CITY OF CARMEL-BY-THE-SEA

RIO PARK/LARSON FIELD PATHWAY PROJECT

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CITY OF CARMEL-BY-THE-SEA

P.O. BOX G
E/S MONTE VERDE BETWEEN OCEAN AND 7TH
CARMEL, CA 93921

Prepared by:

Michael Baker INTERNATIONAL

60 GARDEN COURT, SUITE 230
MONTEREY, CA 93940

SEPTEMBER 2015

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I. MITIGATED NEGATIVE DECLARATION

Mitigated Negative Declaration

Lead Agency Name and Address

City of Carmel-by-the-Sea
P.O. Drawer G
E/s Monte Verde between Ocean and 7th
Carmel, CA 93921

Contact Person and Phone Number

Brian Roseth
Monterey Bay Planning Services
(530) 273-7154

broseth@ci.carmel.ca.us

Project Sponsor

City of Carmel-by-the-Sea
P.O. Drawer G
E/s Monte Verde between Ocean and 7th
Carmel, CA 93921

Project Location

The project site is located south of Rio Road between Ladera Drive and Mission Fields Road, in both the City of Carmel-by-the Sea and unincorporated Monterey County, California. See **Figure 1**.

Name of Project

Rio Park/Larson Field Pathway Project

Project Description

The proposed pathway is a shared-use path suitable for pedestrian and bicycle travel linking Rio Road to Lasuen Drive. The path intersects Rio Road near the northeast corner of Larson Field; it intersects Lasuen Drive at the Mission Ranch tennis court driveway (see **Figures 2a** and **2b**). The total length of the path is approximately 1,420 feet. Approximately 50 percent of the path alignment would be on what is currently bare dirt or disturbed land characterized by ruderal vegetation. Another 40 percent is turf and used as an active park with ball fields. The remaining portion of the proposed path crosses an area with willows, grasses, and other vegetation. Representative photographs of the project vicinity are shown in **Figure 2c**.

Physical changes to the environment include:

- Removal of some vegetation (non-native ground covers, turf, vines, willows, and a fallen cypress near Rio Road)
- Construction of a small (less than 2 feet high) retaining wall along a portion of the path in Larson Field

- Relocation of the baseball batting cage approximately 160 feet northwest, near the basketball courts
- Minor grading to install base rock and to create smooth transitions
- Construction of the path surface and shoulders
- Painting of crosswalks, with appropriate street signage, near the two path ingress/egress points
- Installation of safety markings and signage on Lasuen Drive and Rio Road to identify and control use of the path
- Installation of a 6-foot-high chain-link fence to separate path users from the Junipero Serra School playground
- Installation of a vehicle barrier separating path users from traffic exiting the Mission Ranch tennis court parking area
- Relocation of a fire hydrant at the Lasuen Drive terminus

The path design is presumed to meet Class I bikeway standards established by the State of California (see **Figure 2d**) over most of its length. This includes an 8-foot-wide surface, paved with asphalt, and bordered on each side by a 2-foot strip of turf, earth, or decomposed granite at the same grade as the paving. All 12 feet of this width must be clear of vegetation to a height of 10 feet above the ground for safe travel.

The City has not yet established the ultimate width and surface treatment for the path. The City's proposed design may deviate from Class I standards in locations where existing, mature cypress or oak trees would have overhanging branches that do not meet the requirement for 10 feet of vertical clearance. The City also has reserved the possibility of constructing a path that is less intensive in design than a Class I bikeway. Such a path could be narrower and might be paved with compacted, decomposed granite (or a similar material) instead of asphalt.

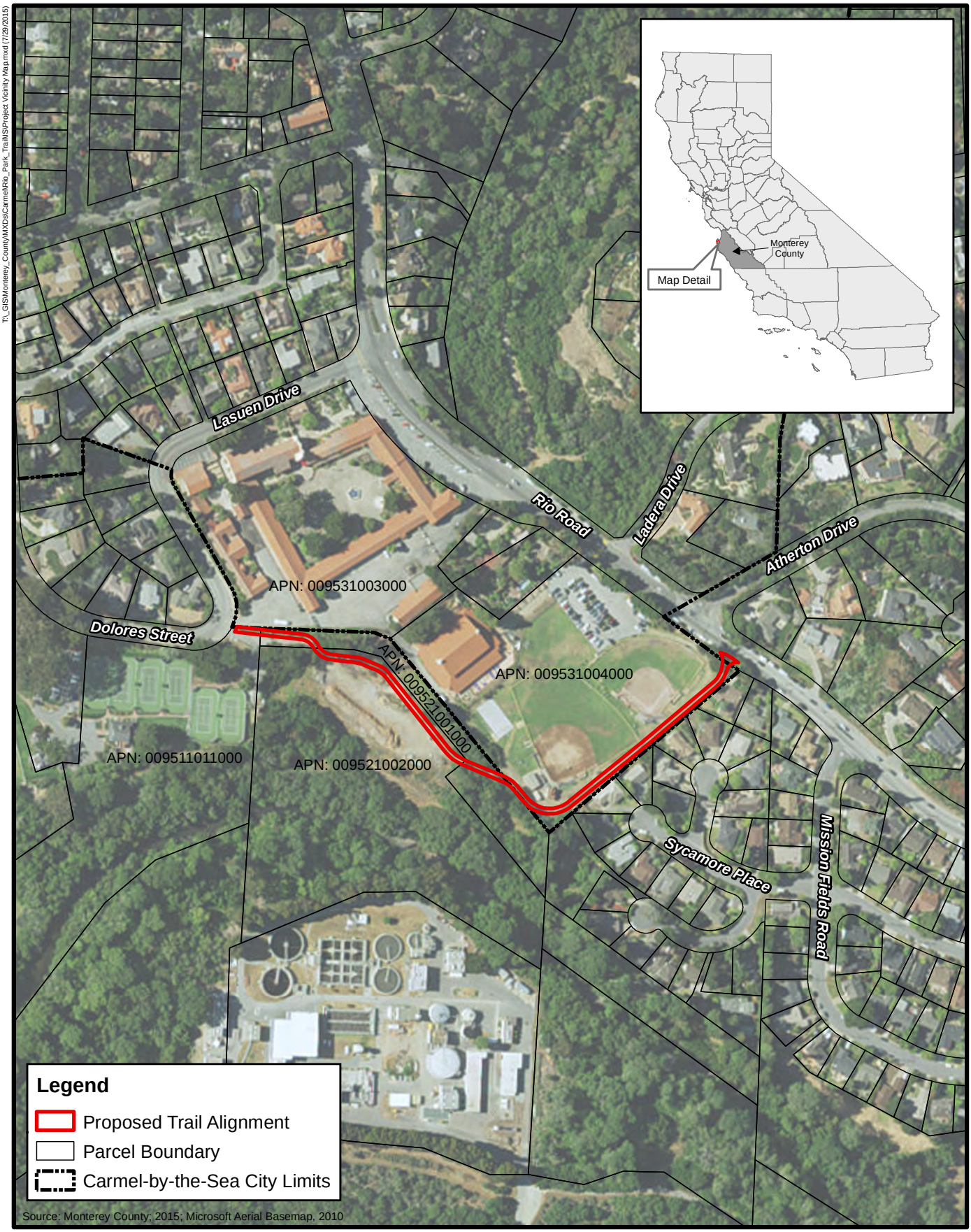
Review Period

September 11, 2015, through 4:00 p.m. on October 12, 2015

Comments

The City welcomes public comment on the project and on the analysis contained in this environmental Initial Study. Any individual, group, or agency wishing to make comments or ask questions related to the proposed project or the environmental analysis may submit them in writing to the City of Carmel-by-the-Sea at the address listed above. The City will consider all comments received by 4:00 p.m. on October 12, 2015. The City also will receive oral comments at a public hearing conducted by the Planning Commission on September 23, 2015.

T:_GIS\Monterey_County\MXDs\Carmel\Rio_Park_Trail\S\Project Vicinity Map.mxd (7/29/2015)



N

0 150 300
Feet

Figure 1
Regional Vicinity

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INTERNATIONAL

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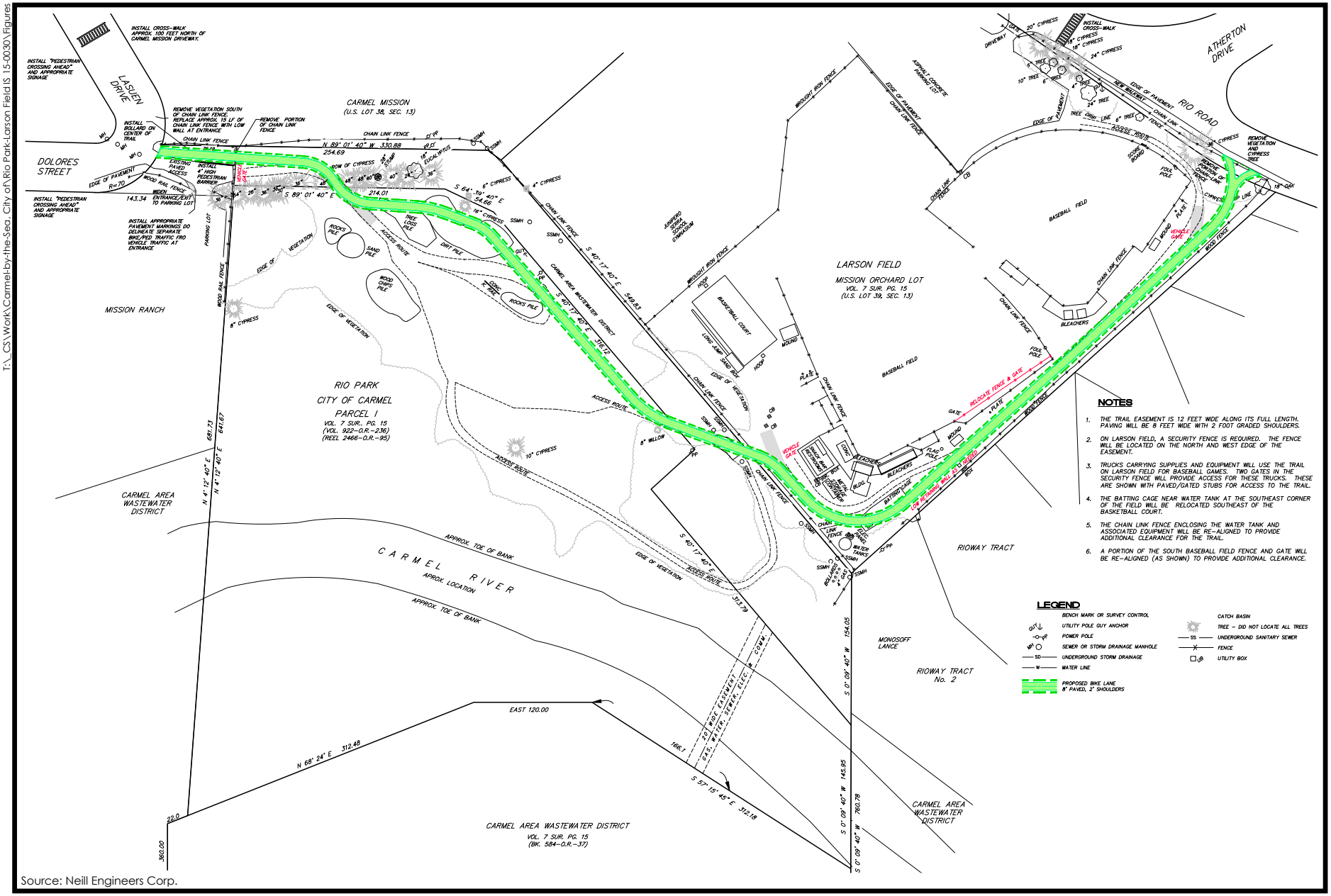

Source: Neill Engineers Corp.

80 0 80 160
FEET

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Figure 2a

Proposed Pathway Alignment

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T:_CS\Work\Carmel-by-the-Sea, City of\Rio Park-Larson Field\S 15-0030\Figures

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Source: City of Carmel-by-the-Sea

Not to scale

Figure 2b

Proposed Pathway Alignment

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T:_CS\Work\Carmel, City of\Rio Park - Larson Field\Figures

Western entrance to project site at Dolores Street and Lasuen Drive

Looking southeast at the line of Monterey cypress trees in the western portion of project area

Looking northwest from south corner of the baseball field

Looking northeast from south corner of field along the fence line east of the baseball field

Figure 2c

Photographs of the Project Vicinity

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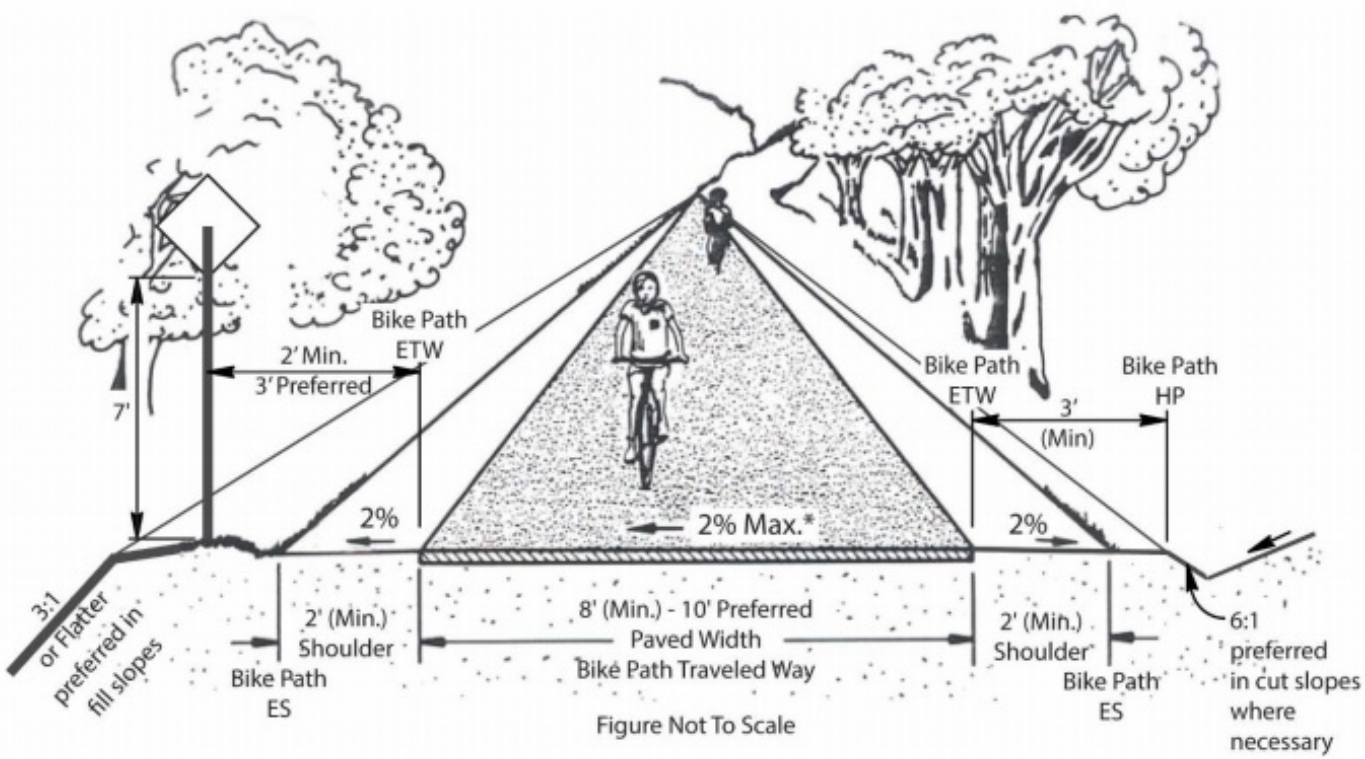
T:_CS\Work\Carmel, City of\Rio Park - Larson Field\Figures

Two-Way Class I Bikeway (Bike Path)



Source: Caltrans 2015

Not To Scale

Figure 2d

Class I Bikeway Standards

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INTERNATIONAL

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Findings and Reasons

The Initial Study identified eight potentially significant effects on the environment. However, with mitigation identified in this Initial Study, the proposed project will not have the potential to significantly degrade the environment, will have no significant impact on long-term environmental goals, will have no significant cumulative effect upon the environment, and will not cause substantial adverse effects on human beings, either directly or indirectly.

The following reasons will support these findings:

1. Mitigation measures have been identified to reduce potential effects to a less than significant level.

2. The proposed project is consistent with the adopted goals and policies of the City of Carmel General Plan/Coastal Land Use Plan (LUP) and the City of Carmel Municipal Code, as well as the Monterey County Local Coastal Program.

3. City staff independently reviewed the Initial Study, and this Mitigated Negative Declaration reflects the independent judgment of the City of Carmel-by-the-Sea.

Proposed Mitigation Measures

Impact: The proposed project could result in adverse effects on candidate, sensitive, or special-status species.

BIO-1

Worker Environmental Awareness Training. The City shall retain a qualified biologist to conduct mandatory contractor/worker awareness training for construction personnel. The awareness training shall be provided to all construction personnel to brief them on the identified location of sensitive biological resources, including how to identify species (visual and auditory) most likely to be present and the need to avoid impacts to biological resources (e.g., plants, wildlife, and jurisdictional waters), and to brief them on the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor shall ensure that they receive the mandatory training before starting work.

Timing/Implementation: Prior to the start of ground disturbance

Monitoring/Enforcement: City of Carmel-by-the-Sea Public Works Department

BIO-2

Best Management Practices. The following best management practices shall be implemented during all phases of construction to reduce impacts to special-status species and sensitive habitats:

a) The disturbance or removal of vegetation shall not exceed the minimum necessary to complete operations and shall occur only within the defined work areas.

b) A construction best management practices (BMP) plan shall be submitted with construction drawings. Prior to initiation of construction activities, construction BMPs shall be employed on-site to prevent degradation of on- and off-site waters of

the United States. Methods shall include the use of appropriate measures to intercept and capture sediment prior to entering nearby waterways, such as the Carmel River and associated drainages, as well as erosion control measures along the perimeter of all work areas to prevent the displacement of fill material. All BMPs shall be in place prior to initiation of any construction activities and shall remain until construction activities are completed. All erosion control methods shall be maintained until all on-site soils are stabilized.

c) In order to avoid attracting predators, all trash shall be disposed of in closed containers and removed from the project area at least once a week.

d) Following construction, disturbed areas shall be restored to pre-construction contours to the maximum extent possible and reseeded with a native species mix.

Timing/Implementation: Prior to, during, and after construction

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

BIO-3

Riparian Vegetation Clearing Monitor and Protective Silt-Fencing Installation. The City shall retain a qualified biologist to monitor vegetation clearing activities in the riparian area to protect any special-status species encountered, including Monterey ornate shrew, western pond turtle, and California red-legged frog. In addition, the biological monitor shall supervise the installation of silt fencing between the project impact area and the riparian corridor associated with the Carmel River in order to keep special-status species from entering the work area. The silt fencing shall be kept in place until construction in the vicinity of the riparian area is complete.

Timing/Implementation: During riparian vegetation clearing activities and throughout construction

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

Impact: The proposed project could result in adverse effects on nesting birds.

BIO-4

Nesting Bird Preconstruction Surveys. If clearing and/or construction activities will occur during the raptor or migratory bird nesting season (February 15–August 15), preconstruction surveys for nesting birds, including northern harrier, peregrine falcon, and yellow warbler, shall be conducted by a qualified biologist within 14 days prior to initiation of construction activities. The qualified biologist shall survey the construction zone and a 500-foot buffer surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

If active nest(s) are identified during the preconstruction survey, a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests shall be

established by a qualified biologist. No ground disturbance shall occur within the no-activity setback until the nest is deemed inactive by the qualified biologist.

Timing/Implementation: Prior to vegetation clearing or ground disturbance

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

Impact: The proposed project could result in adverse effects on special-status mammals.

BIO-5

Special-Status Mammals Preconstruction Survey. The City shall retain a qualified biologist to conduct focused preconstruction surveys in riparian areas within 3 days prior to clearing and/construction for woodrat and shrew nests within the project footprint and a 100-foot buffer. If no woodrat or shrew nests are found, no further action is necessary. If woodrat and/or shrew nests are found, they shall be flagged for avoidance during project-related activities. Nests that cannot be avoided shall be manually deconstructed prior to clearing activities to allow animals to escape harm. If a litter of young is found or suspected, nest material shall be replaced, and the nest left alone for at least 2 weeks before re-checking to verify that young are capable of independent survival before proceeding with nest dismantling.

Timing/Implementation: Prior to vegetation clearing or ground disturbance

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

Impact: The proposed project could result in adverse effects on riparian communities.

BIO-6

Additions to Path Design. The City shall incorporate the following features in the final project design:

a) A barrier to provide visual separation between the path and sensitive habitat, such as an open, split rail fence, shall be constructed between the proposed path and the riparian corridor south of the project to discourage trail users from entering environmentally sensitive habitat areas. The approximate location of the barrier is shown on Figure 3.

b) Trash cans shall be placed at regular intervals along the path in order to reduce the amount of trash and refuse that may result from increased human traffic.

c) Informative signs identifying native flora and fauna shall be placed along the path educating the public about sensitive biological resources in the area.

Timing/Implementation: Incorporated in project design

Enforcement/Monitoring: City of Carmel-by-the-Sea Department of Community Planning and Building

BIO-7

No Net Loss of Riparian Habitat. For every acre of riparian habitat permanently affected by the proposed project, the City shall replace the affected acreage at a minimum of a 2:1 ratio. Impacts shall be offset through restoration within and/or adjacent to the project area.

Timing/Implementation: Following construction activities

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

Impact: The proposed project could result in adverse effects on jurisdictional waters.

BIO-8

No Net Loss of Waters. For every acre of drainage ditch affected by the proposed project, the City shall replace the affected acreage at a minimum of a 1:1 ratio. Impacts shall be offset through the restoration and/or relocation of drainages within the project area.

Timing/Implementation: Following construction activities

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

Impact: The proposed project could result in adverse effects on unknown archeological remains during project construction.

CULT-1

During construction for all ground-disturbing activities, a qualified archaeologist shall be present for any activity involving excavation and soil disturbance over the entire length of the project alignment and any equipment staging areas. If at any time potentially significant archaeological resources are encountered or suspected, the monitor shall be authorized to halt excavation until the archaeologist provides an evaluation of the find. If the find is determined to be significant, work shall remain halted until a mitigation plan is developed, approved by the City, and implemented. Work may proceed on other parts of the project site while mitigation for the resource is carried out.

Timing/Implementation: During construction

Enforcement/Monitoring: City of Carmel-by-the-Sea Department of Community Planning and Building

Impact: The proposed project could result in adverse effects on paleontological resources during project construction.

CULT-2

In the event paleontological resources are encountered or suspected during construction, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Carmel-by-the-Sea Department of Community

Planning and Building. A qualified paleontologist shall provide an evaluation of the find and prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

Timing/Implementation: During construction

Enforcement/Monitoring: City of Carmel-by-the-Sea Department of Community Planning and Building

Impact: The proposed project could result in potential safety hazards for cyclists and pedestrians.

TRAN-1

Pedestrian and Cyclist Safety Design Measures. The City shall incorporate the following recommended design modifications contained in the Rio Park-Larson Field Trail Traffic Analysis prepared by Hatch Mott MacDonald, dated September 9, 2015, and provided as **Appendix C**.

Rio Road Terminus

1. Construct the proposed all-weather path on the south side of Rio Road to accommodate two-way bicycle traffic between the trail entry and the crosswalk at Atherton Drive.

Lasuen Drive Access

1. Locate the crosswalk across Lasuen Drive to provide adequate stopping sight distance for motorists approaching the crosswalk in each direction on Lasuen Drive-Dolores Street. The crosswalk installation shall include advance crosswalk warning signs on each approach as well as combined Bicycle/Pedestrian (W11-15) sign at the crossing location.
2. Install a two-way bicycle lane on the east side of Lasuen Drive between the new crosswalk and the new trail to delineate the area for two-way cycling on the east side of Lasuen Drive.
3. Install shared roadway markings on the Lasuen Drive-Dolores Street bike route in consultation with Monterey County RMA-Public Works. Markings shall be limited to locations along Lasuen Drive, and for approximately one block along Dolores Street.

Timing/Implementation: Prior to approval of improvement plans

Monitoring/Enforcement: City of Carmel-by-the-Sea Public Works Department

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II. INITIAL STUDY

City of Carmel
Initial Study/Environmental Checklist

Background & Project Description

Project Title

Rio Park/Larson Field Pathway Project

Project Location

The project site is located south of Rio Road between Ladera Drive and Mission Fields Road, in both the City of Carmel-by-the Sea and unincorporated Monterey County, California. See **Figure 1**.

General Plan Designation

County of Monterey

Residential-Medium Density

City of Carmel

Open Space/Recreation/Cultural

Zoning

County of Monterey

MDR/2-D(CZ), Medium Density Residential, maximum gross density of 2 units per acre, Design Control combining district, Coastal Zone Overlay; and MDR/4-D-SpTr(CZ), Medium Density Residential, maximum gross density of 4 units per acre, Design Control combining district, Special Treatment Overlay, Coastal Zone Overlay

City of Carmel

P-2 (Improved Parklands) is the underlying zoning district. The Larson Athletic Field Specific Plan establishes all primary zoning regulations and permit procedures. Larson Field is also subject to the Archaeological Significance Overlay District and the Park Overlay District.

Project Description

The proposed path is a shared-use path suitable for pedestrian and bicycle travel linking Rio Road to Lasuen Drive. The path intersects Rio Road near the northeast corner of Larson Field, where it will "feather" in two directions. The path intersects Lasuen Drive at the Mission Ranch tennis court driveway. The total length of the path is approximately 1,420 feet. Approximately 50 percent of the path alignment would be on what is currently bare dirt or disturbed land characterized by ruderal vegetation. Another 40 percent is turf and used as an active park with ball fields. The remaining portion of the proposed path follows an existing unimproved maintenance road bordered by willows, grasses, and other riparian vegetation.

Physical changes to the environment include:

- Removal of some vegetation (non-native ground covers, turf, vines, willows, and a fallen cypress near Rio Road)
- Construction of a small (less than 2 feet high) retaining wall along a portion of the path in Larson Field
- Relocation of the baseball batting cage approximately 160 feet northwest, near the basketball courts
- Minor grading to install base rock and to create smooth transitions
- Construction of the path surface and shoulders
- Painting of crosswalks, with appropriate street signage, near the two path ingress/egress points
- Installation of safety markings and signage on Lasuen Drive and Rio Road to identify and control use of the path
- Installation of a 6-foot-high chain-link fence to separate path users from the Junipero Serra School playground
- Installation of a vehicle barrier separating path users from traffic exiting the Mission Ranch tennis court parking area
- Relocation of a fire hydrant at the Lasuen Drive terminus

The path design is presumed to meet Class I bikeway standards, established by the State of California, over most of its length. This includes an 8-foot-wide surface, paved with asphalt, and bordered on each side by a 2-foot strip of turf, earth, or decomposed granite at the same grade as the paving. All 12 feet of this width must be clear of vegetation to a height of 10 feet above the ground for safe travel.

The City has not yet established the ultimate width and surface treatment for the path. The City has indicated that these decisions will be made by the Planning Commission and City Council based on environmental and design considerations. For example, the City's proposed design may deviate from Class I standards in locations where existing, attractive, mature cypress or oak trees would have overhanging branches that do not meet the requirement for 10 feet of vertical clearance. The City also has reserved the possibility of constructing a path that is less intensive in design than a Class I bikeway. Such a path could be narrower and might be paved with compacted, decomposed granite (or a similar material) instead of asphalt.

Planning and Entitlements

City of Carmel

- Conditional Use Permit and Coastal Development Permit
- Tree Removal Permit

Other Public Agencies

- County of Monterey – Coastal Development Permit and encroachment permit for the trail connection to Ladera Drive
- California Coastal Commission – Consultation for projects in California Coastal Commission's appeal jurisdiction
- Carmel Area Wastewater District

III. Environmental Checklist

Environmental Factors Potentially Affected by the Project

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 and Housing
☐	Agriculture and Forestry Resources	☐	Hazards and Hazardous Materials	☐	Public Services
☐	Air Quality	☐	Hydrology and Water Quality	☐	Recreation
☒	Biological Resources	☐	Land Use and Planning	☒	Transportation/Traffic
☒	Cultural Resources	☐	Mineral Resources	☐	Utilities and Service Systems
☐	Geology and Soils	☐	Noise	☐	Mandatory Findings of Significance

Evaluation of Environmental Impacts

Each of the responses in the following environmental checklist take account of the whole action involved, including project-level, cumulative, on-site, off-site, indirect, construction, and operational impacts. A brief explanation is provided for all answers and supported by the information sources cited.

1. 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).

2. A "Less Than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

3. A "Less Than Significant Impact With Mitigation Incorporated" applies when the proposed project would not result in a substantial and adverse change in the environment after mitigation measures are applied.

4. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				X

Discussion

(a–c)
The immediate project vicinity is currently developed with the Mission Ranch resort tennis courts, single-family housing, Junipero Serra School, Larson Field, and the Carmel Mission, with the Carmel River located to the south. The City's Rio Park property, which contains a portion of the proposed alignment, is undeveloped and has recently been used as a materials storage yard. This property also provides informal truck access to several manholes used to maintain Carmel Area Wastewater District pipelines. The proposed project requires a 12-foot-wide easement to accommodate an 8-foot-wide paved path with 2-foot shoulders. The project would also include a 6-foot-high chain-link fence to separate path users from the Junipero Serra School ball fields.

The proposed path alignment is not viewable from any common viewing area or scenic vista. Furthermore, the project does not propose any development which could obscure views of surrounding properties. Therefore, the project would result in no impacts related to a scenic vista.

The proposed alignment is located in the vicinity of the historic Carmel Mission and Highway 1, which has been officially designated as a state scenic highway. However, the proposed alignment is not located adjacent to Highway 1 and would have no effect on the historic Carmel Mission or any other scenic resources within its corridor.

The project would require minor grading within the proposed alignment to ensure a level surface for installation of the path, but substantial recontouring would not occur. The project would also require vegetation removal to provide 10 feet of vertical clearance consistent with Class I bicycle path standards. However, the proposed design may deviate from this standard in order to preserve any mature cypress and/or oak trees overhanging the path alignment. Therefore, while the proposed path and fence would alter the visual character of the alignment, the alterations would be at ground level and minor. Further, the project would be located in a

suburban setting consisting primarily of residential, school, and other recreational uses with which a recreational path would be considered compatible both in terms of use and visual character. Therefore, the proposed project would not substantially degrade the visual character or quality of the path alignment or surrounding properties. The impact would be less than significant.

(d)
The project vicinity contains existing lighting associated with residential and recreational uses. The proposed pathway project does not currently propose new sources of lighting. Therefore, there would be no new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, there would be no impact.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use?				X

Discussion

(a–c)

The proposed project is located in an established community. There are no agricultural lands in the project area or within the city limits of Carmel (Carmel-by-the-Sea 2003). As such, no development would occur on land designated for agricultural use and the proposed project would not have a significant impact on agricultural resources. Therefore, there would be no impact.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Discussion

(a–c)
The project site is located in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). In March 1997, the air basin was redesignated from a “moderate nonattainment” area for the federal ozone standards to a “maintenance/attainment” area. The NCCAB is currently in attainment for the federal PM_{10} (particulate less than 10 microns in diameter) standards and for state and federal nitrogen dioxide, sulfur dioxide, and carbon monoxide standards. The NCCAB is classified as a nonattainment area for the state ozone and PM_{10} standards.

<u>Short-Term Construction Emissions</u>

Construction activities are generally short term in duration but may still cause adverse air quality impacts. Typical construction emissions result from a variety of activities such as grading, paving, and vehicle and equipment exhaust. These emissions can lead to adverse health effects and cause nuisance concerns, such as reduced visibility and the generation of dust. Emissions produced during grading and construction activities are short term because they would occur only during the construction phase of the proposed project. Construction emissions would include the on- and off-site generation of mobile source exhaust emissions as well as emissions of fugitive dust associated with earth-moving equipment.

Because the proposed project footprint is less than 1 acre and involves only minor construction activity and ground disturbance, it is not anticipated to result in a short-term increase in fugitive dust that could exceed MBUAPCD significance thresholds (e.g., result in grading of more than 2.2 acres per day) in accordance with air district CEQA guidelines. As a result, fugitive dust emissions from construction activities are not anticipated to contribute to regional nonattainment air quality conditions and would be considered a less than significant impact.

Construction equipment could result in the generation of diesel-PM emissions during construction. Exhaust emissions are typically highest during the initial site preparation, particularly when a project requires extensive site preparation (e.g., grading, excavation) involving large numbers of construction equipment. However, given the size and extent of the project, large numbers of construction equipment would not be required. Because short-term construction activities would be very limited and are considered minor, they would not contribute to regional nonattainment air quality conditions. The impact is therefore considered less than significant.

Long-Term Operational Emissions

Operational emissions are considered long term because they continue indefinitely. However, the proposed project includes a pedestrian and bicycle path that would not generate vehicle trips or any other emission-producing activities. Therefore, there would be no long-term operational emissions. Additional motor vehicle trips required for pathway maintenance would be incidental. Impacts would be less than significant.

(d)
The MBUAPCD defines sensitive receptors as facilities that house or attract children, the elderly, people with illness, or others who are especially sensitive to air pollutants. The sensitive receptors closest to the project site consist of single-family residences and Junipero Serra School. However, as noted above, construction and operation of the proposed project would not result in substantial pollutant concentrations. Impacts on sensitive receptors would be considered less than significant.

(e)
The proposed project is a multi-use pathway that would not generate odors during operation. Odors could be generated by construction equipment during project construction. However, due to the linear nature of the project, construction activities in any given location would be short-term and a substantial number of people would not be affected by odors. Impacts would be less than significant.

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

Existing Setting

The project biologist conducted an evaluation of the project area to characterize the biological baseline on and adjacent to the proposed project alignment. The evaluation involved a reconnaissance-level survey as well as a query of available data and literature from local, state, federal, and nongovernmental agencies.

Database queries were performed on the following websites:

- US Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation (IPaC) System (2015a)
- USFWS's Critical Habitat Portal (2015b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2015)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2015)

A search of the USFWS's IPaC System and Critical Habitat Portal was performed to identify federally protected species and their habitats that may be affected by the proposed project. In addition, a query of the CNDDB was conducted for the Monterey, California, US Geological Survey (USGS) 7.5-minute quadrangle (quad) and all adjacent quads (Soberanes Point, Mt. Carmel, Seaside, Marina) to identify known processed and unprocessed occurrences for special-status species. Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur in the aforementioned quads. Raw data from the database queries can be found in **Appendix A**.

The project biologist conducted a reconnaissance-level survey of the project study area (PSA) on April 9, 2015. The objective of the visit was to characterize the existing biological resources conditions on the site and evaluate potential presence of special-status species, wetlands, or other sensitive resources. The PSA is defined as the project footprint plus a 20-foot buffer. The PSA has relatively flat topography with a slight southeast slope. Elevation ranges from ±30 feet above mean sea level (amsl) along Dolores Street in the west to ±15 feet amsl in the southeast corner of the PSA near the Carmel River. The PSA is bounded by urban land uses on its western, northern, and eastern sides. Surrounding urban lands are mostly residential, with the exception of the Carmel Mission and Larson Field, immediately south of the PSA. The Carmel River and associated riparian zone lie south of the PSA and are contiguous with large open space areas of wetland, grassland, and riparian communities. This entire area is known as Rio Park.

The PSA consists of developed land associated with Larson Field, as well as disturbed areas in the western and middle portions of the site. The western stretch of the PSA includes an existing dirt road and a large cleared area currently used as a City materials storage yard. The middle stretch of the PSA consists of an existing dirt road running through the edge of the riparian corridor associated with the Carmel River. **Figure 3** depicts the vegetation types within the PSA.

The western portion of the PSA is characterized by primarily non-native vegetation: passionflower (*Passiflora* sp.), French broom (*Genista monspessulana*), ice plant (*Carpobrotus* sp.), fennel (*Foeniculum vulgare*), calla lily (*Zantedeschia aethopica*), sourgrass (*Oxalis pescaprae*), plantain (*Plantago* sp.), panic veldt grass (*Ehrharta erecta*), bromes (*Bromus* spp.), wild oat (*Avena* sp.), mustard (*Brassica* sp.), wild radish (*Raphanus sativa*), and mallow (*Malva* sp.). Scattered native shrubs also are present, including toyon (*Heteromeles arbutifolia*) and coyote brush (*Baccharis pilularis*). A row of Monterey cypress (*Hesperocyparis macrocarpa*) lines the existing road and two large eucalyptus (*Eucalyptus* sp.) occur between the PSA and the Carmel Mission.

The riparian area in the center of the PSA is characterized by an arroyo willow (*Salix lasiolepis*) and Pacific willow (*Salix lasiandra* var. *lasiandra*) canopy with a dense understory of California blackberry (*Rubus ursinus*), hedgenettle (*Stachys* sp.), poison oak (*Toxicodendron diversilobum*),

poison hemlock (*Conium maculatum*), and Canary ivy (*Hedera* canariensis). Larson Field is composed of turf grass with two Monterey cypress and a coast live oak tree (*Quercus agrifolia*) along Rio Road.

Special-Status Species

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their range. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW and the USFWS and nongovernmental organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species or to a population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)
2. Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)
3. Designated as Species of Special Concern by the CDFW
4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)
5. Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380) including CNPS List Rank 1B and 2

The query of the USFWS, CNPS, and CNDDB databases revealed several special-status species with the potential to occur in the project vicinity. Table 1 in **Appendix A** summarizes each species identified in the database results, includes a description of the habitat requirements for each species, and includes conclusions regarding the potential for each species to be impacted by the proposed project. **Figure 4** depicts the locations of special-status species recorded within a 1-mile radius of the PSA.

Locally occurring wildlife's presence in the western and northeastern portions of the PSA is expected to be negligible due to their disturbed/developed nature and high rates of human traffic; however, the middle portion of the PSA supports dense riparian habitat that is contiguous not only with the Carmel River but also with large open space areas of wetland, grassland, and riparian communities. This riparian area has the potential to support several special-status species.

Discussion

(a)
Based on the results of database queries and historic records, as well as known regional occurrences, habitats in the PSA have the potential to support several special-status species, including California red-legged frog (*Rana draytonii*), western pond turtle (*Emys marmorata*), northern harrier (*Circus cyaneus*), peregrine falcon (*Falco peregrinus*), yellow warbler (*Setophaga petechia*), Monterey dusky-footed woodrat (*Neotoma macrotis luciana*), and Monterey ornate shrew (*Sorex ornatus salarius*). In addition, the row of Monterey cypress trees in the western portion of the PSA provides suitable overwintering for the monarch butterfly

(*Danaus plexippus*), a locally important species. The cypress trees would not be removed as a result of project-related activities; therefore, monarch butterfly habitat would not be impacted.

With the exception of the monarch butterfly, all of the aforementioned species have the potential to occur in the willow riparian community in the PSA. The portion of the project that runs through the riparian area would mostly follow an existing dirt road. Thus, the level of direct disturbance would be relatively low and consist of approximately 2 feet of vegetation clearing on either side of the existing access road. The proposed path would introduce more human traffic into the area, which could increase the amount of noise, trash, and other human-induced disturbances; however, the proposed path would be built less than 50 feet from an existing school and baseball field, where such disturbances are already occurring. Based on the presence of existing recreational facilities adjacent to the PSA, the amount of noise and human disturbance should not significantly increase from current conditions. In order to deter people from entering environmentally sensitive habitats adjacent to the PSA, mitigation measure **BIO-6** requires that certain features would be added to the design of the path, including wildlife-friendly fencing and informative signs educating the public about sensitive biological resources in the area.

The PSA provides suitable upland habitat for California red-legged frog and western pond turtle. Both species are associated with slow-moving water bodies like the Carmel River; however, they are also known to utilize upland habitat adjacent to water bodies for dispersal, nesting, and aestivation. There are numerous previously recorded occurrences of red-legged frog in the Carmel River, several of which are within a mile of the PSA (see **Figure 4**). In addition, there is one recorded occurrence of western pond turtle within a mile of the PSA. The PSA is approximately 140 feet north of the bank of the Carmel River. Due to this distance and the extremely dense vegetation between the river and the PSA, it is unlikely that these species occur in the PSA. Although the potential for occurrence is low, direct mortalities to these species as a result of project-related activities would be considered a potentially significant impact. Implementation of mitigation measures **BIO-1** through **BIO-3** would reduce impacts to a less than significant level by educating personnel about special-status species, installing protective fencing around work areas, and retaining a biological monitor to supervise vegetation clearing in riparian areas where these special-status species may occur.

According to a previous study of Rio Park (Jones & Stokes 1995), northern harrier, peregrine falcon, and yellow warbler have all been observed in the riparian corridor in the Rio Park area. Habitats on and adjacent to the PSA may provide suitable nesting habitat for these species and other birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. The clearing of trees/vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the PSA. Potential nest abandonment and mortality to individuals would be considered a potentially significant impact to protected species. Implementation of mitigation measures **BIO-1, BIO-2,** and **BIO-4** would reduce impacts to a less than significant level by educating personnel about special-status species, installing protective fencing around work areas, and conducting preconstruction surveys for nesting birds.

The PSA provides suitable habitat for special-status mammals such as Monterey dusky-footed woodrat and Monterey ornate shrew. Direct mortalities to these species as a result of project-related activities would be considered a potentially significant impact. Implementation of mitigation measures **BIO-1**, **BIO-2**, **BIO-3,** and **BIO-5** would reduce impacts to a less than

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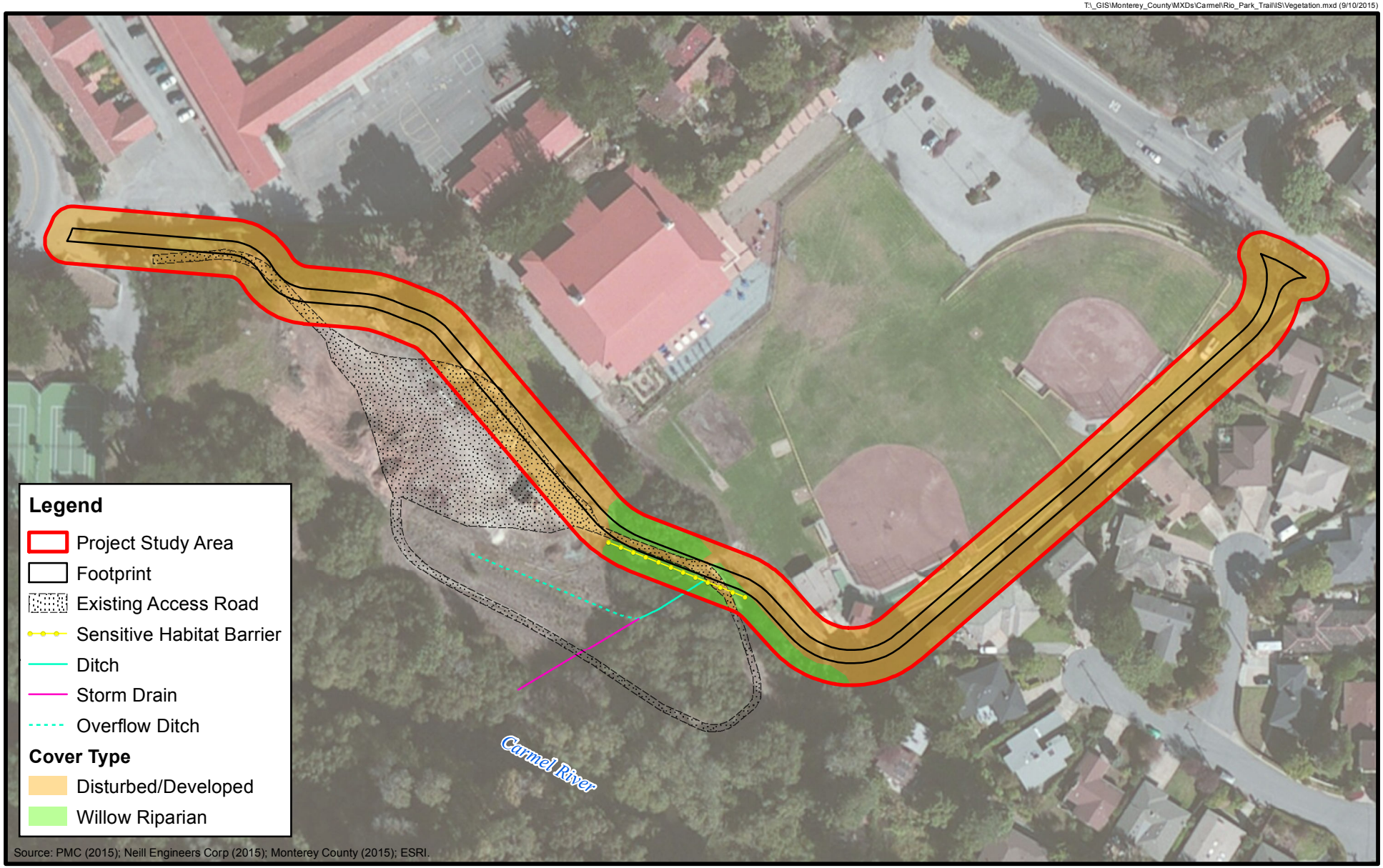

Source: PMC (2015); Neill Engineers Corp (2015); Monterey County (2015); ESRI.

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Figure 3
Vegetation

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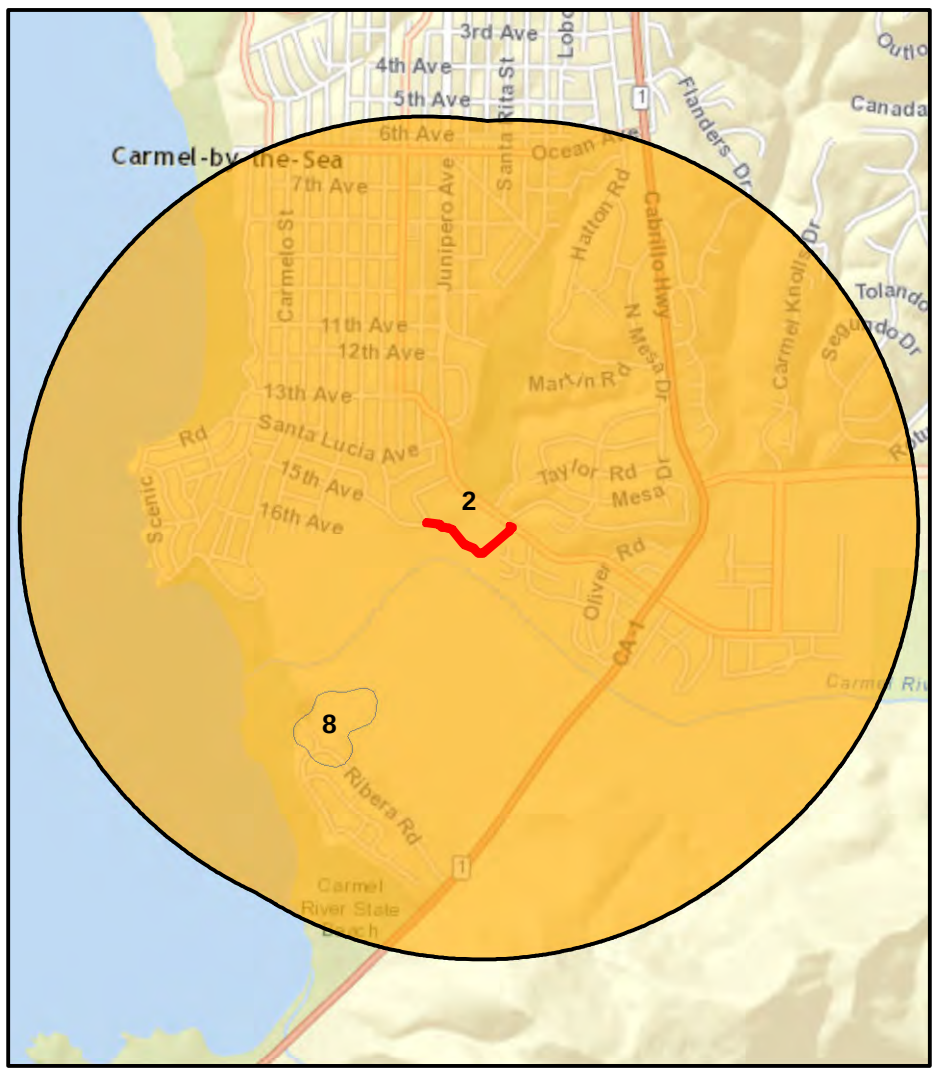

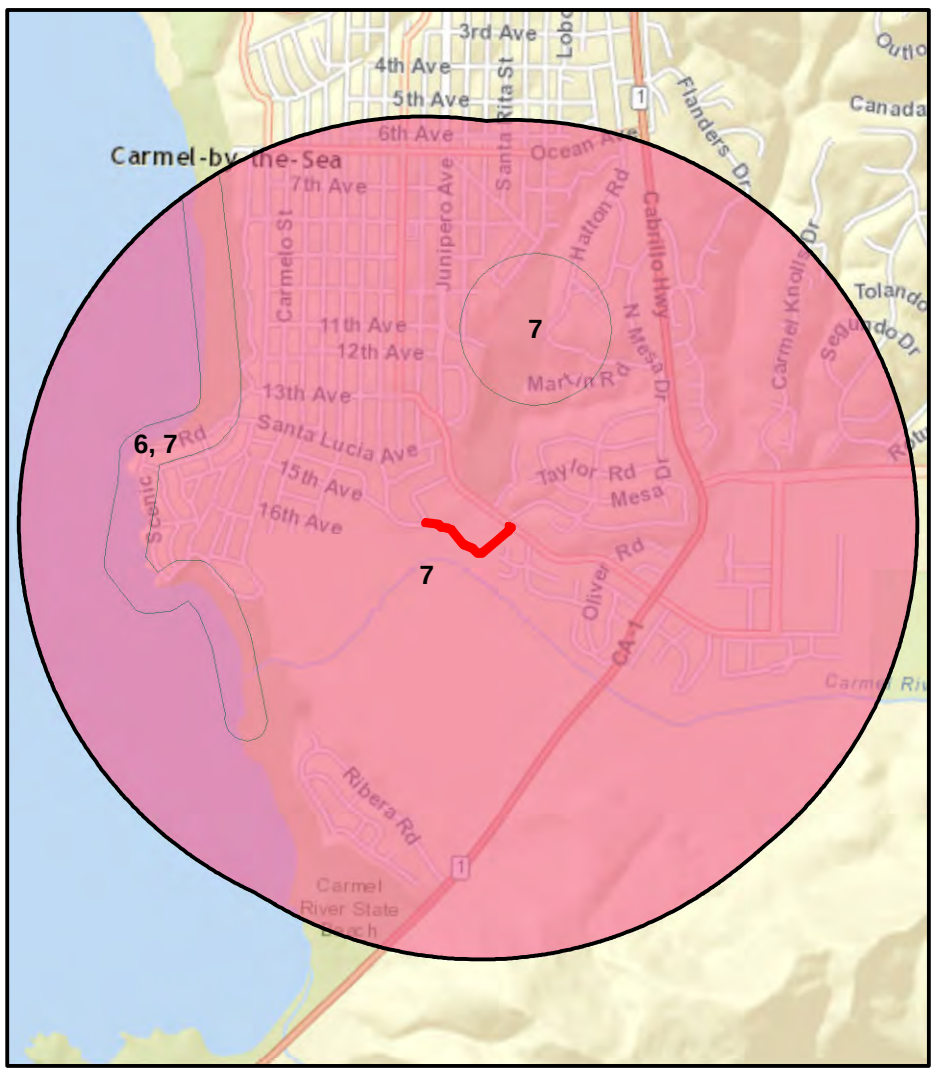

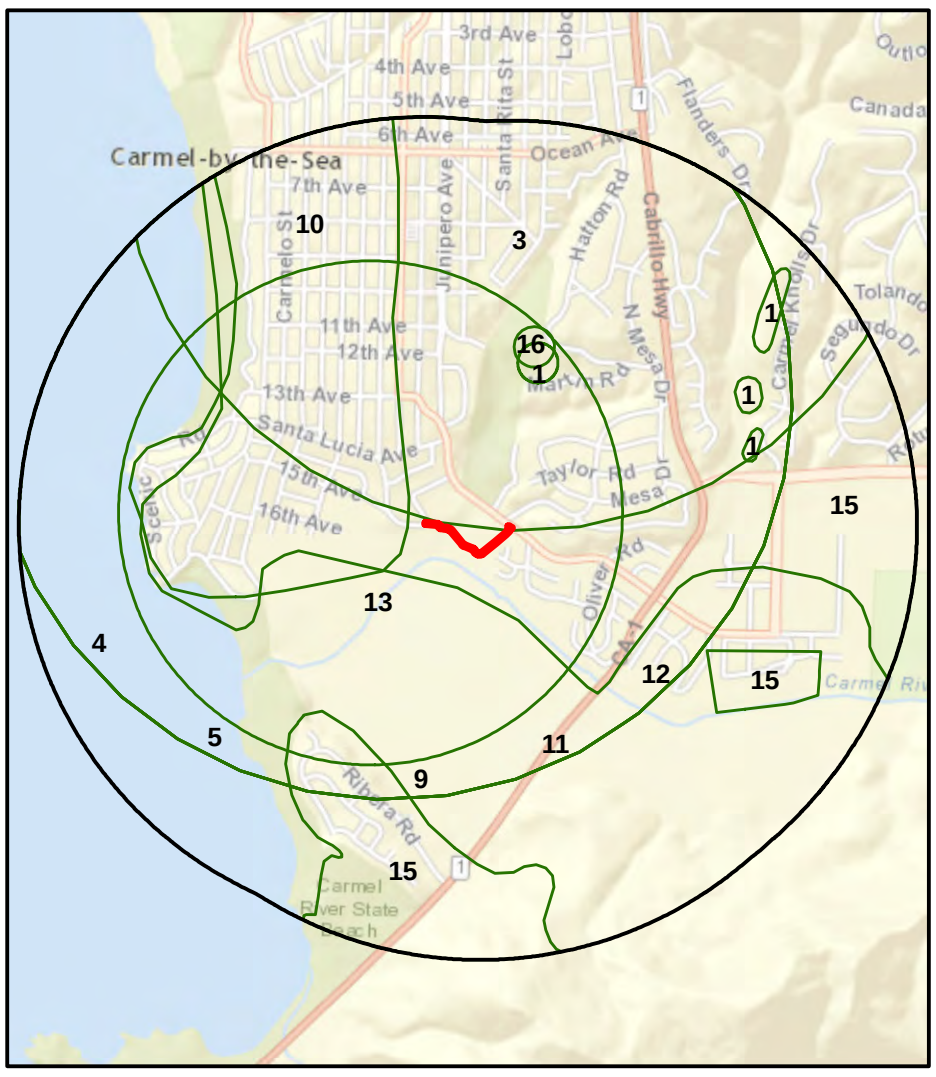

Legend

- Project Study Area (PSA)
- 1-mile Buffer of PSA

CNDDB Occurrence Type

- Amphibian
- Fish
- Reptile
- Invertebrate
- Plant

Map ID	Scientific Name	Common Name	Federal Listing	State Listing	Rare Plant Rank
1	*Allium hickmanii*	Hickman's onion	None	None	1B.2
2	*Anniella pulchra nigra*	black legless lizard	None	None	
3	*Arctostaphylos hookeri ssp. hookeri*	Hooker's manzanita	None	None	1B.2
4	*Arctostaphylos pumila*	sandmat manzanita	None	None	1B.2
5	*Clarkia jolonensis*	Jolon clarkia	None	None	1B.2
6	*Coelus globosus*	globose dune beetle	None	None	
7	*Danaus plexippus pop. 1*	monarch - California overwintering population	None	None	
8	*Emys marmorata*	western pond turtle	None	None	
9	*Ericameria fasciculata*	Eastwood's goldenbush	None	None	1B.1
10	*Fritillaria liliacea*	fragrant fritillary	None	None	1B.2
11	*Horkelia cuneata var. sericea*	Kellogg's horkelia	None	None	1B.1
12	*Malacothamnus palmeri var. palmeri*	Santa Lucia bush-mallow	None	None	1B.2
13	*Microseris paludosa*	marsh microseris	None	None	1B.2
14	*Oncorhynchus mykiss irideus*	steelhead - south/central California coast DPS	Threatened	None	
15	*Pinus radiata*	Monterey pine	None	None	1B.1
16	*Piperia yadonii*	Yadon's rein orchid	Endangered	None	1B.1
17	*Rana draytonii*	California red-legged frog	Threatened	None	

Source: CA Dept of Fish & Wildlife (2015); City of Carmel (2015); Monterey County (2014); ESRI.

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Figure 4
CNDDB Occurrences of Special-Status Species within 1 mile of Project Study Area

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significant level by educating personnel about special-status species, installing protective fencing around work areas, conducting preconstruction surveys for woodrat nests, and retaining a biological monitor to supervise vegetation clearing in riparian areas where these special-status species may occur.

(b)
Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Fish and Game Code Section 1600; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies. The willow riparian community in the PSA is considered a sensitive habitat and a designated environmentally sensitive habitat area (ESHA) by the Local Coastal Program (Jones & Stokes 1995).

The proposed path has been sited to reduce potential impacts to sensitive habitats to the greatest extent possible. It almost completely overlaps with previously disturbed lands and hugs the urban development north of the PSA rather than cutting through open space to the south. In addition, the location of the proposed project stays as far away from the Carmel River as possible. At its closest point, the proposed path is approximately 140 feet from the bank of the river.

As mentioned previously, the portion of the project that runs through the riparian area would, for the most part, be built on an existing dirt road (**Figure 3**). Thus, the level of disturbance would be relatively low and include a couple feet of vegetation clearing on either side of the existing access road. Willow trees would be trimmed to create a clear area consistent with bikeway standards (12 feet wide by 10 feet high). Although trimming would occur, no willow trees are planned for removal. In addition, ground cover would be cleared on either side of the existing road. The groundcover along the existing road consists of primarily non-native species such as wild radish, poison hemlock, and annual grasses. Permanent loss of these species would not be detrimental to the surrounding riparian habitat. Loss of native riparian habitat would be considered a potentially significant impact.

At the time this document was written, design plans had not been finalized. Should the project plans change and riparian vegetation be planned for removal, implementation of mitigation measure **BIO-7** would ensure that impacts are less than significant by replacing and/or restoring all temporarily and permanently impacted habitat. Furthermore, implementation of the best management practices described in mitigation measure **BIO-2** and inclusion of the design features outlined in mitigation measure **BIO-6** would reduce impacts to riparian communities during and after construction. If native riparian habitat would be impacted by project-related activities (i.e., willow tree removal), it is recommended that the City consult with the CDFW to receive regulatory approval for removal of native riparian vegetation in the project impact area.

(c)
One water feature occurs in the PSA, a small ditch tributary to the Carmel River (**Figure 3**). This ditch begins south of a concrete low-water crossing along the existing access road and may be considered jurisdictional by the US Army Corps of Engineers (USACE). The Carmel River lies approximately 140 feet south of the PSA and would not be impacted by project-related activities. No other wetlands or jurisdictional waters occur on-site. A jurisdictional delineation has not been completed to date.

Although a portion of the ditch occurs within the PSA, it appears the path would completely avoid the ditch and no impact to the water feature would occur as a result of project-related activities. In addition, standard best management practices would be implemented including erosion control to reduce sedimentation and runoff into nearby water bodies (see mitigation measure **BIO-2**). However, should impacts occur, mitigation measure **BIO-8** would ensure no net loss of waters by replacing and/or restoring disturbed drainages. If the design plans are changed to require a relocation of the drainage ditch, it is recommended that the City first consult with the USACE to receive regulatory approval for impacting potential federally protected waters.

(d)
Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations in their range. The Carmel River, adjacent to the PSA, likely supports local wildlife movement; however, no impacts to the river would occur as a result of project-related activities. Very minor impacts would occur to the riparian corridor associated with the river, but they would largely occur along the existing dirt access road. Due to its developed and disturbed nature, it is unlikely that the rest of PSA facilitates any wildlife movement. Therefore, impacts to wildlife habitat and movement would be considered less than significant.

(e)
The PSA is partially in the Carmel-by-the-Sea City limits and partially in Monterey County and is therefore subject to both the County's (1983) Carmel Area Land Use Plan and the City's (2003) Carmel-by-the-Sea General Plan/Local Coastal Plan. The Coastal Resource Management Element and Open Space/Conservation Element of the City's General Plan/Coastal Land Use Plan include policies for protection of Carmel's coastal environmental resources. Table 1 in **Appendix A** lists the policies in the Carmel Area Land Use Plan and the Carmel General Plan/Coastal Land Use Plan that relate to natural resources and the proposed project, and provides an analysis of the project's consistency with these policies.

Chapter 12.28 of the Carmel-by-the-Sea Municipal Code pertains to tree removal and trimming. The project would be required to be consistent with the City's tree ordinance by acquiring the necessary permits for all tree work. One fallen, but living, Monterey cypress is anticipated for removal. In addition, willows in the riparian area would be trimmed; however, no full trees are planned for removal. All other trees in the PSA would be avoided.

The project would be required to comply with all local policies and ordinances protecting biological resources. Implementation of mitigation measures **BIO-1** through **BIO-8** would ensure the project's consistency with local policies pertaining to biological resources. As such, no conflict is anticipated, and no additional mitigation measures are proposed.

(f)
There are currently no adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that affect the proposed project. Therefore, no conflict would occur.

Mitigation Measures

BIO-1

Worker Environmental Awareness Training. The City shall retain a qualified biologist to conduct mandatory contractor/worker awareness training for construction personnel. The awareness training shall be provided to all construction personnel to brief them on the identified location of sensitive biological resources, including how to identify species (visual and auditory) most likely to be present and the need to avoid impacts to biological resources (e.g., plants, wildlife, and jurisdictional waters), and to brief them on the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor shall ensure that they receive the mandatory training before starting work.

Timing/Implementation: Prior to the start of ground disturbance

Monitoring/Enforcement: City of Carmel-by-the-Sea Public Works Department

BIO-2

Best Management Practices. The following best management practices shall be implemented during all phases of construction to reduce impacts to special-status species and sensitive habitats:

a) The disturbance or removal of vegetation shall not exceed the minimum necessary to complete operations and shall occur only within the defined work areas.

b) A construction best management practices (BMP) plan shall be submitted with construction drawings. Prior to initiation of construction activities, construction BMPs shall be employed on-site to prevent degradation of on- and off-site waters of the United States. Methods shall include the use of appropriate measures to intercept and capture sediment prior to entering nearby waterways, such as the Carmel River and associated drainages, as well as erosion control measures along the perimeter of all work areas to prevent the displacement of fill material. All BMPs shall be in place prior to the initiation of any construction activities and shall remain until construction activities are completed. All erosion control methods shall be maintained until all on-site soils are stabilized.

c) In order to avoid attracting predators, all trash shall be disposed of in closed containers and removed from the project area at least once a week.

d) Following construction, disturbed areas shall be restored to preconstruction contours to the maximum extent possible and reseeded with a native species mix.

Timing/Implementation: Prior to, during, and after construction

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

BIO-3

Riparian Vegetation Clearing Monitor and Protective Silt-Fencing Installation. The City shall retain a qualified biologist to monitor vegetation clearing activities in the riparian area to protect any special-status species encountered, including Monterey ornate shrew, western pond turtle, and California red-legged frog. In addition, the biological monitor shall supervise the installation of silt fencing between the project impact area

and the riparian corridor associated with the Carmel River in order to keep special-status species from entering the work area. The silt fencing shall be kept in place until construction in the vicinity of the riparian area is complete.

Timing/Implementation: During riparian vegetation clearing activities and throughout construction

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

BIO-4

Nesting Bird Preconstruction Surveys. If clearing and/or construction activities will occur during the raptor or migratory bird nesting season (February 15–August 15), preconstruction surveys for nesting birds, including northern harrier, peregrine falcon, and yellow warbler, shall be conducted by a qualified biologist within 14 days prior to initiation of construction activities. The qualified biologist shall survey the construction zone and a 500-foot buffer surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

If active nest(s) are identified during the preconstruction survey, a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests shall be established by a qualified biologist. No ground disturbance shall occur within the no-activity setback until the nest is deemed inactive by the qualified biologist.

Timing/Implementation: Prior to vegetation clearing or ground disturbance

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

BIO-5

Special-Status Mammals Preconstruction Survey. The City shall retain a qualified biologist to conduct focused preconstruction surveys in riparian areas within 3 days prior to clearing and/construction for woodrat and shrew nests within the project footprint and a 100-foot buffer. If no woodrat or shrew nests are found, no further action is necessary. If woodrat and/or shrew nests are found, they shall be flagged for avoidance during project-related activities. Nests that cannot be avoided shall be manually deconstructed prior to clearing activities to allow animals to escape harm. If a litter of young is found or suspected, nest material shall be replaced, and the nest left alone for at least 2 weeks before re-checking to verify that young are capable of independent survival before proceeding with nest dismantling.

Timing/Implementation: Prior to vegetation clearing or ground disturbance

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

BIO-6

Additions to Path Design. The City shall incorporate the following features in the final project design:

a) A barrier to provide visual separation between the path and sensitive habitat, such as an open, split rail fence, shall be constructed between the proposed path and the riparian corridor south of the project to discourage trail users from entering environmentally sensitive habitat areas.

b) Trash cans shall be placed at regular intervals along the path in order to reduce the amount of trash and refuse that may result from increased human traffic.

c) Informative signs identifying native flora and fauna shall be placed along the path educating the public about sensitive biological resources in the area.

Timing/Implementation: Incorporated in project design

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

BIO-7

No Net Loss of Riparian Habitat. For every acre of riparian habitat permanently affected by the proposed project, the City shall replace the affected acreage at a minimum of a 2:1 ratio. Impacts shall be offset through restoration within and/or adjacent to the project area.

Timing/Implementation: Following construction activities

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

BIO-8

No Net Loss of Waters. For every acre of drainage ditch affected by the proposed project, the City shall replace the affected acreage at a minimum of a 1:1 ratio. Impacts shall be offset through the restoration and/or relocation of drainages within the project area.

Timing/Implementation: Following construction activities

Monitoring/Enforcement: City of Carmel-by-the-Sea Department of Community Planning and Building

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

(a, b, d)
Holman & Associates (2015) prepared an archeological report based on archival research and a pedestrian reconnaissance survey performed in April 2015 (see **Appendix B**). The records search found five archeological sites within 1 kilometer of the project area, including the historic Mission Carmel (National Historic Landmark #214; State Historic Landmark #135; CA-MNT-18H) located just north of the proposed project alignment. The Mission served as the administrative headquarters of the Alta California mission system for the first father-president of the mission system, Father Junipero Serra. Larsen Field contained the mission orchard from 1779 until 1829. Holman & Associates determined that encountering archaeological evidence of the garden and orchard operation during grading for the project is a possibility, but no indications of cultural resources were found during the survey. In addition, the research included a search of the California Inventory of Historic Resources, California Historical Landmarks, and the National Register of Historic Places for listed cultural resources in the project area and none were discovered. Based on these findings, the proposed project would not directly affect any known historical resource.

Although no historic period archaeological materials were found during the survey of the project area, research showed that the project is in an area of known prehistoric archaeological resources. Damage to these or other previously undiscovered resources during ground disturbance would be considered a significant impact. In addition, Assembly Bill (AB) 52, the Native American CEQA bill, now requires lead agencies to consult with Native American tribes in the CEQA planning process when tribes have requested to be contacted. Although this requirement became effective well after the environmental review had commenced, the City intends to reach out to local tribes as part of the review process.

In the event that human remains are discovered during project construction, the required protocol specified in California Health and Safety Code Section 7050.5(b) would be followed. This protocol is as follows:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

State CEQA Guidelines Section 15064.5(e) also requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as identified by the NAHC. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

While compliance with the above requirements would reduce impacts related to discovery of human remains, monitoring during construction is recommended to ensure that human remains or any other artifacts are not inadvertently destroyed during construction, per mitigation measure **CULT-1**.

Compliance with existing regulations and with mitigation measure **CULT-1** will ensure that the project does not substantially negatively affect any archaeological resource or human remains discovered during construction.

(c)
The site is highly disturbed and consists of bare earth and some vegetation. No fossils or evidence of exposed geomorphological features that typically contain fossils are evident on the project site, but that does not preclude the possibility of their existence below the ground surface. Because the proposed project could directly or indirectly destroy a unique paleontological resource during construction, this is considered a potentially significant impact. Implementation of mitigation measure **CULT-2** would reduce this impact to less than significant.

<u>Mitigation Measures</u>

CULT-1

During construction for all ground-disturbing activities, a qualified archaeologist shall be present for any activity involving excavation and soil disturbance over the entire length of the project alignment and any equipment staging areas. If at any time potentially significant archaeological resources are encountered or suspected, the monitor shall be authorized to halt excavation until the archaeologist provides an evaluation of the find. If the find is determined to be significant, work shall remain halted until a mitigation plan is developed, approved by the City, and implemented. Work may proceed on other parts of the project site while mitigation for the resource is carried out.

Timing/Implementation: During construction

Enforcement/Monitoring: City of Carmel-by-the-Sea Department of Community Planning and Building

CULT-2

In the event paleontological resources are encountered or suspected during construction, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Carmel-by-the-Sea Department of Community Planning and Building. A qualified paleontologist shall provide an evaluation of the find and prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

Timing/Implementation: During construction

Enforcement/Monitoring: City of Carmel-by-the-Sea Department of Community Planning and Building

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?				X
ii. Strong seismic ground shaking?				X
iii. Seismic-related ground failure, including liquefaction?				X
iv. Landslides?				X
b) Would the project result in substantial soil erosion or the loss of topsoil?			X	
c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				X
d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.				X

Discussion

(a, c, d)
The proposed project includes construction of a paved pedestrian and bicycle path. No habitable structures would be built. The project site is relatively flat with the exception of the westernmost segment near Lasuen Drive, and ground disturbance would be limited to minor grading required for smooth transitions and paving. Project site soils include Aquic Xerofluvents (Af) and Elder very fine sandy loam, 2 to 9 percent slopes (EbC). These soils have a low linear extensibility rating (<3), indicating a low expansion potential, and a moderate K factor (0.37), indicating a moderate erosion potential (USDA 2015). Given the minor alternations required for construction, the absence of habitable structures, the low expansion potential of the underlying soil types, and the use of the pathway by pedestrians and bicyclists, risks related to geologic hazards such as seismic activity, landslides, lateral spreading, subsidence, soil expansion, and liquefaction are not anticipated and do not pose a risk to the public. Therefore, no impacts are anticipated.

(b)
As described previously, the soil types underlying the project site have a moderate erosion potential (USDA 2015). However, construction of the proposed project would be required to comply with Chapter 17.43, Water Quality and Protection Ordinance, of the City's Municipal Code, which requires implementation of site design, source control, and treatment control best management practices to minimize polluted runoff and water quality impacts. In addition, the project would be subject to Monterey County's Grading and Erosion Control Ordinances (Municipal Code Chapters 16.08 through 16.12), which require preparation, submittal, and approval of an erosion control plan indicating proposed methods for the control of runoff, erosion, and sediment movement. See also mitigation measure **BIO-2**. These BMPs and erosion control methods would ensure that erosion and loss of topsoil would be less than significant.

(e)
The project would not involve the use of septic tanks. There would be no impact.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

(a, b)
California is a substantial contributor of global greenhouse gases, emitting over 400 million tons of carbon dioxide (CO_2) a year. Climate studies indicate that California is likely to see an increase of 3–4 degrees Fahrenheit over the next century. Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change.

Project-related greenhouse gas emissions include emissions from construction and mobile sources. The primary source of greenhouse gas emissions resulting from implementation of the proposed project would be automobile traffic and construction equipment. As a pathway, the project is intended to encourage use of alternate modes of transportation, so the project could reduce CO_2 emissions due to a decrease in vehicle trips. Because there would not be a substantial increase in average daily traffic trips, and pathway construction would comply with state building regulations (e.g., Title 24) and the City's Green Building Program, the proposed project would have a less than significant impact on localized greenhouse gas emissions.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Discussion

(a–h)
According to a search of the Department of Toxic Substances Control's (2015) EnviroStor database and the State Water Resources Control Board's (2015) GeoTracker database, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List).[1] Construction of the proposed project would involve the use of limited amounts of routine hazardous materials, such as gasoline, diesel fuel, oils, and solvents. Contractors would be required to use, store, and dispose of any hazardous materials in accordance with all applicable federal, state, and local regulations. Compliance with existing regulations would minimize potential risks to the public and the environment associated with the use, storage, and transport of hazardous materials associated with the proposed project. The proposed project would not use any hazardous materials as part of project operation.

Junipero Serra School and Carmel River Elementary School are less than a quarter mile from the project site. However, project construction would not involve the use of construction equipment or handling of hazardous materials such that it would result in a substantial risk at either school.

The proposed project is not located in the vicinity of an airport, is not located in an area identified as prone to wildland fires as identified in the City's General Plan, and would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the project is considered to have no impact related to hazards and hazardous materials.

[1] Government Code Section 65962.5 requires compilation of a list of hazardous waste and substances sites to be used as a planning document by state and local agencies and developers to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list is commonly known as the Cortese List.

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

Discussion

(a, e, f)
The proposed project could result in water quality degradation during construction and operation. Construction activities associated with development of the project site would include grading and vegetation removal, which would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering drainages, including the nearby Carmel River. However, as noted above, the project would be required to comply with the City's Municipal Code Chapter 17.43, which requires implementation of BMPs to minimize polluted runoff and water quality impacts. The City has adopted the Best Management Practices Guidance Series found in Appendix E of the Monterey Regional Storm Water Management Program. The series describes best management practices designed to reduce the discharge of pollutants from the municipal separate storm sewer systems (MS4s) to the maximum extent practicable, to protect water quality of the Areas of Special Biological Significance (ASBS),[2] and to satisfy the appropriate water quality requirements of the Clean Water Act. In addition, Carmel Bay is considered an ASBS by the State Water Resources Control Board. The City operates under the General Permit issued to the Monterey Regional Storm Water Permit Participants Group issued by the Regional Water Quality Control Board (RWQCB) for stormwater runoff that affects Carmel Bay. Compliance with the City's Municipal Code and requirements in the Storm Water Permit would ensure that water quality impacts would be less than significant.

(b)
Some water would be used during project construction, such as for dust control, but the quantities would be incidental. There would be no water demand from the project during operation. The paved portion of the path would be only 8 feet wide and bordered on each side by a permeable shoulder that would allow runoff to infiltrate the underlying soil. Therefore, the project would not deplete groundwater supplies or interfere with recharge of the underlying aquifer. This impact would be less than significant.

(c, d)
The proposed project would involve construction of an 8-foot-wide paved pathway with 2-foot shoulders in an area that is relatively flat. While some minor grading would be required, the project would not substantially alter the topography in the area such that substantial erosion or off-site flooding would result. The finished pathway will be constructed at or very near existing grades and therefore will not impede or redirect existing drainage patterns toward the Carmel River. Therefore, this would be a less than significant impact.

(g, h)
The project site is located in the Federal Emergency Management Agency (FEMA) 100-year flood zone (Carmel-By-The-Sea 2003, Figure 8.3). However, the project does not involve the construction of housing or other structures that would block or redirect flood flows or be subject to damage or loss.

(i)
The project site is located in the inundation areas for the San Clemente and Los Padres dams. San Clemente Dam, constructed in 1921, is a 106-foot-high concrete arch dam located

[2] Areas of Special Biological Significance include 34 ocean areas monitored and maintained for water quality by the State Water Resources Control Board.

approximately 18.5 miles from the Pacific Ocean on the Carmel River in Monterey County. Due to sediment accumulation, the dam reservoir capacity has been significantly reduced. In addition, the California Department of Water Resources (CDWR) Division of Safety of Dams identified safety issues at the dam. The Carmel River Reroute and San Clemente Dam Project has been implemented to address these and other issues and is expected to be completed by the end of 2015, which would result in the removal of San Clemente Dam (California American Water 2015). Thus, the proposed alignment would no longer be at risk of inundation from failure of this dam.

Los Padres Dam, constructed in 1949, is a 148-foot-high earthen dam located 25 miles from the Pacific Ocean on the Carmel River. The dam's capacity has also been significantly reduced due to sediment accumulation; however, no public safety risks have been identified. The dam is owned and maintained by California American Water and regulated by the CDWR Division of Safety of Dams, which routinely inspects the dam to ensure public safety (CDWR 2015). Therefore, the risk of inundation due to dam failure is considered to be low. Furthermore, the project does not propose the construction of any habitable structures. Therefore, this impact would be less than significant.

(j)

The project site is located in an area identified in the City's General Plan as an "Extreme Tsunami Run-Up Area," which is an area subject to risk for waves between 21 and 45 feet above mean sea level. Given the project's use as a pedestrian and bicycle path, there is not a substantial risk of injury or death from tsunamis associated with the project. Because of the topography of the area, there would not be a substantial risk from seiche or mudflows. This would be a less than significant impact.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion

(a)
The project proposes the construction of a pedestrian and bicycle path that would enhance accessibility in the community. There would be no impact.

(b)
The segment of the proposed alignment that passes through the Carmel Mission property is zoned by the City of Carmel as Improved Parklands (P-2) with a Park Overlay. Standards for land use and design are established in the Larson Athletic Field Specific Plan. All remaining segments of the alignment are within the jurisdiction of Monterey County. The City's Improved Parklands zone and the applicable Specific Plan permit new park and recreation facilities such as the proposed path through approval of a Conditional Use Permit (section 17.15.370).

The County has zoned the property as Medium Density Residential, which allows installation of public circulation improvements with approval of a Coastal Development Permit. The project would also require an encroachment permit for the trail connection to Ladera Drive. With approved permits from both jurisdictions, the project would be consistent with both the City's and the County's zoning requirements.

The proposed project would be consistent with the City's Open Space and Conservation Element goals and policies, which call for the City to provide accessible, safe, and well-maintained parks, open space, and active recreation facilities.

The project would also be consistent with the City's Local Coastal Program, which consists of the Land Use, Circulation, Coastal Access and Recreation, and Coastal Resource Management elements of the General Plan, by improving access to the shoreline through development of an improved path segment. Specifically, the project would help implement General Plan Policy P4-10, which calls for the City to coordinate with Monterey County to establish a continuous coastal path through Carmel that links Rio Park, Carmel Point, the Beach Bluff Pathway, and the path network in Del Monte Forest.

Based on the preceding analysis, the proposed project is considered to be consistent with applicable land use plans, policies, and regulations. This impact would be less than significant.

(c)
There are currently no adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that affect the proposed project. Therefore, no conflict would occur, and there would be no impact.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Discussion

According to the City's General Plan, there are no known mineral resources located in Carmel-by-the-Sea. Therefore, the project will have no impact on mineral resources.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion

(a)
The proposed project consists of a pedestrian and bicycle path. Operation of this path would result in minimal noise as pedestrians and cyclists periodically pass along the path. Such noise would be similar to that generated at the adjacent residential and school uses and would not expose any persons to noise in excess of applicable City or County noise standards. There would be no substantial permanent increase in noise levels. Therefore, there would be no impact.

(b)
Groundborne vibrations and noise can result from both construction and grading activities. The proposed project would involve only minor grading and limited construction activities. Thus, it is not anticipated that any unusual grading equipment or blasting would be required which could create excessive groundborne vibration. While some localized vibrations may occur during grading and heavy equipment use, such vibrations are expected to be minor and would not affect the closest sensitive receptors (i.e., the residential neighborhood to the southeast and the

school to the north). Once the project is completed, no excessive ground vibrations or noises would occur. This impact would be less than significant.

(c, d)
Temporary noise impacts would occur as a result of construction-related activities, which could affect sensitive receptors in the vicinity. These include the existing residential neighborhoods to the southeast and northwest and the elementary school to the north. However, proposed grading and construction activities would be minor and of short duration. Furthermore, the project would be subject to Carmel Municipal Code Section 15.08.180 (Hours of Construction), which limits construction to between the hours of 8:00 a.m. and 6:30 p.m. Monday through Saturday, unless other specified hours are approved or required by the Building Official or the Director of the Department of Community Planning and Building. The term “hours of construction” is defined as all times when contractors, work crews, or other persons associated with the project are present on the property and engaged in activities related to or including construction. Compliance with this code section would limit construction noise to the less sensitive daytime hours and reduce effects at adjacent sensitive receptors. Therefore, the proposed project would not result in the exposure of persons to or generation of temporary construction-related noise levels in excess of applicable City or County standards. This impact would be less than significant.

(e, f)
The project site is not located within 2 miles of a public or private airport. Therefore, there would be no impact.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion

(a–c)
The proposed project is a multi-use pathway that would not result in an increased number of housing units or population. There would be no impact.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

Discussion

(a–e)
The proposed project is a multi-use pathway that would not add population or other land uses which would increase demand on public services. Therefore, it would not result in physical impacts associated with the provision of new or physically altered government facilities. There would be no impact related to public services.

ENVIRONMENTAL IMPACTS **Issues, Analysis and Discussion**	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

(a, b)
The proposed project would expand recreational opportunities for city and county residents by constructing a new publicly accessible pedestrian and bicycle path. Thus, the project would not result in the physical deterioration of any parks or recreational facilities. Project construction activities, including fence installation and relocation of existing batting cages, could interfere with regular use of the baseball diamonds at Larson Field. However, these activities would be of short duration and would not permanently affect the operation of this facility. Therefore, the project would have a beneficial impact on recreation.

Impacts associated with construction of the proposed path are assumed as part of the proposed project and are addressed throughout this Initial Study. Potential impacts include disturbance of biological and/or cultural resources, temporary air emissions, soil erosion and water quality degradation, handling of hazardous materials, temporary construction noise, and temporary construction traffic. Each of these potential impacts has been determined to be less than significant with implementation of the mitigation measures provided in this document.

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

In April through July, 2015, data collection and a traffic analysis was performed for the proposed project by Hatch Mott MacDonald, which was timed to take school traffic into consideration. The analysis evaluated traffic safety issues at the proposed path's two street junctions—Rio Road and Lasuen Drive—including connectivity to other pedestrian and bicycle facilities, signing, markings, and street crossing controls. The traffic analysis report is provided as **Appendix C** to this IS/MND.

Existing Setting

Rio Road is a two-lane arterial street near the project site and carries about 10,000 vehicles per day. Rio Road extends between Val Verde Drive, east of Highway 1, to Ridgewood Road, west of Highway 1, where it continues into the downtown area as Junipero Avenue. Rio Road is a designated Class III bike route in Carmel.

At the project site, Rio Road is two lanes wide with shoulders of varying width. There is an existing sidewalk on the south side of the roadway that begins about 90 feet east of the proposed Rio Road terminus of the path and ends at Mission Fields Road. The posted speed limit on Rio Road at the proposed terminus of the trail is 25 miles per hour. A marked crosswalk is provided across the roadway on the west leg of the Rio Road/Ladera Drive intersection, which is located about 325 feet west of the proposed Rio Road trail terminus. The Larson Field security fence located at the Rio Road terminus of the trail is covered with vegetation.

Lasuen Drive is a two-lane local street with shoulders of limited width that extends from Rio Road to the western driveway serving the Carmel Mission. At the Carmel Mission west driveway, Lasuen Drive turns sharply and continues west as Dolores Street. Lasuen Drive-Dolores Street-15th Avenue is a designated Class III bike route in Carmel.

Intersection traffic operations are evaluated based on the level of service concept. Level of service is a qualitative description of an intersection and roadway's operation, ranging from LOS A to LOS F. LOS A represents free flow uncongested traffic conditions. LOS F represents highly congested traffic conditions with unacceptable delay to vehicles on the road segments and at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes.

Intersection turning movement counts were conducted on Wednesday, May 27, 2015, to determine the existing peak-hour intersection volumes at the Rio Road/Atherton Drive and Lasuen Drive-Dolores Street/Carmel Mission/Mission Ranch Driveway intersections. The counts were conducted during the AM and PM peak commute hours (7–9 a.m. and 4–6 p.m.) and during the afternoon peak period associated with school dismissal (2–4 p.m.). The Rio Road/Atherton Drive and Lasuen Drive-Dolores Street/Carmel Mission/Mission Ranch Driveway intersections currently operate at level of service (LOS) A with no worse than LOS C operations on the minor street stop-controlled approach to the major street during the three peak hours.

Discussion

(a, b)
The proposed project consists of a Class I pedestrian and bicycle path. Thus, project implementation would not add vehicles to area roadways and would not result in a decline of service at area intersections or otherwise adversely affect traffic operations. The proposed trail is short (approximately 1,420 feet in length) and would not provide access to a larger trail system or specific destination or attraction. As such, the trail itself is not anticipated to attract measurable numbers of day users or serious recreationalists who would drive private vehicles to the trailheads. For these reasons, this impact would be less than significant. Refer to Item (d) regarding potential conflicts with pedestrians and bicycles and automobiles.

(c)
The proposed project consists of a pedestrian and bicycle path and would have no impact on air traffic patterns.

(d)
Rio Road Terminus

The project currently includes the construction of a new paved pathway on the south side of Rio Road from the city limits boundary on the east side of Larson Field to the easternmost driveway serving Larson Field. Vegetation located on the south side of Rio Road would need to be cleared at least partially to install this path, which would serve to connect the trail to the proposed crosswalk west of Atherton Drive.

The crosswalk across Rio Road is currently proposed to be located on the west side of the Atherton Drive intersection leg. This configuration would allow pedestrians and bicyclists accessing the trail from the west on Rio Road or Atherton Drive and pedestrians and bicyclists exiting the trail with destinations to the west to avoid crossing the Atherton Drive approach to Rio Road. In addition, the crosswalk is located at the existing transit stops located on each side of Rio Road.

The location of the crosswalk would result in two-way bicycle usage on the paved pathway between the trail terminus and the crosswalk, in an area of limited right of way. The traffic analysis recommends that the proposed sidewalk on the south side of Rio Road be constructed to a width of at least 10 feet to provide two-way pedestrian and bicycle travel if the original design and crosswalk location is pursued. As an alternative, locating the crosswalk on the east side of the Rio Road/Atherton Drive intersection should be considered. This would allow westbound pedestrian and bicycle traffic exiting the trail and pedestrian and bicycle traffic arriving from the west destined to the trail to cross near the trail terminus. In this case, the new pathway along Rio Road could be designed with a standard width. Implementation of mitigation measure **TRANS-1** would require these recommendations to be incorporated into project designs.

Lasuen Drive Terminus

Given the restricted sight distance at the Lasuen Drive-Dolores Street intersection with the proposed trail terminus, the trail plan includes the installation of a crosswalk across Lasuen Drive about 100 feet north of the street trail intersection. The traffic analysis recommends that the crosswalk be located to provide adequate stopping sight distance for motorists approaching the crosswalk in each direction on Lasuen Drive-Dolores Street. The crosswalk installation should include advance crosswalk warning signs on each approach as well as a combined Bicycle/Pedestrian (W11-15) sign at the crossing location.

The crosswalk and directional sign on Lasuen Drive would create two-way bicycle and pedestrian travel on the east side of the street between the crosswalk and the trail entrance. The traffic analysis recommends separating this bicycle and pedestrian traffic from the adjacent northbound vehicle traffic by installing a bicycle lane for this limited stretch of roadway. Space for this lane can be accommodated by eliminating the existing parking along the eastern edge of Lasuen Drive in front of Junipero Serra School. This is an area with a wide right of way where informal, unmarked parking occurs. Lasuen Drive-Dolores Street-15th Avenue is designated in the Carmel General Plan as a Class III bikeway (bike route).

Class III bikeways are shared facilities that are established by placing bike route signs along the roadway. The traffic analysis recommends that shared lane roadway markings be installed on the route to enhance the Lasuen Drive-Dolores Street-15th Avenue bike route. To address this recommendation, the City is proposing appropriate signage that is directly related to the

function and safety of the trail. The recommendations for signage beyond the project boundaries would not be related to project impacts and would not be in the City's jurisdiction.

Because the traffic analysis identified potential safety hazards for cyclists and pedestrians requiring design modifications, this impact would be potentially significant. Implementation of mitigation measure **TRAN-1** would reduce this impact to a less than significant level by requiring incorporation of the recommended measures into project designs, thereby minimizing potential safety hazards.

In addition, there are no measureable safety concerns between a paved asphalt pathway and a decomposed granite (DG) path. A well constructed DG pathway would likely reduce the speeds of cyclists using the facility, and would not present any unique safety hazards for users. During wet weather, a DG path surface may deter use by cyclists compared to an asphalt surface.

(e)
The proposed project would not interfere with emergency access in the project area. The project would instead result in improvements at both its Rio Road terminus and its Lasuen Drive terminus to improve access and safety. At the Rio Road terminus, the project would involve the removal of fencing and vegetation to improve access to the project site. At the Lasuen Drive terminus, the project would include widening of the entrance/exit at the adjacent parking lot as well as improvements to fencing, pavement, and signage to better delineate and separate vehicle traffic from pedestrian and bicycle traffic. The trail would be accessible to emergency responder vehicles at multiple points along the trail through vehicle gates (see **Figure 2a**).

(f)
See subsection 10, Land Use and Planning, Issue b. The proposed project is considered to be consistent with applicable land use plans, policies, and regulations. As a new pedestrian/bicycle path segment that would improve circulation in the area, the project would support the City's and County's plans and policies regarding pedestrian and bicycle facilities. With implementation of mitigation measure **TRAN-1**, the project would also improve the performance and safety of these facilities.

Mitigation Measures

TRAN-1

Pedestrian and Cyclist Safety Design Measures. The City shall incorporate the following recommended design modifications contained in the Rio Park-Larson Field Trail Traffic Analysis prepared by Hatch Mott MacDonald, and provided as **Appendix C**.

Rio Road Terminus

1. Construct the proposed all-weather path on the south side of Rio Road to accommodate two-way bicycle traffic between the trail entry and the crosswalk at Atherton Drive.

Lasuen Drive Access

1. Locate the crosswalk across Lasuen Drive to provide adequate stopping sight distance for motorists approaching the crosswalk in each direction on Lasuen Drive-Dolores Street. The crosswalk installation shall include advance crosswalk warning signs on each approach as well as a combined Bicycle/Pedestrian (W11-15) sign at the crossing location.

2. Install a two-way bicycle lane on the east side of Lasuen Drive between the new crosswalk and the new trail to delineate the area for two-way cycling on the east side of Lasuen Drive.
3. Install shared roadway markings on the Lasuen Drive-Dolores Street bike route in consultation with Monterey County RMA-Public Works. Markings shall be limited to locations along Lasuen Drive, and for approximately one block along Dolores Street.

Timing/Implementation:	Prior to approval of improvement plans
Monitoring/Enforcement:	City of Carmel-by-the-Sea Public Works Department

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

Discussion

(a–g)
The proposed project is multi-use pathway that would not add population or other land uses that would increase demand on public utilities and service systems. There would be no impact related to public utilities.

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

Discussion

(a)
With mitigation incorporated, the proposed project would not result in any significant impacts. As discussed in subsection 4, Biological Resources, after mitigation, the proposed project would result in less than significant impacts to species identified as candidate, sensitive, or special-status species, on any riparian habitat or other sensitive natural community, and on federally protected wetlands and would not conflict with local policies and ordinances protecting biological resources. Similarly, as discussed in subsection 5, Cultural Resources, after mitigation, the proposed project would result in less than significant impacts to human remains, archaeological resources, and paleontological resources.

(b)
A significant impact may occur if the project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the project site, the proposed project does not have the potential to cause impacts that are cumulatively

considerable. As detailed in the above discussions, the proposed project would not result in any significant and unmitigable impacts in any environmental categories. In all cases, the impacts associated with the project are limited to the project site or area of such a negligible degree that they would not result in a significant contribution to any cumulative impacts.

(c)
The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly, once mitigation measures are implemented. While a number of the proposed project's impacts were identified as having a potential to significantly impact humans, with implementation of the identified mitigation measures and standard requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project would not be expected to cause significant adverse impacts to humans. All significant impacts are avoidable, and the City of Carmel-by-the-Sea would ensure that measures imposed to protect human beings are fully implemented.

III. DETERMINATION

III. 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.	X
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 or a potentially significant unless impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

_____

Marc Wiener, Senior Planner
City of Carmel-by-the-Sea

Date: _____

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