontane woodland, mesic sites; elevation 400-1600m. Blooming Period: April - June	Unlikely. Suitable habitat not found at project site.
Vernal pool bent grass *(Agrostis lacuna-vernalis)*	--/--/1B.1	Vernal pools (mima mounds); elevation 115-145m.	Unlikely. Suitable habitat not found at project site.
Woodland woollythreads *(Monolopia gracilens)*	--/--/1B.2	Serpentine, open sites in broadleaved upland forest, chaparral, cismontane woodland, North Coast coniferous forest, and valley and foothill grassland; elevation 100-1200m. Blooming Period: March - July	Unlikely. Suitable habitat not found at project site.
Yadon's rein orchid *(Piperia yadonii)*	FE/--/1B.1	Sandy sites in coastal bluff scrub, closed cone coniferous forest, maritime chaparral; elevation 10-510m. Blooming Period: May - August	Unlikely. Suitable habitat not found at project site.

SOURCE: CDFW 2020, CNPS 2020

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SR: Listed as Rare under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

SD: Delisted under the California Endangered Species Act.

CNPS Rare Plant Ranks and Threat Code Extensions

1B: Plants that are considered Rare, Threatened, or Endangered in California and elsewhere.

2B: Plants that are considered Rare, Threatened, or Endangered in California, but more common elsewhere.

.1: Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat).

.2: Fairly endangered in California (20-80% occurrences threatened).

.3: Not very endangered in California (<20% of occurrences threatened or no current threats known).

Special-Status Wildlife Species with Potential to Occur in the Project Vicinity

Species	Status (Federal/State)	Suitable Habitat Description	Potential to Occur on Project Site
American badger *(Taxidea taxus)*	--/SSC	Most abundant in drier, open stages of most shrub, forest, and herbaceous habitats. Need sufficient food and open, uncultivated ground with friable soils to dig burrows. Prey on burrowing rodents.	Low Potential. Potential habitat within open areas along project route.
Bank swallow *(Riparia riparia)*	--/ST	Highly colonial species that nests in alluvial soils along rivers, streams, lakes, and ocean coasts. Nesting colonies only occur in vertical banks or bluffs of friable soils at least one meter tall, suitable for burrowing with some predator deterrence values. Breeding colony present in Salinas River.	Unlikely. Suitable habitat not present.
Black swift *(Cypseloides niger)*	--/SSC	Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea bluffs above surf; forages widely.	Unlikely. Suitable habitat not present.
Burrowing owl *(Athene cunicularia)*	--/SSC	Open, dry, annual or perennial grasslands, desert, or scrubland, with available small mammal burrows.	Low Potential. Potential habitat within open or ruderal areas along project route.
California black rail *(Laterallus jamaicensis coturniculus)*	--/ST	Inhabits freshwater marshes, wet meadows, and shallow margins of saltwater marshes bordering larger bays. Needs water depth of about 1 inch that does not fluctuate during the year and dense vegetation for nesting.	Unlikely. Suitable habitat not present.
California brown pelican *(Pelecanus occidentalis californicus)*	FE/SE	(Nesting Colony) Colonial nester on coastal islands just outside the surf line, nests on coastal islands of small to moderate size which afford immunity from attach by ground-dwelling predators.	Unlikely. Suitable habitat not present.
California horned lark *(Eremophila alpestris actia)*	--/SSC	Coastal regions, chiefly from Sonoma County to San Diego County, also within the main part of the San Joaquin Valley and east to the foothills. Prefers short-grass prairie, mountain meadows, open coastal plains, fallow grain fields, alkali flats.	Unlikely. Suitable habitat not present.
California linderiella *(Linderiella occidentalis)*	FSC/--	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools typically has very low alkalinity, conductivity, and total dissolved solids.	Unlikely. Suitable habitat not present.

Species	Status (Federal/State)	Suitable Habitat Description	Potential to Occur on Project Site
California red-legged frog *(Rana draytonii)*	FT/SSC	Rivers, creeks, and stock ponds with pools and overhanging vegetation. Requires dense, shrubby or emergent riparian vegetation, and prefers short riffles and pools with slow-moving, well-oxygenated water. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter.	Unlikely. Suitable habitat not present.
California tiger salamander *(Ambystoma californiense)*	FT/ST	Grasslands and oak woodlands near seasonal pools and stock ponds in central and coastal California. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. Requires seasonal water sources that persist into late March for breeding habitat.	Unlikely. Suitable habitat not present.
Coast horned lizard *(Phrynosoma blainvillii)*	--/SSC	Arid grassland and scrubland habitats; prefers lowlands along sandy washes with scattered low bushes. Requires open areas for sunning, bushes for cover, patches of loose soil for burrowing, and abundant supply of ants and other insects for feeding.	Low Potential. Potential habitat within coastal scrub areas along project route.
Coast Range newt *(Taricha torosa)*	--/SSC	Coastal drainages; lives in terrestrial habitats and can migrate over 1 km to breed in ponds, reservoirs, and slow-moving streams.	Unlikely. Suitable habitat not present.
Ferruginous hawk *(Buteo regalis)*	--/SSC	(Wintering) Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon-juniper habitats. Mostly consumes flat lagomorphs, ground squirrels, and mice.	Unlikely. Suitable habitat not present.
Foothill yellow-legged frog *(Rana boylii)*	--/SE	Partly shaded, shallow streams and riffles with rocky substrate in a variety of habitats. Requires at least some cobble-sized substrate for egg-laying and 15 weeks of available water to attain metamorphosis.	Unlikely. Suitable habitat not present.
Globose dune beetle *(Coelus globosus)*	--/--	Inhabitant of coastal sand dune habitat, erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks. It burrows beneath the sand surface and is most common beneath dune vegetation.	Unlikely. Suitable foredune habitat not present.
Hoary bat *(Lasiurus cinereus)*	--/SSC	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.	Low Potential. Potential trees along project route.
Monarch butterfly *(Danaus plexippus)*	--/--	Winter roost sites. Wind protected tree groves (Eucalyptus, Monterey pine, cypress) with nectar and water sources nearby.	Low Potential. Potential overwintering habitat along project route. Nearest overwintering site less than one mile from project site.

Species	Status (Federal/State)	Suitable Habitat Description	Potential to Occur on Project Site
Monterey dusky-footed woodrat *(Neotoma fuscipes luciana)*	--/SSC	Forest habitats of moderate canopy and moderate to dense understory. Also in chaparral habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.	Unlikely. Suitable habitat not present.
Monterey hitch (*Lavinia exilicauda harengus*)	--/SSC	Widely distributed in the Pajaro and Salinas river systems. Most abundant in lowland areas with large pools or in small reservoirs.	Unlikely. Suitable habitat not present.
Monterey shrew *(Sorex ornatus salarius)*	--/SSC	Riparian, wetland, and upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. Feeds on insects and other invertebrates found under logs, rocks, and litter.	Unlikely. Suitable habitat not present.
Northern California legless lizard *(Anniella pulchra)*	--/SSC	Sandy or loose loamy soils under sparse vegetation, moist soils. Anniella pulchra is traditionally split into two subspecies: *A. pulchra pulchra* (silvery legless lizard) and *A. pulchra nigra* (black legless lizard), but these subspecies are typically no longer recognized.	Low Potential. Potential habitat within coastal scrub areas along project route.
Smith's blue butterfly *(Euphilotes enoptes smithi)*	FE/--	Coastal dunes and coastal sage scrub plant communities. Host plants include *Eriogonum latifolium* and *E. parvifolium* for larval and adult stages.	Low Potential. Potential habitat within coastal scrub areas along project route.
Steelhead *(Oncorhynchus mykiss irideus)*	FT/--	Coastal stream with clean spawning gravel. Requires cool water and pools. Needs migratory access between natal stream and ocean.	Unlikely. Suitable habitat not present.
Tidewater goby *(Eucyclogobius newberryi)*	FE/SSC	Brackish water habitats, found in shallow lagoons and lower stream reaches, still but not stagnant water with high oxygen levels.	Unlikely. Suitable habitat not present.
Townsend's big-eared bat *(Corynorhinus townsendii)*	--/SSC	Inhabits a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	Low Potential. Potential habitat within structures along project route.
Tricolored blackbird *(Agelaius tricolor)*	--/SSC	Areas adjacent to open water with protected nesting substrate, which typically consists of dense, emergent freshwater marsh vegetation.	Unlikely. Suitable habitat not present.
Two-striped garter snake *(Thamnophis hammondii)*	--/SSC	Coastal California from sea level to about 7,000 feet in elevation. Highly aquatic, found in or near permanent fresh water, often along streams with rocky beds and riparian growth.	Unlikely. Suitable habitat not present.
Western pond turtle *(Emys marmorata)*	--/SSC	Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs basking sites (such as rocks or partially submerged logs) and suitable upland habitat for egg-laying (sandy banks or grassy open fields).	Unlikely. Suitable habitat not present.

Species	Status (Federal/State)	Suitable Habitat Description	Potential to Occur on Project Site
Western snowy plover *(Charadrius alexandrinus nivosus)*	FT/SSC	Sandy beaches, salt pond levees, shores of large alkali lakes; sandy, gravelly, or friable soils for nesting.	Low Potential. Known habitat located along Sand City Beach.
Western spadefoot *(Spea hammondii)*	--/SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands, breeds in winter and spring (January - May) in quiet streams and temporary pools.	Unlikely. Suitable habitat not present.
Yellow rail *(Corturnicops noveboracensis)*	--/SSC	Summer resident in eastern Sierra Nevadas, prefers freshwater marshlands.	Unlikely. Suitable habitat not present.

SOURCE: CDFW 2021

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

WL: Watch List. Taxa that were previously designated as "Species of Special Concern" but no longer merit that status, or which do not yet meet SSC criteria, but for which there is concern and a need for additional information to clarify status.