Salinas Valley Memorial Healthcare System

INITIAL STUDY AND FINAL MITIGATED NEGATIVE DECLARATION

Conditional Use Permit for the Downing Resource Center Parking Garage Annex and Ancillary Improvements (CUP 2019-022)

Prepared for:
Salinas Valley Memorial Healthcare System
450 East Romie Lane
Salinas, CA 93901

Prepared by:
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Date: May 2021

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
CAL FIRE	California Department of Forestry and Fire Protection
CCA	Community Choice Aggregation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalency Level
CO	Commercial Office (zoning designation)
CO/R	Commercial Office/Residential (zoning designation)
CUP	Conditional Use Permit
dBA	A-weighted decibels
DRC	Downing Resource Center
DTSC	Department of Toxic Substances Control
du/ac	dwelling units per acre
ERL	East Romie Lane Corridor Overlay District
FAR	Floor-Area-Ratio
FHSZ	Fire Hazard Severity Zones
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
IS/MND	Initial Study leading to a Mitigated Negative Declaration
LID	Low Impact Development
LOS	Level of Service
LUST	Leaking Underground Storage Tank

MEP	Mechanical, Electrical and Plumbing
MBARD	Monterey Bay Air Resources District
MBCP	Monterey Bay Community Power
MLD	Most Likely Descendant
MM	Mitigation Measure
MT	metric ton(s)
NAAQS	National Ambient Air Quality Standards
NCCAB	North Central Coast Air Basin
NOI	Notice of Intent
NOx	nitrogen oxide(s)
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OSHPD	Office of Statewide Health Planning and Development
Pb	lead
PG&E	Pacific Gas and Electric
PM_{10}	particulate matter
$PM_{2.5}$	particulate matter 2.5 microns in diameter or less
PPV	peak particle velocity
PRC	Public Resource Code
PS	Public/Semipublic (zoning designation)
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SC	Standard Conditions and Regulations
SFD	Salinas Fire Department
sf	square foot/feet
SO_2	sulfur dioxide
SPR	Site Plan Review
SPD	Salinas Police Department
SVMHS	Salinas Valley Memorial Healthcare System
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminant
TULP	Temporary Use of Land Permit

VMT	vehicle miles traveled
VOC	volatile organic compound

Salinas Valley Memorial Healthcare System

450 East Romie Lane, Salinas, CA 93901

FINAL MITIGATED NEGATIVE DECLARATION

Project Title: Downing Resource Center Parking Garage Annex and Ancillary Improvements (CUP 2019-022)

Project Location: The components of the project footprint are located within the 13.5-acre SVMHS main campus, which includes Salinas Valley Memorial Hospital (Hospital) located at 450 East Romie Lane; the Downing Resource Center (consisting of the existing parking structure, ground level hospital uses and museum, loading docks, coffee shop and gift shop); 120 Wilgart Way; and Lot #7 (Wilgart Way and San Jose Street).

Assessor's Parcel No. 002-711-002-000 (DRC Annex); 002-711-004 (120 Wilgart Way)

Applicant: Salinas Valley Memorial Healthcare System

Initial Study:

An Initial Study of this project was undertaken and prepared for the purpose of determining whether this project may have a significant effect on the environment. A copy of this study is on file at the SVMHS Construction Office, 535 E. Romie Lane, Suite 6, Salinas, CA 93901, and City of Salinas Community Development Department, 65 West Alisal Street, Salinas, CA 93901. Persons wanting to review the document are encouraged to do so online at www.svmh.com/betterparking.

Findings and Reasons:

The Initial Study identified potentially significant effects on the environment. However, this project has been mitigated (see mitigation measures below which avoid or mitigate the effects) to a point where no significant effects would occur. There is no substantial evidence that the project may have a significant effect on the environment. The following reasons support these findings:

1. The proposal is a logical component of SVMHS campus, consistent with the objectives of the SVMHS Master Plan, and consistent with existing land uses of the immediate project area.
2. Identified adverse impacts are proposed to be mitigated by construction best practices, pre-construction surveys and other standard conditions as identified in the Initial Study.
3. The proposed project is consistent with the adopted goals, policies and land uses of the City of Salinas General Plan and Municipal Code.
4. With the application of the following mitigation measures, the proposed project will not have any significant impacts on the environment:

MITIGATION MEASURES

MM CUL- 1 **Cultural and Tribal Resources.** During project construction, if any archeological, paleontological or tribal resources (e.g., evidence of past human habitation or fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Salinas Planning Division immediately. The project applicant and/or its contractor shall retain a qualified archaeologist, paleontologist and Native American representative to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered resources. The City and the applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures. (Health and Safety Code Section 7050.5).

MM CUL- 2 **Cultural and Tribal Resources**. If human remains or cultural resources associated with a burial (i.e. grave goods) are discovered during construction, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Salinas Planning Division and the County Coroner, according to California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) regarding treatment and disposition of recovered cultural items. The Commission will designate a Most Likely Descendant (MLD) who will be authorized to provide recommendations for management of the Native American human remains and any associated materials or objects (Public Resourced Code Section 5097.98 and Health and Safety Code Section 7050.5).

MM NOI-1: Prior to the initiation of construction, the City of Salinas City Engineer shall ensure that all project plans and specifications stipulate that:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- The project shall implement construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors; and
- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible.

SC TRF-2 Prior to the start of demolition and site preparation work, the applicant shall secure and make operational a minimum of 202 additional offsite parking spaces at the Blue Lot location or another nearby site that can be effectively served by the shuttle program.

1.0 INTRODUCTION

1.1 Purpose and Scope of the Initial Study

Consistent with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] § 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), this Initial Study has been prepared to evaluate the potential environmental effects associated with the construction and operation of Downing Resource Center Parking Garage Annex (hereinafter referred to as the "proposed project" or "project"). This Initial Study includes a description of the proposed project; an evaluation of the project's potential environmental impacts; the findings of the environmental analyses; and recommended mitigation measures to lessen or avoid the project's significant adverse impacts on the environment.

Pursuant to State CEQA Guidelines § 15367, the Salinas Valley Memorial Healthcare System (SVMHS), a Public District Hospital, as the Lead Agency, has the authority for environmental review and adoption of the environmental documentation. This Initial Study has evaluated the environmental issues contained in the checklist provided in Section 3.0. The document provides decision-makers and the public with information concerning the project's potential environmental effects and recommends measures to reduce or avoid potential environmental impacts. This Initial Study is intended to be used as a decision-making tool for the Lead Agency and responsible and/or permitting agencies (such as the City of Salinas) in considering and acting on the proposed project. Any responsible agency may elect to use this environmental analysis for discretionary actions associated with project implementation.

1.2 Summary of Findings

Based on the environmental checklist form completed for the proposed project and supporting environmental analysis, the project would have no impact or a less than significant impact on the following environmental issues: Aesthetics, Agricultural and Forestry Resources, Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. The proposed project's impacts on the following environmental issues would be less than significant following compliance with the City's Standard Conditions and Requirements, or with the application of project-specific mitigation measures: Geology and Soils, Hydrology and Water Quality, Noise, Biology (tree removal), Cultural and Tribal Resources, and Traffic (Parking).

As set forth in the State CEQA Guidelines Section 15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to the project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a less than significant level; and there is no substantial evidence in light of the whole record before the public agency that the project, may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration has been provided to the Clerk of the County of Monterey and mailed to organizations and individuals who have previously requested such

notice, and responsible and trustee agencies. A 30-day public review period has been established for the IS/MND in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/MND was made available for review at the locations identified below.

Salinas Valley Memorial Healthcare System
Construction Office
535 E. Romie Lane, Suite 6
Salinas, California 93901

City of Salinas Community Development Department
65 West Alisal Street
Salinas, California 93901

Due to state-wide shelter in place requirements associated with the COVID-19 pandemic, review of hard copies of documents in public locations may not be advisable or feasible during the public review period. SVMHS encourages public agencies and interested parties to view documents at www.svmh.com/betterparking.

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the project's potentially significant effects can be avoided or mitigated. Comments on this IS/MND and the analysis contained herein may be sent to:

David Sullivan, Construction Manager
Salinas Valley Memorial Healthcare System
450 East Romie Lane
Salinas, California 93901

Written comments may also be sent via email to dsullivan@bogardconstruction.com . Comments sent via email should include the project title in the subject line and a valid mailing address in the email.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the SVMHS Board of Directors will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If not or if the issues raised do not provide substantial evidence that the project will have a significant effect on the environment, the IS/MND and the project will be considered for adoption and approval, respectively.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the Initial Study's conclusions.

Section 2.0 – Project Description. This section identifies the project's location/boundaries, key project characteristics, and the Initial Study's intended uses, including a list of anticipated permits and other approvals.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Analysis. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – Preparers. This section identifies the lead agency and Initial Study preparers.

Section 6.0 – References. The section identifies documents and other resources used to prepare the Initial Study.

All supporting Technical Appendices are available on the SVMHS website at www.svmh.com/betterparking.

2.0 PROJECT DESCRIPTION

2.1 Project Summary

The project (also referred to herein as the "DRC Annex") proposes to amend the Salinas Valley Memorial Healthcare System (SVMHS) Master Plan to relocate a planned Master Plan parking structure (as per CUP 98-26, as periodically amended) along Los Palos Drive to the north east corner of San Jose Street and Wilgart Way. The new parking structure would serve as an extension, or annex, to the existing Downing Resource Center parking structure, and upon completion would provide a net increase of 166 parking spaces, be the same height and designed to have a consistent appearance with the existing structure. The basement level of the DRC Annex will include approximately 20,000 square feet of additional occupied hospital office and support space. Above the basement will be four levels of parking.

Ancillary improvements and relocation of certain hospital waste management functions (interim and permanent) that are necessary to construct the DRC Annex include:

1. Temporary relocation of the hazardous, pharmaceutical, biohazardous and medical waste collection bins to the gated energy yard east of the main energy plant.

2. Temporary relocation of waste compactor and general waste bins (recycling, general waste and compost) to Nathan Olivas parking lot area at 120 Wilgart Way during construction. Includes visual screening, connection to water, sewer, power and concrete pad the for the compactor.

3. Permanent relocation cardboard compactor/bailer to the existing loading dock area.

4. Upon project completion, permanent relocation of general waste, biohazardous, medical, and hazardous materials to a newly designed and gated Trash Enclosure.

5. Americans with Disabilities Act (ADA) surface improvements and wayfinding to improve pedestrian passage from the DRC Annex parking areas to the main hospital entrance.

6. Temporary use of existing staff Lot #7 for construction and materials staging.

7. Relocation of utility systems as necessary to support the improvements.

8. Replace and expand existing PV solar array on top of the parking structures.

9. Bioretention and stormwater management facilities to meet current stormwater management requirements.

10. Landscaping improvements.

SVMHS has applied for a Conditional Use Permit and associated Site Plan Review (SPR) from the City of Salinas to facilitate these actions. The application file number is CUP 2019-022, the first amendment to CUP 2018-010.

2.2 Project Location and Setting

2.2.1 Project Location

Figure 1 depicts the project site in a regional and local context, respectively. Main components of the project footprint are located within the 13.5-acre SVMHS main campus, which includes Salinas Valley Memorial Hospital (Hospital) located at 450 East Romie Lane; the Downing Resource Center (consisting of the existing parking structure, ground level hospital uses and museum, loading docks, coffee shop and gift shop); 120 Wilgart Way; and Lot #7 (Wilgart Way and San Jose Street). The main components of the project under review are within the larger hospital campus but will only affect portions of specific parcels as described in additional detail below. The gift shop and coffee shop have a separate address of 446 W. Romie Lane #A and #B, respectively.

2.2.2 Project Setting and Surrounding Uses

The project parcels and SVMHS main campus are located in a mature, predominately single-family and multi-family residential area of southwest Salinas with commercial and office uses along East Romie Lane. The campus is generally bordered by East Romie Lane to the north; San Jose Street to the south; Los Palos Drive to the east; and Wilgart Way to the west. The proposed DRC Annex is at the corner of Wilgart Way and San Jose Street. The SVMHS main campus and subject parcels that surround the DRC Annex are described below.

Salinas Valley Memorial Hospital. The Hospital, which occupies an existing 264,493-sf, six-story building and connected structures, is classified by the Office of Statewide Health Planning and Development (OSHPD) as a General Acute Care Hospital licensed for 263 beds. Bed types include perinatal, pediatric, intensive care, coronary care, intensive care (newborn), and general acute care. Land uses surrounding the hospital include the 515 East Romie Lane and 321 East Romie Lane medical office buildings to the north and northwest, respectively (see below), medical office buildings to the south and east, and additional campus medical facilities to the west (i.e., the MRI/CT Heart Center at 444 East Romie Lane and the Regional Wound Healing Center at 440 East Romie Lane).

Downing Resource Center (DRC) and Parking Garage. The existing DRC and parking garage is part of 450 E. Romie Lane and 446 W. Romie Lane. Land uses to the north are the existing DRC parking garage and MRI/Heart Center building. Uses to the south are medical offices (Salinas Valley Medical Building) owned by SVMHS. Uses to the east include the hospital's central energy plant and main hospital including the emergency room entrance. Uses to the west across Wilgart Way consist of the Nathan Olivas Center (medical offices/specialty care uses owned by SVMHS).

120 Wilgart Way Nathan Olivas Center. This single-story medical office facility houses a Cardiac Wellness Center and Sleep Medicine Center. The proposed DRC Annex is immediately across Wilgart Way from this center. This address includes onsite parking and a storage area with a "Quonset hut" used for storage emergency medical supplies. Land use to the north is the Regional Wound Healing Center, to the west medical offices and parking, to the immediate south is the Nathan Olivas Center, and to the east across Wilgart Way is the existing Downing Resource Center parking garage.

Parking Lot #7. Lot #7 is a secure, badge accessed surface parking lot with 96 spaces located southwest of the proposed DRC Annex at the corner of Wilgart Way and San Jose Street. This lot is currently used for hospital staff parking. Land use to the north is the Regional Wound Healing Center, to the west medical

offices and parking, to the immediate south is the Nathan Olivas Center, and to the east across Wilgart Way is the existing Downing Resource Center parking garage.

The existing hospital campus and locations of project activity are shown in **Figure 2**.

2.2.3 Land Use Designations and Zoning

The City of Salinas General Plan Land Use and Circulation Policy Map indicates the DRC Annex project site has a land use designation and zoning of Public/Semipublic. The project site is also within the ERL Overlay District. Municipal Code Section 37-40.360 specifies the purpose of the ERL Overlay District is to:

a) Ensure that adequate and sufficient off-street parking is provided in the general vicinity of Salinas Valley Memorial Hospital for office uses; and

b) Encourage the provision and location of office and multi-family residential uses in the East Romie Lane Corridor in accordance with the general plan.

The maximum floor-area-ratio (FAR) in the ERL Overlay District is 1.0, plus 10 dwelling units per acre (du/ac) for mixed office and residential uses up to a maximum of 20 du/ac for residential projects without office uses.

Within the Public/Semipublic (PS) zone, parking structures are an allowable use with a CUP.

The temporary general waste yard at 120 Wilgart is within the SVMHS Master Plan boundaries and would be considered a supporting use to the existing Hospital.

Lot #7 will be needed for construction and materials staging during the construction cycle. Construction and materials staging at Lot #7 may be considered a temporary use if not exempt for purposes of project construction. If considered a temporary use, this lot may also require a Temporary Use of Land Permit (TULP), subject to the performance standards of Municipal Code sections 37-50.170 and 37-50.300.

2.3 Background and Purpose

The City of Salinas approved the SVMHS Master Plan in 1998 through a Conditional Use Permit process (CUP 98-26) and has approved several Minor Modifications and amendments since that time, the latest in 2018 (CUP 2018-10). Since 1998, SVMHS has undertaken several minor campus modifications to maintain compliance with the Office of Statewide Health Planning and Development (OSHPD) requirements and City regulations. A list of previous approvals is included in the SVMHS 2018-10 CUP, and on file with the City of Salinas. The most recent (2018) minor modification included the addition of two additional properties to the SVMHS Master Plan, expansion of the Infusion Clinic, internal relocation of uses within existing buildings, and employee parking and shuttle service to the Blue Lot at 241 Abbott Street.

The DRC Annex project is related to a larger SVMHS Master Plan update and optimization effort, which is being advanced through a separate planning and design process. Additional parking was identified and approved in the 2018 CUP project, and a parking garage has long been identified as a conditional use in CUP 98-26. However, the future Master Plan update and optimization effort will result in a new hospital building addition as part of the program, in an area previously planned for a parking structure along Los

Palos Drive. As a result, additional parking is needed elsewhere within the campus to meet campus-wide demands. The DRC Annex project will help accommodate this total parking need and is considered a critical step toward full compliance of the existing and updated Master Plan's overall parking needs.

There are several reasons SVMHS seeks to immediately move forward with the DRC Annex in advance of the larger Master Plan Update. The SVMHS campus has several decentralized parking areas, resulting in parking challenges for hospital visitors, staff and the surrounding neighborhood. Implementation of the project and additional parking is complimentary and consistent with the existing Master Plan and would achieve near term parking and programming goals of SVMHS to help resolve existing parking deficits. Perhaps more importantly, implementation of the project would provide much needed parking inventory once construction begins on other components of the new Master Plan Update, which could result in a temporary loss of on- and off-street parking associated with new hospital campus improvements. Constructing the DRC Annex in advance of the larger Master Plan is being pursued for efficiency and strategic planning purposes, as it would help to mitigate, or off-set predicted parking impacts of future phases of Master Plan construction.

SVMHS is currently processing two other minor Master Plan Amendments through the City of Salinas. These include recently approved renovations to create an OSHPD-compliant specialty clinic located at 420 E. Romie Lane, and the replacement of the Quonset hut storage units at 120 Wilgart Way with climate-controlled Conex storage containers for the storage of emergency management and medical supplies. The storage containers will be located on the same parcel as the interim general waste yard. These two independent projects are assumed to be fully approved, constructed and operational by the time the DRC Annex begins construction.

2.4 Project Characteristics

The following provides additional detail regarding the components of the DRC Parking Garage Annex CUP and ancillary improvements:

2.4.1 Downing Resource Center Parking Structure Annex (new structure)

The main component of the DRC Annex will involve the construction of a new 4-level (four-deck) parking garage immediately adjacent to the southern wall of the existing DRC garage. The new garage would provide a net increase of 166 parking spaces over existing conditions and would connect to the existing structure's circulation system, functioning as a single larger garage. A new south entrance/exit would be provided from San Jose Street. New exterior stairways and pedestrian access will be provided to direct garage users to the main hospital entrance.

The lowest (basement) level will include approximately 20,000 square feet of office and hospital support uses, connecting to the basement uses in the existing DRC structure. Along the Wilgart Way street frontage, the structure is designed with a recessed (sub-grade) "sunken garden" to allow natural light to the basement level and architectural interest at the street level.

The DRC Annex structure height of 38 feet above existing grade includes a 5-foot parapet wall. On the top deck, new solar panels would be installed to an additional height of approximately 15 feet over a portion of the deck, providing a source of power and covered parking on a portion of the top deck. The highest feature is an elevator tower, at 59.5 feet.

The new structure will necessitate the temporary and permanent relocation of the existing waste yard, described below.

Figures 3A and 3B provide illustrative renderings of the proposed structure as attached to the existing DRC garage. Project building elevations are shown in **Figure 3C**.

2.4.2 Waste Management, Collection and Recycling Area Relocations

The project will require the displacement and temporary relocation of the medical and biohazardous waste yard from its current location in the Breschini energy plant parking lot (the DRC Annex site) to a gated energy yard immediately east of the loading dock driveway. The cardboard compactor and bailer will be relocated to the loading dock area and will remain there permanently. Stericycle will continue to pick up waste from the gated energy yard location on their current schedule.

General solid waste – recycling, trash and compost totes - would be temporarily located and managed at the 120 Wilgart Way location. Solid waste would be moved to this site via small truck/cart and trailer for temporary storage. Pick up and haul off will be completed with the local existing licensed disposal hauler (Republic) on their existing schedule. The 120 Wilgart site will also include the relocated pressure washer enclosure, general waste bin, new 20 cubic yard waste compactor and screening fencing, and concrete pad for the compactor. Power for compactor, as well as water and sewer connections, will be provided.

Upon completion of the DRC Garage Annex, the entire waste stream – general, medical and hazardous - will be returned to a new Trash Enclosure Yard located at 450 East Romie Lane, adjacent to the Breschini central energy plant. As noted previously, cardboard management, compacting and bailing will remain at the loading dock location.

This location – the Trash Enclosure Yard – will consolidate hazardous and biohazardous materials for pick up in a single location. Chemo and pharmaceutical buckets, oil storage, paint storage and propane cage will also be located in the Trash Enclosure Yard. This location will require water and sprinklers for fire suppression and an emergency eye wash/decontamination station.

All interim and permanent waste locations are shown in **Figure 4** through **Figure 9**.

2.4.3 Americans with Disabilities Act (ADA) and Pedestrian Access/Path of Travel Improvements

This aspect of the project would construct a pathway along the south side of the existing hospital entrance roundabout to connect the parking structure to the hospital entrance. This component will require re-grading and surfacing along this pathway, improving ADA access and wayfinding. See **Figure 10**.

2.4.4 Mechanical, Electrical and Plumbing (MEP) Upgrades

The DRC Annex project will include all mechanical, electrical and plumbing systems to service the parking garage and sub grade office uses. These systems will include HVAC and climate control, electrical power to service interior uses, compactors, charging stations, and plumbing for office and fire flows.

2.4.5 Utility Relocations and Drainage/Water Quality Improvements

Project construction will require relocation of existing electrical/telecommunications/fiber duct banks to public rights of way along the project perimeter. Domestic water connections to the existing central energy plant will also be relocated outside of the building footprint. These utility relocations will occur concurrent and as part of project construction. A composite of interim and permanent utility relocation plans are shown in **Figure 11**.

For stormwater and water quality controls, the new DRC Annex structure would be located approximately 10 feet from existing sidewalks along San Jose Street and Wilgart Way, on surfaces that are currently paved. This leaves little room for stormwater controls and Low Impact Development (LID) measures such as bioswales at this location. To comply with current City of Salinas stormwater management requirements, bioswales and LID measures will be incorporated downstream to the east, along Los Palos Drive. These controls will benefit and improve runoff quality for the entire hospital campus. The preliminary storm water control plan is shown in **Figure 12**. Tree inventory, landscape and planting concepts are shown in **Figures 13A** through **13C**.

2.4.6 Solar Panel Installation, Electric Vehicle Charging Infrastructure, and Green Building Elements

The project proposes to replace the aging solar panels on the existing DRC garage rooftop and incorporate similar new panels on the DRC annex. Power generated by the panels will help to offset increased energy demands of the project. The project will incorporate infrastructure connections for future electric vehicle charging stations as required by current codes; however, no physical charging stations will be constructed when the building opens. The project's LID measures, low water demand plant palette, solar energy, and LED lighting would serve to reduce the project's energy and environmental impact.

2.4.7 Internal Space Planning and Relocations

The programming for the basement office space within the DRC annex will accommodate all existing AOB staff. See **Figure 14**.

2.4.8 Construction Phasing and Staging

Construction of the project will require excavation for the new parking structure and basement uses. A rectangular area of approximately 21,000 square feet will be excavated to approximately 6.6 feet below existing grade, resulting in approximately 5,500 cubic yards of cut/export material. The material to be excavated will be hauled off site and either landfilled or taken to an unrelated project location that is in need of fill material.

The excavated area will require metal shoring, which may require driven piles or sheet piles. For safety, security and movement of workers and material, the area around the excavation would be surrounded by fencing along Wilgart Way and San Jose Street. This fencing could extend approximately eight feet into the right of way from the curb, temporarily removing street parking in the immediate area.

For construction staging and material and equipment storage, Lot #7 at the corner of Wilgart Way and San Jose Street would be temporarily closed to hospital staff parking. The contractor will implement a traffic management plan in the immediate area to ensure the safe movement of vehicles, construction equipment and workers to and from the work areas during construction. At this time, all of Lot #7 is anticipated for staging needs.

Construction of the parking garage annex may require excavators, pile driver, heavy trucks for hauling and delivery, cranes, water trucks, concrete pumpers, trenching equipment and associated workers and materials necessary for a concrete and steel structure.

Construction is estimated to occur over a 16- to 18-month schedule. Phasing of project elements will overlap or may occur simultaneously, but would generally occur in the following order:

1. Relocation of waste management and collection areas
2. Close and prepare Lot 7 for staging
3. Site preparation and clearing (including removal of up to 27 trees currently used for landscaping)
4. Limited demolition/preparation of existing DRC garage south wall
5. Site excavation and construction of new DRC Parking Garage Annex structure and basement space
6. Relocation/re-routing of utilities
7. ADA improvements between garages and main hospital
8. Landscaping and storm water quality controls

2.4.9 Parking Plan and Inventory

One of the fundamental goals of the project is to improve long term parking conditions for the entire SVMHS hospital campus. **Table 1** and **Table 2** show that the post-project condition with construction of the DRC Annex will yield a net increase of 166 off-street parking spaces and 2 on-street spaces. **Table 1** demonstrates that the DRC Annex project, once constructed and with the Blue Lot shuttle service, would change an existing parking deficit of 117 spaces to a surplus of 49 spaces campus-wide.

Table 1: Pre- and Post-Project Off-Street Parking Supply

Parking Lot	Pre-Project Parking Supply	Project Parking Supply
Downing Resource Center (DRC)	509	**487**
MRI/Heart Center Lot	20	20
Emergency Department/ Joyce Wyman Surgery Center	46	46
Los Palos/ AOB Parking Lot	111	111
Breschini Energy Lot	57	**-**
DRC Annex	-	**245**
San Jose at Wilgart Lot (Lot #7)	96	96
Nathan J Olivas Center	47	47
440 E. Romie Ln (Wound Care & Records)	18	18
515 E. Romie Ln (Infusion Clinic)	18	18
321 E. Romie Ln (MOB)	31	31
Total Existing CUP Area	**953**	**1,119 (net gain of 166)**
91 Spicer St (Shuttle Service/Blue Lot)	233	233
Total Supply with Shuttle Service	**1,186**	**1,352**
Total Spaces Required (264 Licensed Beds): 1,303		
Surplus/Shortfall Supply	*(350)*	*(184)*
Surplus/Shortfall Supply, with Blue Lot Shuttle Service	*(117)*	***49***

Source: Kimley-Horn, 2019

Table 2: Pre- and Post-Project On-Street Parking Supply

On-Street Parking	Pre-Project Parking Supply	Project Parking Supply
San Jose St - Westbound *(50 ft W of Wilgart Way to Los Palos Dr)*	22	23
San Jose St – Eastbound *(50 ft W of Wilgart Way to Los Palos Dr)*	25	25
Wilgart Way – Northbound *(300 ft S of San Jose St to E. Romie Ln)*	13	14
Wilgart Way – Southbound *(300 ft S of San Jose St to E. Romie Ln)*	16	16
Los Palos Dr – Northbound *(450 ft S of San Jose St to E. Romie Ln)*	23	23
Los Palos Dr – Southbound *(450 ft S of San Jose St to E. Romie Ln)*	24	24
Total	**123**	**125**
	Change in Existing Supply	***2***

Source: Kimley-Horn, 2019

2.5 Permits and Approvals

The permits/approvals from State and local agencies, including the City of Salinas as a responsible agency, would include but are not necessarily limited to, the following:

- **Conditional Use Permit/Master Plan Amendment.** The proposed project and permit would amend components of the adopted SVMHS Master Plan (and prior amendments/modifications). The Master Plan Amendment and accompanying CEQA document would first be approved by the SVMHS Board of Directors, while the CUP and related permits would be approved by the City of Salinas.
- **Site Plan Review.**
- **Temporary Use of Land Permit(s).**
- **Tree Removal.**
- **NPDES Permit (Local and CWQCB Central District).**
- **Air Quality Permits for Stationary Equipment (MBARD).**
- **Demolition Permit**.
- **Grading Permit.**
- **Building Permit.**
- **Certificates of Occupancy.**

3.0 INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below are discussed within Section 4, *Environmental Analysis*.

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

DETERMINATION

On the basis of this initial evaluation:

☐ Categorical Exemption.

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

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

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

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

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

☐ 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, (b) none of the conditions described in State CEQA Guidelines Section 15162 for a Subsequent EIR or Section 15163 for a Supplemental EIR have occurred and (c) only minor technical changes or additions to the previous environmental documents are necessary.

Signature Date

Printed Name
Salinas Valley Memorial Healthcare System

4.0 ENVIRONMENTAL ANALYSIS

The following section describes the environmental setting and identifies the environmental impacts anticipated from implementation of the proposed project. The criteria provided in the CEQA environmental checklist were used to identify potentially significant environmental impacts associated with the project.

The discussion for each environmental subject includes the following subsections:

- **Environmental Checklist** – The environmental checklist, as recommended by CEQA, identifies environmental impacts that could occur if the proposed project is implemented. The right-hand column of the checklist lists the source(s) for the answer to each question. The sources are identified at the end of this section.

- **Setting** – This subsection discusses the project's existing conditions related to the environmental resource area.

- **Impact Discussion** – This subsection discusses the project's impact as it relates to the environmental checklist questions.

- **Mitigation Measures** – For any potentially significant effect, feasible mitigation measures (or standard conditions and/or regulations) are identified to reduce impacts to a less than significant level.

4.1 Aesthetics

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Setting

The project site is in the southern portion of the City of Salinas, south of Highway 101. The existing SVMHS Master Plan area is within the ERL Overlay District and is surrounded by medical office uses, and single-family and multi-family residential neighborhoods. The local aesthetic setting is a mix of residential and medical office uses, characterized by local roadways lined with mature trees, sidewalks and a mature suburban land use pattern. There are no elevated, exceptional or distant views in the area, or significant public viewing areas. Views in and around the neighborhood are typical of the suburban landscape.

The Hospital is a six-story building bordered by East Romie Lane to the north, San Jose Street to the south, Los Palos Drive to the east, and Wilgart Way to the west. Existing medical buildings located west of and adjacent to the Hospital include the MRI/CT Heart Center, the Downing Resource Center Parking Garage, and Breschini Energy Plant. Land uses and buildings immediately adjacent to the DRC are part of the hospital campus on all four sides. Street/exterior lighting fixtures, landscaping, and ornamental street trees are located adjacent San Jose Street and East Romie Lane. The single-level Nathan J. Olivas Center medical offices and wound care facilities are located directly across Wilgart Way from the proposed Project. These medical uses have changed over time but have been part of the visual neighborhood landscape and character since the 1950's.

Impact Discussion

(a, b) **No impact**. The project site is not located along a State scenic highway, rural scenic corridor, or City Gateway.[1] State Route 68 between Salinas and Monterey is an Officially Designated State Scenic Highway, but is not near the project. Views are limited/intermittent due to the surrounding buildings. The project site is located within a developed area, and there are no scenic vistas that would be impacted by the proposed project. Like much of Salinas, the immediate neighborhood does contain some older buildings and structures that could retain some historic significance. However, the project as proposed would not directly or indirectly impact the aesthetic character of such resources as the nearest land uses are medial offices, parking lots. Although up to 27 trees would be removed to accommodate the project, these are ornamental, non-native street trees that are not located along a State scenic highway, and the project contains a tree replacement plan. For these reasons, no impacts would occur and no mitigation is required.

(c) **Less than significant**. The project as proposed would alter, but not substantially degrade, the existing visual character or quality of public views of the site and its surroundings. Although the visual appearance of the expanded parking structure and, to a lesser degree, relocation of the waste management areas of represent a "change" to the appearance of the site as seen from its surroundings, these changes do not represent a substantial change or degradation because the proposed structure and use is consistent with other medical uses on the campus and have been consistent with the neighborhood character for decades. There are no public views from key vantage points around the project that would be negatively affected.

The architecture and exterior façade of the DRC Annex has been designed to be complimentary and similar to the existing structure. Exterior elements (see Project Description) help to break up and provide visual relief to the structure, to avoid the appearance of a large single mass. The design treatment provides a visual quality to the structure typical of a parking garage and typical of a building within the Public-Semi Public zoning of the site.

With respect to project consistency with existing zoning or other regulations governing scenic quality, the City of Salinas seeks to protect trees through the Municipal Code. As noted above, the project would necessitate removal of up to 27 existing trees on site, including several large pines. In terms of aesthetics, this single city block will have less of an urban tree canopy while replacement trees grow to maturity. This change in appearance, however, will ultimately be mitigated by landscaping and tree replacement requirements.

To determine potential effects of additional shadow cast by the DRC Annex, a shadow analysis has been conducted to determine if surrounding land uses could be affected by the shadow created by the new structure during the day. The results of the study are shown in **Figures 15A through15D**. As these images show, additional shadow cast by the DRC annex is most pronounced at sunrise and sunset, with the location shifting during the year. All evening shadows cast toward the existing hospital grounds (similar to the existing DRC structure) and will have no adverse effect on hospital aesthetics or uses dependent on natural light. In the morning hours and toward the west, the structure's shadow (on a clear morning) would extend over the Nathan Olivas Center, a hospital-owned facility. As demonstrated by the images, the nearest buildings are other medical

[1] California Department of Transportation (Caltrans). "Scenic Highways." Accessed November 27, 2019. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

offices that are part of the hospital campus. Such buildings would not be sensitive to the shadows created by the structure.

Construction activity will result in temporary aesthetic impacts typical of building construction. Equipment, materials, fencing, excavation and related activities will alter the appearance from viewpoints within the neighborhood during construction; however, as the project is located within an urban area the project will not conflict with existing zoning or other regulations.

(d) **Less than significant**. The DRC Parking Garage Annex will require new sources of lighting for the garage interior, exterior security and pedestrian wayfinding. Although there are no residential uses immediately adjacent to the proposed structure, headlights form vehicles navigating the garage could be visible from surrounding areas.

The type, intensity and frequency of nighttime light from the new structure would be similar to the existing structure today. However, both the new and existing structure are proposed to incorporate an exterior façade to provide both visual consistency between the structures, and also to provide a heightened level of visual screening for headlight glare. These design features, together with the standard lighting requirements per the City's Municipal code (Section 37-50.480a), will result in less than significant impacts.

Mitigation Program

Standard Conditions and Requirements

Salinas Municipal Code - Section 37-50.480a Outdoor Lighting

Outdoor lighting shall employ cutoff optics that allows no light emitted above a horizontal plane running through the bottom of the fixture. Parking lots shall be illuminated to no more than an average maintained two and four-tenths foot-candles at ground level with uniform lighting levels. All building-mounted and freestanding parking lot lights (including the fixture, base, and pole) shall not exceed a maximum of twenty-five feet (a maximum of forty feet in the IG district) in height in all districts. Illumination at an R or NU (NE, NG-1, and NG-2) district property line shall not exceed one-half foot-candle maximum. Lighting adjacent to other property or public rights-of-way shall be shielded to reduce light trespass. No portion of the lamp (including the lens and reflectors) shall extend below the bottom edge of the lighting fixture nor be visible from an adjacent property or public right-of-way. A point to point lighting plan showing horizontal illuminance in foot-candles and demonstrating compliance with this section shall be submitted for review and approval prior to issuance of a building permit.

Mitigation Measures

No additional mitigation is required.

4.2 Agricultural and Forestry Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information complies by the California Dept. of Forestry and Fire protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Setting

The project site is fully developed and within an urbanized area containing medical offices and hospital support uses. No agricultural or forest lands exist in the project area.

Impact Discussion

(a-e) **No impact**. The California Natural Resources Agency's Farmland Mapping and Monitoring Program (FMMP) provides maps and data to decisions makers to assist them in making informed decisions regarding the planning of the present and future use of California's agricultural land resources. The project area is identified as urban and built-up land on the State of California Important Farmland Map.[2]

A Williamson Act contract between local governments and private landowners restricts specified parcels of land to agricultural or related open space use in return for a lower property tax assessment. The project site is not under a Williamson Act contract. The project site is zoned Public/Semi-Public (PS) and Commercial Office (CO). Agriculture and timberland production are not permitted uses within these districts. Project implementation would not conflict with either existing zoning for agricultural uses or timberland production, or with lands under a Williamson Act Contract.

The project site is a developed area and is not proximate to agricultural uses or forest land. Therefore, the project would not directly or indirectly result in the conversion of property from agricultural or timberland uses. No impacts to agricultural and forestry resources would occur and no mitigation is required.

Mitigation Program

Standard Conditions and Requirements

No standard conditions or requirements are applicable to the project.

Mitigation Measures

No mitigation is required.

[2] State of California Department of Conservation website, California Important Farmland Finder. Available at https://maps.conservation.ca.gov/dlrp/ciff/. Accessed November 27, 2019.

4.3 Air Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Setting

Monterey County, where the project is situated, lies within the North Central Coast Air Basin (NCCAB). Marine breezes from Monterey Bay dominate the climate in this portion of the NCCAB. Westerly winds predominate in all seasons but are strongest and most persistent during the spring and summer months.

The extent and severity of the NCCAB's air pollution is a function of the area's natural physical characteristics (weather and topography), as well as human-created influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation/dispersion of pollutants throughout the NCCAB. In general, the coastal area's air pollution potential is relatively low due to persistent winds. However, the NCCAB is subject to temperature inversions that restrict vertical mixing of pollutants.

The Monterey Bay Air Resources District (MBARD) (formerly known as the Monterey Bay Unified Air Pollution Control District) is the agency with primary responsibility for assuring that federal and State ambient air quality standards are attained and maintained in the NCCAB. The NCCAB encompasses three counties: Monterey, San Benito, and Santa Cruz. The MBARD is charged with regulatory authority over stationary emission sources, monitoring NCCAB air quality, providing guidelines for analysis of air quality impacts pursuant to CEQA, and preparing an air quality management plan to maintain or improve air quality in the NCCAB.

The NCCAB is in non-attainment with State mandated thresholds for ozone and suspended particulate matter. With respect to federal standards, the NCCAB has either achieved attainment or is unclassified. The MBARD is delegated with the responsibility at the local level to implement both federal and State mandates for improving air quality in the NCCAB through an air quality plan.

The MBARD adopted the *Air Quality Management Plan for the Monterey Bay Region* ("Air Quality Plan") in 1991 and completed several updates in subsequent years, most recently the Triennial Plan Revision 2012 – 2015, adopted in 2017, which is an update to and incorporates them by reference to the 2008 Air Quality Management Plan for the Monterey Bay Region. The Air Quality Plan provides measures to control emissions of volatile organic compounds from stationary and mobile sources to meet the ozone standard mandated by the California Clean Air Act. In 2006, the California Air Resources Board made the ambient air quality standards more stringent by adding an 8-hour ozone average to the standard.

The Air Quality Plan addresses only attainment of the State ozone standard. Attainment of the State standard for particulate matter less than 10 microns in diameter (PM_{10}) is addressed in the MBARD's 2005 *Report on Attainment of the California Fine Particulate Standard in the Monterey Bay Region - Senate Bill 656 Implementation Plan*, which was adopted in December 2005. The plan focuses on reduction of fugitive dust and diesel particulate matter emissions. The *CEQA Air Quality Guidelines* from 2008 indicate the threshold of significance for construction and operational impacts.

Impact Discussion

(a) **Less than significant**. The Air Quality Plan focuses on reduction of ozone levels within the NCCAB. As identified by the MBARD, emissions of ozone precursors (i.e., nitrogen oxides [NO_X]) that conflict with the population projections on which the Air Quality Plan is based, are not accommodated in the Air Quality Plan for ozone and would have a significant cumulative impact unless offset.

The proposed project would result in the construction and operation of a new parking garage and provide additional space for existing hospital operations. The project would not generate additional population, add additional traffic, or add jobs or housing. As the proposed project involves a CUP, new parking structure and operational modifications that would not generate additional population, it would not conflict with the Air Quality Plan for ozone. The expansion and improvements are intended to support and enhance existing hospital services and visitors, and will not expand the bed count or add new services. MBARD guidance for analysis of air quality impacts of planning documents consists of assessing consistency with the Air Quality Plan. This analysis is presented below and indicates no impact for ozone and ozone precursors, such as NO_X.

The MBARD's adopted procedure to determine project consistency with the Air Quality Plan is based on residential units. The proposed project does not include any new housing or land uses that are associated with population growth. The proposed operations would not result in any new vehicle trips or emissions. Therefore, implementation of the proposed project would not result in conflicts with or obstruction of implementation of the Air Quality Plan.

The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The CEQA Air Quality Guidelines note that a project which is inconsistent with an Air Quality Plan would have a significant cumulative impact on regional air quality. As discussed above, the project is consistent with the Air Quality Management Plan for the Monterey Bay Region. In addition, the proposed project's construction and operation emissions would not exceed MBARD thresholds as noted below. The NCCAB is currently in non-attainment for State ozone and PM_{10} standards which represents an existing cumulatively significant impact within the NCCAB. Ozone precursors include reactive organic gases (ROG) and NO_X. The project would not exceed quantitative thresholds for either of these ozone precursors. Similarly, PM_{10} thresholds

also would not be exceeded for construction or operation of the project. Therefore, the project would not make a considerable contribution to this existing, cumulatively significant impact. Impacts would be less than significant.

(b) **Less than significant**. The proposed project would result in the construction and operation of a new parking garage and provide additional space for existing hospital operations. The project would not generate additional population, add additional traffic, or add jobs or housing.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), nitrogen oxides (NO_X), volatile organic compounds (VOCs), Sulphur dioxide (SO_2), directly emitted particulate matter (PM) (particulate matter particulate matter less than 2.5 microns in size [$PM_{2.5}$] and particulate matter less than 10 microns in size [PM_{10}]), and toxic air contaminants (e.g., diesel exhaust PM).

The regional construction emissions associated with development of the proposed project were calculated using CalEEMod version 2016.3.2. For the purposes of the air quality analysis, site disturbance would be approximately 9 acres and construction is estimated to be approximately 18 months. Total earthwork would include approximately 6,550 cubic yard (cy) of export. Typical construction detail equipment includes cement and mortar mixers, graders, scrapers, rollers, pavers, tractors, loaders, and air compressors. The MBARD employs only one quantitative threshold in connection with the above-referenced criteria air pollutants to determine construction-related air quality impacts: it uses a threshold of 82 lbs/day of PM_{10} for determining significance of construction-related emissions. **Table 3** show construction emission.

Construction activity will take place in the immediate vicinity of the existing hospital and surrounding medical uses within the SVMHS campus. Hospital uses are identified by MBARD and CEQA as sensitive receptors to pollutant concentrations.

Table 3: Project Construction Emissions

	Maximum Daily (lb/day)					
	ROGs (VOCs)	**NO_X**	**CO**	**SO_X**	**Total PM_{10}**	**Total $PM_{2.5}$**
2020	2.60	33.76	17.37	0.06	4.63	2.61
2021	7.40	19.93	18.91	0.04	1.48	1.04
Threshold	--	--	--	--	82	--
Exceed Threshold	NA	NA	NA	NA	No	NA

Source: CalEEMod version 2016.3.2.

As shown in **Table 3**, construction of the proposed project would result in a maximum of 4.63 lbs/day of PM_{10}, which is below the MBARD threshold of 82 lbs/day of PM_{10}. Further, the proposed project would be required to comply with MBARD's dust control rules. Therefore, impacts would be less than significant, and no mitigation would be required.

Operational Emissions

Long-term operational emissions are typically attributed to vehicle trips (mobile emissions), the use of natural gas (energy source emissions), and consumer products, architectural coatings, and landscape maintenance equipment (area source emissions). Implementation of the proposed project would result in a new parking garage and provide additional space for existing hospital operations. The project would not generate additional population, add additional traffic, add stationary sources, or add jobs or housing. Therefore, operational emissions are less than significant and no mitigation is required.

(c) **Less than significant**. Under CEQA, residences, schools, daycare centers, and healthcare facilities, such as hospitals, or retirement and nursing homes, are considered sensitive receptors. The nearest sensitive receptors to the project site is the main SVMHS campus located approximately 90 feet east of the project site. The nearest non-hospital sensitive receptors are the single-family residences located approximately 360 feet south of the site. The proposed project would result in the construction and operation of a new parking garage and provide additional space for existing hospital operations. The project would not generate additional population, add additional traffic, or add jobs or housing. Therefore, the project would not result in a substantial increase in traffic-related pollutant concentrations that could affect sensitive receptors. Further, the dust and equipment exhaust emissions during construction would be minimal and would be controlled by compliance with MBARD Rule 400 (Visible Emissions). Rule 400 limits discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, prohibited.

Construction and Operation Period Toxic Air Contaminant Impacts

A toxic air contaminant (TAC) is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. The health risk associated with high concentrations of diesel exhaust PM_{10} from construction equipment has a carcinogenic and chronic effect, but no short-term acute effect is currently recognized. The project could potentially expose sensitive receptors to temporary health hazards associated with TACs due to the operation of construction equipment. However, concentrations of mobile source diesel particulate matter would only be present during temporary construction activities, and as previously shown in **Table 3**, PM_{10} emissions associated with construction activities would be well below the 82 lbs/day threshold established by MBARD. Furthermore, the project operation emissions were negligible; therefore, no operational TAC impacts would occur. Compliance with MBARD recommended dust control measures would further reduce PM_{10} emissions. The health risk associated with construction emissions would be less than significant and no mitigation is required.

Parking Structure Hotspots

Carbon Monoxide concentrations are a function of vehicle idling time, meteorological conditions, and traffic flow. Therefore, parking structures (and particularly subterranean parking structures)

tend to be of concern regarding CO hotspots, as they are enclosed spaces with frequent cars operating in cold start mode. The proposed project includes new parking spaces which would be constructed within the multi-level parking garage. The proposed project would be required to comply with the ventilation requirements of the International Mechanical Code (Section 404 [Enclosed Parking Garages]), which requires that mechanical ventilation systems for enclosed parking garages operate automatically by means of carbon monoxide detectors in conjunction with nitrogen dioxide detectors. Section 404.2 requires a minimum air flow rate of 0.05 cubic feet per second per square foot and the system shall be capable of producing a ventilation airflow rate of 0.75 cubic per second per square foot of floor plan area. Impacts in regard to parking structure CO hotspots would be less than significant.

(d) **Less than significant**. The MBARD identifies permanent uses such as landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries as typical sources of odors that would trigger a nuisance. The project involves modifications to existing medical facilities and associated parking and does not involve any uses identified by MBARD that would generate odors or trigger a nuisance. Odors generated from the proposed uses are common in the man-made environment and would not be offensive to adjacent receptors. Therefore, impacts would be less than significant and no mitigation is required.

Mitigation Program

Standard Conditions and Requirements

AQ SC-1: **MBARD Rule 400 – Visible Emissions.** Project applicants and their contractors shall not discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.

AQ SC-2: **MBARD Fugitive Dust Control.** Although the project would not exceed thresholds of significance for PM_{10}, MBARD recommends the use of the following Best Management Practices for the control of short-term construction generated emissions in any event:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.

- Pave all roads on construction sites. Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance).
- Limit the area under construction at any one time.

Mitigation Measures

No additional mitigation is required.

4.4 Biological Resources

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

Setting

The project site is fully developed and within an urbanized area of Salinas. Onsite vegetation is limited to non-native ornamental landscaping and tree species, including Canary Island pine, liquid amber, Chinese

pistache, southern magnolia, and camphor tree. Existing trees range from poor to good condition. All Canary Island pines are in poor to moderate condition. Due to the long history of development and urbanization, there is no native vegetation or significant biological resources located on-site. No candidate, sensitive, or special status species would be expected to be present on or adjacent to the project site. Additionally, no creeks, rivers, or other water bodies are present either on site or immediately downstream.

Impact Discussion

(a-d, f) **No impact.** The project site is in a developed area of Salinas and is surrounded by related medical and medical office uses, as well as single-family and multi-family residential uses. No candidate, sensitive, or special status species exist on or adjacent to the projects site, therefore, the project would not impact such resources. The project site does not include sensitive habitats including riparian habitat or other sensitive natural communities, as it is fully developed. The project area does not include any wetlands or wildlife corridors,[3] thus, no impact would occur in this regard.

(e) **Less than Significant.** The project would result in the removal of up to 27 non-native street trees for the DRC Annex, including 9 pines (including 6 with a diameter greater than 18 inches), 13 liquid amber, 2 magnolia, 1 camphor and 2 pistachio. Several lower shrubs would also be removed. All these trees and shrubs are used in the existing landscape scheme along existing roadways and in the Breschini parking lot.

These trees and shrubs may provide temporary cover or foraging habitat for common bird species and are subject to the City's tree care guidelines and tree removal regulations (Salinas Municipal Code, Sections 35-9 and 35-10). However, this landscaping does not represent a migratory corridor or nursery site that would be considered significant. The project's landscaping plan will establish 15 replacement street trees of similar type to off set the loss of the street trees caused by the project. The request for tree removal is a component of the CUP application, and the landscaping plan will replace trees and landscaping. As such, impacts will be less than significant.

Mitigation Program

Standard Conditions and Requirements

Salinas Municipal Code – Section 35-9 Permit required to plant, remove, etc., trees, etc.

No person shall root-trim, trim, prune, plant, injure, remove, or interfere with any tree, shrub or plant upon any street, parkway or alley in the city without written permission therefor from the director. The director is hereby authorized to grant such permission at his discretion, but no such permit shall be valid for a longer period than thirty days after the date of issuance. Any request for permission to remove any tree from any street in the city shall be made in writing to the director clearly stating the reasons for such request. Any tree, plant or shrub removed for the benefit of the applicant, as determined by the director, shall be removed at the expense of the property owner and under the direction of the director. The installation of any pipe line or sprinkler system in the central portion of any parkway may be subjected to

[3] U.S. Fish and Wildlife Service, National Wetlands Inventory. Available at: https://www.fws.gov/wetlands/data/mapper.html. Accessed May 21, 2018.

review by the director. The city assumes no liability for damage to any pipe line at the time a tree is being planted, removed, or root-trimmed.

Salinas Municipal Code – Section 35-10 Requests for removal.

If a property owner or his authorized agent disagrees with the ruling of the director, a written statement of objections shall be submitted to the city council for review and decision. The Council will review the ruling of the director and make a determination affirming or modifying the same at a meeting within forty-five days after receipt of the request. The decision of the City Council shall be final. No such appeal shall be valid or have any effect as an appeal unless filed with the City Clerk within five working days from the date of such decision of the director. The director shall enforce the decision of the Council after the prescribed waiting period of five days.

Mitigation Measures

No additional mitigation is required.

4.5 Cultural and Tribal Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
I) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or	☐	☐	☐	☒
II) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the significance of the resource to a California Native American tribe shall be considered.	☐	☒	☐	☐

Setting

No historical resources are present on or immediately adjacent to the project site. The closest historical resource to the project site is Samuel M. Black House located at 418 Pajaro Street, 1.79 miles northwest of the project site. The project site involves only previously disturbed lands.

Impact Discussion

(a) **No impact**. According to the records search conducted by Northwest Information Center (NWIC), no previously recorded historical buildings or structures within or adjacent to the proposed project area were identified. In addition, review of historical literature and maps gave no indication of historic-period activity within the project area. The records search concluded there is a low potential for unrecorded historic-period archaeological resources in the proposed project area. The closest historical resource to the project site is located 1.79 miles northwest of the project site. Thus, there would be no impacts to historic resources in this regard.

(b, c) **Less than significant with mitigation incorporated**. The project would involve excavation for the parking garage to depth of approximately 6.5 feet, and any ground disturbing activity could potentially encounter subsurface archaeological or tribal resources. According to the Salinas General Plan EIR, little archaeological investigation has occurred in the City, and no archaeological site has been recorded in the planning area, as confirmed by the records search conducted by the NWIC. However, NWIC also concludes that there is a moderate potential for identifying Native American archaeological resources. Therefore, pursuant to Public Resource Code (PRC) Section 21083.2, should any cultural resources be encountered during construction, all work would cease until the find has been evaluated and mitigation measures (MM CUL-1 and MM CUL-2) are implemented to protect any cultural find. Compliance with PRC Section 21083.2 and corresponding mitigation measures below would ensure the project would not cause a substantial adverse change in the significance of an archaeological resource. Impacts would be less than significant in this regard.

(d) **Less than significant with mitigation incorporated**. In compliance with PRC Section 21080.3.1(b), the Salinas Valley Memorial Healthcare System provided formal notification to California Native American tribal representatives who previously requested notification from the City regarding projects within the geographic area traditionally and culturally affiliated with their tribe. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074. The Salinas Valley Memorial Healthcare System contacted the following tribal representatives via mailed correspondence on November 1, 2019. No responses were received within the 30-day response deadline of December 1, 2019. Follow up phone calls to the tribal representatives were made on March 26, 2020. No responses were refused and no concerns were raised.

- Ohlone/Costanoan-Esselen Nation, Louise J. Miranda-Ramirez
- Indian Canyon Mutsun Band of Coastanoan, Anne Marie Sayers
- Amah Mutsun Tribal Band of Mission San Juan Bautista, Irene Zwierlein
- Costanoan Rumsen Carmel Tribe, Tony Cerda
- Amah Mutsun Tribal Band, Edward Ketchum
- Xolon Salinan Tribe

- Torres Martinez Desert Cahuilla Indians
- Amah Mutsun Tribal Band, Valentin Lopez

As noted above, the project site has been extensively altered by prior ground disturbance and development. However, the potential exists for project implementation to affect previously unidentified tribal cultural resources. Compliance with PRC Section 21083.2 and corresponding mitigation measures below would ensure the project would not cause a substantial adverse change in the significance of a tribal cultural resource. Impacts would be less than significant with mitigation.

Mitigation Program

Standard Conditions and Requirements

No standard conditions or requirements are applicable to the project.

Mitigation Measures

MM CUL- 1 **Cultural and Tribal Resources.** During project construction, if any archeological, paleontological or tribal resources (e.g., evidence of past human habitation or fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Salinas Community Development Department, Current Planning Division immediately. The project applicant and/or its contractor shall retain a qualified archaeologist, paleontologist and Native American representative to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered resources. The City and the applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures. (Health and Safety Code Section 7050.5).

MM CUL- 2 **Cultural and Tribal Resources**. If human remains or cultural resources associated with a burial (i.e. grave goods) are discovered during construction, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Salinas Community Development Department, Current Planning Division and the County Coroner, according to California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) regarding treatment and disposition of recovered cultural items. The Commission will designate a Most Likely Descendant (MLD) who will be authorized to provide recommendations for management of the Native American human remains and any associated materials or objects (Public Resourced Code Section 5097.98 and Health and Safety Code Section 7050.5).

4.6 Energy

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

Setting

Pacific Gas and Electric Company (PG&E) is Salinas' energy utility provider, furnishing both natural gas and electricity for residential, commercial, industrial, and municipal uses. PG&E generates or buys electricity from hydroelectric, nuclear, renewable, natural gas, and coal facilities. In 2018, natural gas facilities provided 15 percent of PG&E's electricity delivered to retail customers; nuclear plants provided 34 percent; hydroelectric operations provided 13 percent; renewable energy facilities including solar, geothermal, and biomass provided 39 percent.[4]

The Monterey Bay Community Power (MBCP), formed in 2017, is based on a local energy model called community choice energy that partners with the local utility (PG&E) to provide consolidated billing, power transmission and distribution, customer service and grid maintenance services. MBCP's power portfolio is carbon-free, sourced from renewable sources such as solar, wind, and carbon free sources such as hydroelectric generation. The City of Salinas is part of the MBCP.

Impact Discussion

(a) **Less than significant**. PG&E and MBCP provide electricity to the project site. The proposed project is a parking garage which is not a typical land use project associated with electricity usage. As proposed, the project would install new lighting for safety and security within the structure, in addition to interior lighting and power needs for approximately 20,000 square feet of office-related use. Therefore, project implementation would result in a permanent increase in electricity over existing conditions. The increased demand is expected to be adequately served by the existing PG&E electrical facilities. Total electricity demand in PG&E's service area is forecast to increase by approximately 15,000 GWh—or 15 billion kWh—between 2018 and 2030.[5] The

[4] Pacific Gas and Electric, Exploring Clean Energy Solutions, https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page?WT.mc_id=Vanity_cleanenergy, accessed November 25, 2019.

[5] California Energy Commission, California Energy Demand 2018-2030 Revised Forecast, Figure 44 Historical and Projected Baseline Consumption PG&E Planning Area, Accessed November 25, 2019.

increase in electricity demand from the project would represent an insignificant percent increase compared to overall demand in PG&E's service area. Additionally, as noted above, MBCP works in partnership with PG&E to provide electricity to the area.

Project implementation would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to PG&E, MBCP, and other electricity retailers. As electricity retailers reach these goals, emissions from end-user electricity use would decrease from current emission estimates. Therefore, projected electrical demand would not significantly impact PG&E's level of service.

Natural Gas

PG&E also provides natural gas service to the project area. The project does not propose any new structural or operations that would use natural gas. Natural gas consumption would be minimal during construction as well. Therefore, the natural gas demand from the proposed project would represent a nominal percentage of overall demand in PG&E's service area. The project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of natural gas resources, during project construction or operation.

Fuel

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Idling of in-use off-road heavy-duty diesel vehicles in California are limited to five consecutive minutes per Title 13, California Code of Regulations, Section 2449(d)(3). Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (U.S. EPA) and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The project would entail construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such from MBARD CEQA Guidelines. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. The use of battery-powered tools and equipment that do not rely on gas

to operate are also becoming more common.[6] Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During operations, energy consumption would be associated with lighting in the parking garage and office uses in the basement. The proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Project operations would not substantially affect existing energy or fuel supplies or resources. The project would comply with applicable energy standards and new capacity would not be required. Fuel consumption associated with vehicle trips generated by the proposed project would not be considered inefficient, wasteful, or unnecessary.

The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are less than significant, and no mitigation is required.

(b) **Less than significant.** The MBCP Implementation Plan is a plan for establishing a Community Choice Aggregation (CCA) program. The project would not conflict with implementation of the CCA program. Additionally, the proposed project involves replacing and expanding existing PV solar array on top of the parking structures. AMBAG's *2040 Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS) establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of EOs 5-03-05 and B-30-15. The project is consistent with regional strategies to reduce passenger vehicle miles traveled (VMT). The proposed project is a parking garage and office space, which would not generate new trips in the project area, thus reducing congestion and energy consumption. The project would not conflict with the stated goals of the MTP/SCS. Therefore, the project would not interfere with AMBAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2040 MTP/SCS. Potential impacts are considered less than significant, and no mitigation is required.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

[6] Jobsite, *Construction's Electric Future*, June 11, 2018, available at https://jobsite.procore.com/construction-s-electric-future, accessed February 21, 2019.

4.7 Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒

Setting

The information in this section is sourced from the City of Salinas General Plan, a geotechnical evaluation (Kleinfelder, 2007) and geotechnical report review and update (Pacific Crest Engineering, 2019).

The Salinas area, situated at the north end of the Salinas River Valley, lies within the Coast Ranges Geomorphic Province, a discontinuous series of northwest-southeast trending mountain ranges, ridges and intervening valleys characterized by complex folding and faulting. At the project location, the existing subsurface data indicate that the project site is underlain primarily by surficial fills placed over interbedded alluvial soils. The fill, which is about three to five feet thick consists of loose silty sand and medium stiff sandy silt. Soils generally become denser with depth.

The General Plan EIR documents that the City of Salinas lies within a region with active seismic faults, thus, is subject to risk of hazards (primary and secondary) associated with earthquakes. Primary hazards include ground rupture and strong ground shaking, among others. Secondary hazards include shaking, ground failure and liquefaction, among others.

Fault Rupture/Earthquake Hazard Zones. The Alquist-Priolo Earthquake Fault Zoning Act (1972) and the Seismic Hazards Mapping Act (1990) direct the State Geologist to delineate regulatory "Zones of Required Investigation" (ZORI) to reduce the threat to public health and safety and to minimize the loss of life and property posed by earthquake-triggered ground failures. Cities and counties affected by the zones must regulate certain development "projects" within them. Earthquake hazard zones define areas subject to three distinct types of geologic ground failures: 1) fault rupture, where the surface of the earth breaks along a fault; 2) liquefaction, in which the soil temporarily turns to quicksand and cannot support structures; and 3) earthquake-induced landslides. The project site is not located in a ZORI.[7] Additionally, the Geologic Hazards Map for Monterey County indicates no faults traverse the project site.[8]

Seismic Ground Shaking. The project site, like the rest of the City, is at risk for damage caused by strong seismic ground shaking. According to the General Plan EIR, all of Salinas is in Seismic Risk Zone IV, the highest potential risk category due to the frequency and magnitude of earthquake activity nationwide.

Soil Erosion. The subject site is a flat, compact, urban location. Most of the subject area is covered with asphalt and used as parking and is not subject to erosive forces.

Liquefaction. Soil liquefaction is a condition where saturated, granular soils undergo a substantial loss of strength and deformation due to pore pressure increase resulting from cyclic stress application induced by earthquakes. In the process, the soil acquires mobility sufficient to permit both horizontal and vertical movements if the soil mass is not confined. Soils most susceptible to liquefaction are saturated, loose, clean, uniformly graded, and fine-grained sand deposits. If liquefaction occurs, foundations resting on or within the liquefiable layer may undergo settlements. This will result in reduction of foundation stiffness and capacities. There are no recorded signs of seismically-induced ground failures such as liquefaction or

[7] State of California Department of Conservation California Geological Survey, Seismic Hazard Zonation Program, https://maps.conservation.ca.gov/cgs/EQZApp/app/, Accessed November 29, 2019.

[8] Geologic Hazards Map for Monterey County. Available at: http://montereyco.maps.arcgis.com/apps/webappviewer/index.html?id=80aadc38518a45889751e97546ca5c53. Accessed on November 29, 2019.

lateral spreading within approximately two miles of the site, as a result of previous earthquakes. Therefore, the potential for liquefaction is considered very low.

Lateral Spreading. Lateral spreading is a potential hazard commonly associated with liquefaction where extensional ground cracking and settlement occur as a response to lateral migration of subsurface liquefiable material. These phenomena typically occur adjacent to free faces such as slopes and creek channels. Because the potential for liquefaction to take place at the site is anticipated to be very low and because, the site is relatively flat, and due to the absence of creek channels within or near the site, the potential for lateral spreading is considered negligible.

Compaction/Settlement. Another type of seismically induced ground failure, which can occur from seismic shaking, is dynamic compaction, or seismically-induced settlement. Such phenomena typically occur in unsaturated, loose granular material or uncompacted fill soils. There is a potential for such seismically-induced settlement on the project site.

Expansive Soils. Most of the site's surface up to a depth of approximately 5.0 feet consists of loose silty sand and medium stiff sandy silt. This soil material is not generally associated with expansive soils.

Landslides. Because the site is relatively flat lying, the potential for landslides and seismically induced slope failures at or near the campus is low.

Unique Paleontological or Geologic Features. The geology of the area consists of alluvial materials in an urban environment. There are no unique geologic features present at the project location or documented paleontological resources.

Impact Discussion

(a-f) **Less than significant/No Impact**. Project implementation would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, seismic-related ground failure, or landslides, as conditions conducive to these hazards are not present on the project site. The intensity of ground shaking on the project site would depend upon the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the project site. The project area is subject to strong seismic ground shaking and settlement. Based on the geotechnical investigations (Kleinfelder and Pacific Crest), the project site is underlain primarily by surficial fills placed over interbedded alluvial soils. These sandy alluvial soils were determined to be marginally susceptible to seismically-induced settlement. Kleinfelder's analyses indicated that total seismically induced settlements beneath the existing ground surface was estimated to range between 0.5-inch to 1.5 inches. Due to the heterogeneous nature of the interbedded alluvial soils, these settlements would likely occur variably across the site. The effects of ground shaking and settlement would be sufficiently mitigated for the project, since the structures would be designed and constructed in conformance with current building codes and engineering standards. Compliance with the standard conditions specified below, including compliance with the California Building Code seismic building standards, would ensure that project implementation would result in a less than significant impact regarding the exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking/settlement.

Similarly, and based on the geotechnical investigation (Kleinfelder), the site would not be significantly susceptible to liquefaction, lateral spreading and related hazards due to the depth of groundwater (50-85 feet). Geologic and soil hazards are also addressed by the California Building Code and engineering standards, as documented in the conditions below.

Mitigation Program

Standard Conditions and Requirements

SC GEO-1 Prior to issuance of a building permit, all construction shall meet the seismic building standards required in the most recent, adopted edition of the California Building Code.

SC GEO-2 Prior to issuance of a building permit, a geologic report, soils report, and structural calculations prepared by certified and registered professionals shall be required. Results and conclusions of the reports shall be incorporated into the final project design.

SC GEO-3 Prior to issuance of a building permit, a grading permit shall be obtained, subject to review and approval by the City of Salinas City Engineer pursuant to the most recent, adopted edition of the California Building Code and the City of Salinas Grading Standards.

Mitigation Measures

No further mitigation is required.

4.8 Greenhouse Gas Emissions

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

Background and Setting

Greenhouse gas (GHG) emissions include carbon dioxide, methane, ozone, water vapor, nitrous oxide, and chlorofluorocarbons. Greenhouse gases are directly emitted from stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Included in GHG quantification is electric power which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills. Human-caused emissions of these gases greater than natural ambient concentrations is responsible for enhancing the greenhouse effect and increasing the earth's surface temperature.

The project site is fully developed and within an urbanized area of Salinas.

Impact Discussion

Pursuant to State CEQA Guidelines Appendix G, a project would have a potentially significant impact if it generates GHG emissions, directly or indirectly, that may have a significant impact on the environment; or conflicts with an applicable plan, policy, or regulation adopted to reduce GHG emissions. State CEQA Guidelines Section 15064.4 specifies how the significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, determining significance, and specification of any appropriate mitigation if impacts are found to be potentially significant.

The City has not adopted significance thresholds. According to a MBARD staff report to the District Board of Directors, MBARD is considering adoption of a threshold of 2,000 metric tons of equivalent CO_2 emissions (MT of CO_2e/year) for land use projects or compliance with an adopted GHG Reduction Plan/Climate Action Plan.[9] Although MBARD has adopted a GHG threshold for stationary source projects

[9] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

that rely on operational processes and equipment that are subject to MBARD permitting requirements, land use projects do not have a formally adopted policy recommending any specific threshold. Since MBARD has not adopted thresholds, MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG missions and related mitigation measures as they best apply to the specific project (MBARD, 2014). Other air districts in the State have adopted a threshold of 1,100 MT CO_2e per year for land-use projects, including the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, and San Luis Obispo County Air Pollution Control District (Association of Environmental Professionals, October 2016).

(a) **Less than significant.** Construction GHG emissions were estimated using CalEEMod. For the purpose of this environmental analysis, project construction is expected to occur over an approximately 18-month period. Construction activities would include demolition, site preparation, grading, paving, construction of the parking garage, and architectural coating.

Although neither the City of Salinas nor the MBARD has adopted GHG emission significance thresholds, the project's estimated GHG emissions (about 498.16 MT/ CO_2e year) are well below the significance threshold of 1,100 $MTCO_2e$ per year used in neighboring air districts and the 2,000 MT of CO_2e/year threshold that had been under consideration by the MBARD. Further, annual construction would total 16.61 $MTCO_2e$ per year when amortized over 30 years. The proposed project's GHG emissions would be below the 2,000 $MTCO_2e$/year threshold currently being considered by MBARD, therefore impacts would be less than significant. Construction GHG emissions would be less than significant and no mitigation is required.

Operationally, the project would relocate existing hospital staff from existing buildings and would not generate new vehicle trips. The project would include some energy use due to lighting and other needs due to the offices located in the basement. However, the project would replace and expand existing PV solar array on top of the parking structure. The project operational GHG emissions would total approximately 310.29 $MTCO_2e$. This would be below the 2,000 $MTCO_2e$/year threshold currently being considered by MBARD. Therefore, impacts would be less than significant. Operational GHG emissions would be less than significant and no mitigation is required.

(b) **Less than significant.** In the absence of a regional or Citywide plan for reducing GHGs, AB 32 was used in this project analysis as the basis for the determining the level of reductions in GHG emissions. As additional information becomes available on GHG emissions reduction planning, the City may use such information or plans as a basis for evaluating GHG emissions impacts. AB 32 mandates the State to reduce GHG emissions to 1990 levels by 2020 and SB 32 requires a 40 percent reduction below 1990 levels by 2030. To achieve this goal, GHG emissions statewide must be reduced by approximately 30 percent by 2020.

The proposed project would comply with all MBARD applicable rules and regulations during construction and would not interfere with the State's goals of reducing GHG emission to 1990 levels by 2020 as stated in AB 32; a 40 percent reduction below 1990 levels by 2030 as noted in SB 32; and, an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in EO

S-3-05. Therefore, the proposed project would have a less than significant impact on GHG emissions.

Mitigation Program

Standard Conditions and Requirements

No standard conditions or requirements are applicable to the project.

Mitigation Measures

No mitigation is required.

4.9 Hazards and Hazardous Materials

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Setting

The project site is fully developed and within an urbanized area of Salinas. The project site is surrounded by medical office and residential land uses. The nearest school to the project site is Monterey Park

Elementary School located 550 feet south of the project area. The Salinas Municipal Airport is located 1.3 miles west of the nearest project component, the main Hospital building. The main Hospital routinely generates and processes biomedical waste, which is considered hazardous.

Impact Discussion

(a-g) **Less than significant.** The project would relocate hazardous and biomedical waste streams to new temporary and permanent locations owned by SVMHS. However, these waste streams will not change in their content or management – just location. Medical waste from SVMHS is closely regulated under the California Medical Waste Management Program and the same protocols would be required with the waste yard relocations. Transportation of radioactive materials and disposal of radioactive wastes from SVMHS are and would continue to be regulated by the Radiological Health Branch of the California Department of Health Services. Therefore, impacts to routine transport, use or disposal of hazardous materials would be considered less than significant.

Construction of the DRC annex will require site preparations, excavation, and some demolition of the south façade of the existing DRC structure. These construction activities will not involve asbestos-containing materials or other known hazard materials, and would not involve upset or accident conditions that would create a significant hazard to the public. Such impacts are considered less than significant.

Only one school is located within a quarter-mile of the proposed project. However, the project would not emit hazardous emissions. According to EnviroStor, the nearest cleanup site to the project area is located at 1031 Industrial Street, approximately 0.7-mile west of the project area.[10] This site is currently non-operating and closed. According to GeoTracker, the main Hospital building is located as a LUST cleanup site. Potential contaminants and media concerns were gasoline and soil. However, this case has been closed and completed. The proposed project would not interfere or impact the cleanup sites. Therefore, impacts associated with hazardous materials onsite would be considered less than significant.

Given the project site's location in an urbanized area, the project would not expose people or structures to wildland fires. Therefore, no impact would occur in this regard.

Salinas participates in the Monterey County Multi-Jurisdictional Hazard Mitigation Plan, which identifies hazard mitigation principles and practices for Monterey County and the 12 municipalities participating in it. The project would not interfere with this plan.

The project site is located 1.3 miles of the Salinas Municipal Airport. The DRC annex would be the same height as the existing building and will not interfere with airport operations or safety zones. Additionally, the project would not generate additional population, as it would not add jobs or housing. Therefore, the project would not result in a significant safety hazard for people residing or working in the project area. A less than significant impact would occur in this regard.

[10] Department of Toxic Substances Control. Envirostar. Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed June 27, 2018.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.10 Hydrology and Water Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
I. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
II. Substantially increase that rate or amount of surface in a manner which would result in flooding on- or offsite	☐	☐	☒	☐
III. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutes runoff; or	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
f. With regards to NPDES compliance:				
I. Potential impact of project construction on storm water runoff	☐	☒	☐	☐

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Potential impact of project post-construction activity on storm water runoff?	☐	☐	☒	☐
III. Potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☐	☐	☒	☐
IV. Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☐	☐	☒	☐
V. Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☐	☐	☐	☒
VI. Potential for significant changes in the flow velocity or volume of storm water runoff that can cause environmental harm?	☐	☐	☒	☐
VII. Potential for significant increases in erosion of the project site or surrounding areas?	☐	☐	☒	☐
VIII. Could this proposed project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity, and other typical Stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).	☐	☐	☒	☐
IX. Could the proposed project result in a decrease in treatment and retention capacity for the site's Stormwater run-on?	☐	☐	☒	☐

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	Could the proposed project result in significant alteration of receiving water quality during or following construction?	☐	☐	☒	☐
XI.	Could the proposed project result in increased impervious surfaces and associated increased urban runoff?	☐	☐	☒	☐
XII.	Could the proposed project create a significant adverse environmental impact to drainage patterns due to changes in urban runoff flow rates and/or volumes?	☐	☐	☒	☐
XIII.	Could the proposed project result in increased erosion downstream?	☐	☐	☐	☒
XIV.	Could the proposed project alter the natural ranges of sediment supply and transport to receiving waters?	☐	☐	☐	☒
XV.	Is the project tributary to an already impaired water body, as listed on the CWA Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	☐	☐	☒	☐
XVI.	Could the proposed project have a potentially significant environmental impact on surface water quality, to either marine, fresh, or wetland waters?	☐	☐	☒	☐
XVII.	Could the proposed project result in decreased baseflow quantities to receiving surface waterbodies?	☐	☐	☐	☒
XVIII.	Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	☐	☐	☒	☐
XIX.	Does the proposed project adversely impact the hydrologic or water quality function of the 100-year floodplain area?	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Does the proposed project site layout adhere to the Permittee's waterbody setback requirements?	☐	☐	☐	☒
XXI. Can the proposed project impact aquatic, wetland, or riparian habitat?	☐	☐	☐	☒

Setting

The project site is in a fully developed and urbanized area of Salinas with existing storm water/drainage infrastructure. The subject project site consists of more than 90% impervious surface. The existing site at Wilgart Way and San Jose Street, including the existing parking garage, drains off site to the existing storm drains within the public right of way.

FEMA Flood Insurance Rate Map Community-Panel Number 060202 0005D (11/04/1981) shows the project site to be in Zone X[11], an area of minimal flood hazard. Zone X are areas of 0.2 percent annual chance flood. The site is relatively flat with minimal risk of mudslides. The closest waterway to the project site is Gabilan Creek, which is located approximately 1.4 miles north of the project area. The site is located within the Salinas River watershed ultimately flows into the Monterey Bay. The map confirms that the area is outside of Zone A, which is defined as being subject to flooding during a 100-year storm event. The site is mapped in an area between the limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.

Flood hazards are generally considered from three sources: 1) seismically induced waves (tsunami or seiche), 2) dam failure, and 3) long-cycle storm events. The site is located approximately 12 miles from the Monterey Bay at an elevation of approximately 55 feet above mean sea level. Based upon the site's distance from Monterey Bay and elevation, the potential for a seismically induced wave to impact the site is negligible.

Groundwater levels at the hospital campus have ranged from 50 to 85 feet below the existing ground surface. Groundwater levels fluctuate based on seasonal rainfall and other factors such as pumping of wells for agricultural irrigation and domestic use.

Impact Discussion

(a) **Less than significant**. Please see item (f) below. The project will not substantially degrade surface or groundwater quality as designed.

[11] Federal Emergency Management Agency, FEMA Flood Map Service Center. Available at https://msc.fema.gov/portal. Accessed June 22, 2018.

(b) **No impact**. The project will not utilize additional groundwater supplies. Compared to existing conditions and impervious surface area, changes caused by the project will not alter groundwater recharge capabilities of the site.

(c) **Less than significant**. Please see item (f) below regarding changes to flow volumes, drainage patterns, and surface water quality. The project will not alter the course of a stream or river. Considering the existing impervious surface area and proposed stormwater control plans, the project will not result in flooding on or off site.

(d) **No impact**. The project site is not within a flood hazard zone or susceptible to flooding from seiche or tsunami. There is therefore no risk of water quality impact or pollutants from project inundation.

(e) **No impact**. The project has been designed for compliance with City of Salinas water quality control plans and permits and will not negatively affect groundwater resources.

(f) See individual discussions below regarding City of Salinas NPDES compliance:

I. Effects of Construction. The project would involve typical construction activities for the new parking structure, such as demolition, site preparation, grading, exposure of soils, and the introduction of fluids from construction equipment. The proposed modifications would involve ground disturbing activities such as excavation for the parking garage, which could potentially affect runoff quality during construction. However, project design features, together with compliance with the standard conditions and best practices identified below would mitigate potential construction-related impacts to a **less than significant** level.

II. Post Construction Runoff. The proposed project would be constructed on existing impermeable surfaces and would replace onsite impermeable asphalt area with 28,500 square feet of project footprint for the DRC Annex structure. The multi-story parking addition would have nominal effects in terms of increased runoff; however, with additional vehicle parking and vehicle operations, runoff water quality could be further compromised with the project. This issue is address through project design features, together with compliance with the standard conditions outlined below, that would mitigate any potential impacts to water quality post-construction to **less than significant** levels. To meet Tier 2 and 3 performance requirements, the project would provide 10 percent onsite stormwater treatment pursuant the "Alternative Compliance 10% Rule" which allows for an adjustment for sites with technical infeasibility. To compensate for the site constraints, the project proposes a bioretention area on the SVMHS site located along Los Palos Drive to capture project stormwater runoff downgradient. To meet Tier 4 stormwater treatment requirements, the project would also provide a 350 cubic foot detention storage and treatment area below ground prior to discharge, which would be located at the southeast corner of the hospital campus. With these design features, post-project effects related to stormwater volume and quality would be mitigated and compliant with current regulations.

III. Material Storage Areas. The project will temporarily and permanently relocate solid, hazardous, and biomedical waste locations. General waste, hazardous waste, recycling and biohazardous waste areas are currently located in a fenced, open air environment on existing paved areas on the project site (Sheet C3.1). The proposed temporary solid waste area on

Wilgart Way (Sheet C3.2) would operate similar to the existing solid waste yard, which uses plastic totes for waste handling and storage. This temporary site will be equipped with a pressure washer. The interim biomedical and hazardous waste storage area near the loading dock driveway (Sheet C3.4) will simply move the material to this adjacent location during construction. The waste locations will be consolidated with project completion. Compared to existing conditions, the movement and location of the existing waste areas does not pose any particularly new or acute risk of water quality contamination, as all pre- and post-project locations handle and locate the material on existing paved areas on the hospital property.

IV. Beneficial Uses of Receiving Waters. As noted in the environmental setting, the project site is in an urban environment. Gabilan Creek is located 1.4 miles away. With the stormwater control features of the project as proposed, the project will have little to no impact on these downstream waters and will have **no effect** on any potential beneficial uses of those waters.

V. Biological Integrity. Similar to the discussion above, the project's stormwater discharge will be treated on site before entering the storm drain system. As such the stormwater discharge will have **no impact** on the biological integrity of downstream water bodies or waterways.

VI. Flow Velocity. As noted above, the project's stormwater controls will regulate flow before exiting the project site and will not significantly increase the volume or flows compared to existing conditions. For these reasons, effects from flow velocity or volume would **be less than significant**.

VII. Potential for Significant Erosion. Operational post-project changes to flow patterns or volumes would not result in significant potential for erosion, as the local environment is urbanized and detained flows will enter a hardened storm drain system.

VIII. Pollutant Discharges. As noted in the environmental setting, the nearest waterway is Gabilan Creek located 1.4 miles away. With the stormwater control features of the project as proposed, the project will have little to no impact in an increase in pollutant discharge to these waters. Impacts would be **less than significant**.

IX. Treatment and Retention Capacity. Please see item (f), II above regarding treatment of post construction runoff. According to the project engineer, there is no existing stormwater run-on entering the project site that requires management. To meet Tier 2 and 3 performance requirements, the project would provide 10 percent onsite stormwater treatment pursuant the "Alternative Compliance 10% Rule" which allows for an adjustment for sites with technical infeasibility. To compensate for the site constraints, the project proposes a bioretention area on the SVMHS site located along Los Palos Drive to capture project stormwater runoff downgradient. To meet Tier 4 stormwater treatment requirements, the project would also provide a 350 cubic foot detention storage and treatment area below ground prior to discharge, which would be located at the southeast corner of the hospital campus. With these design features, post-project effects related to stormwater volume and quality would be mitigated and compliant with current regulations. Impacts to treatment and retention capacity for the site's stormwater run-on would be **less than significant**.

X. Alteration of Receiving Water Quality. Please see item (f), IV above regarding receiving waters. With the stormwater control features of the project as proposed, the project will have little to no impact on downstream waters and will have no effect on any potential beneficial uses of those waters.

XI. Impervious Surface and Urban Runoff. Please see item (f), (I) above regarding the effects of construction. The proposed modifications would involve ground disturbing activities such as excavation for the parking garage, which could potentially affect runoff quality during construction. However, project design features, together with compliance with the standard conditions and best practices identified below would mitigate potential urban runoff to a **less than significant** level.

XII. Drainage Patterns. Please see item (f), VI above regarding flow velocities. The project's stormwater controls will regulate flow before exiting the project site and will not significantly increase the volume or flows compared to existing conditions. For these reasons, drainage patterns from flow velocity or volume would be **less than significant**.

XIII. Downstream Erosion. As noted in the environmental setting, the project site is in an urban environment. The closest waterway is Gabilan Creek, which is located 1.4 miles away from the project site. As noted above in item (f) IV, with the stormwater control features of the project as proposed, the project will have little to **no impact** on erosion downstream.

XIV. Alteration of Natural Ranges of Sediment Supply. As noted in the environmental setting, the project site is relatively flat within an urbanized area. The closest waterway is Gabilan Creek, which is located 1.4 miles away from the project site. The negligible changes in urban stormwater flows would result in **no impact** to downstream sediment supply or transport.

XV. Project Tributaries. The closest waterway is Gabilan Creek, which is located 1.4 miles away from the project site. A search of the 2016 CWA Section 303(d) list revealed Gabilan Creek as an impaired water body. However, project design features, together with compliance with the standard conditions and best practices identified below would mitigate potential increase in pollutants to a **less than significant level**. Compared to existing conditions, improved stormwater quality features of the project should actually improve downstream water quality.

XVI. Surface Water Quality. As noted in the environmental setting, the project site is in an urban environment and does not include any wetlands. Please see item (f) above. The project will not have a potentially significant impact on surface water quality to either marine, fresh, or wetland waters. Impacts would be **less than significant**.

XVII. Baseflow Quantities to Receiving Surface Waterbodies. The pre- and post-project conditions result in negligible changes in stormwater flows and would have **no measurable impact** on baseflow quantities of receiving waters.

XVIII. Surface or Groundwater Water Objectives. Please see items (a) and (b) above. The project will not substantially degrade surface or groundwater quality as designed, and therefore will not significantly impact water quality objectives or beneficial uses downstream. Impacts would be **less than significant**.

XIX. Water Quality of the 100-Year Floodplain Area. As noted in the environmental setting, the project site is located outside of Zone A, which is defined as being subject to flooding during a 100-year storm event. Thus, proposed project would not impact the water quality of the 100-year floodplain area. **No impacts** would occur in this regard.

XX. Waterbody Setback Requirements. As noted in the environmental setting, the closest waterway is Gabilan Creek, which is located 1.4 miles away from the project site. The nearest waterbody setback requirement would not apply to the proposed project site layout.

XXI. Aquatic, Wetland, or Riparian Habitat. Please see Section 4.4 Biological Resources, items (a) and (b). The project site does not include sensitive habitats including riparian habitat or other sensitive natural communities, as it is fully developed. The project area does not include any wetlands or wildlife corridors, thus, **no impact** would occur.

For the reasons stated above, the project would be compliant with the City of Salinas *Stormwater Development Standards for New and Redevelopment Projects* (December 2013) and NPDES stormwater discharge requirements.

Mitigation Program

Standard Conditions and Requirements

SC HYDRO-1 All applicable NPDES/NOI/SWPPP permits will be required and shall be obtained from the State Water Resources Control Board prior to any construction activities, per EPA regulations. Development shall comply with NPDES requirements in effect when construction begins.

A Storm Water Pollution Prevention Plan (SWPPP) will be required, and shall include/identify erosion control measures and Best Management Practices (BMPs) proposed for this site. BMPs shall include, but are not limited to: installing straw wattles/fiber rolls around the construction site(s); placing gravel bags at all inlets potentially impacted by construction; installing a rock over filter fabric construction access to/from the site (as applicable); providing a concrete washout facility on site; and sweeping adjacent public streets each day or as required by the City Engineer. Post construction measures shall include the installation of a water/grease/sand separator or vortex-type inlet at the last drainage structure before discharge to the City's storm drain system; installing larger canopy trees throughout the site; and use of lower impact development strategies such as bio-swales on the site, detention facilities within landscaped areas, and reducing on-site hardscape as practical or as required by the City Engineer.

SC HYDRO-2 Prior to issuance of a Building Permit, the applicant shall provide a Construction Site Waste Management Plan that addresses spill prevention, control, and clean-up of materials such as petroleum products, fertilizers, solvents, pesticides, paints, and cleaners, subject to review and approval by the City of Salinas Public Works Department.

Mitigation Measures

No additional mitigation is required.

4.11 Land Use and Planning

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
g. Physically divide an established community?	☐	☐	☒	☐
h. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Setting

The project site is located within an established single- and multi-family residential neighborhood and located within the SVMHS Master Plan campus that also includes medical office uses around the main hospital. The City of Salinas General Plan Land Use and Circulation Policy Map indicates the project site is designated Public/Semipublic and Office. The City of Salinas Official Zoning Map indicates the project site is zoned public/Semipublic (PS) and Commercial Office (CO) District.

Impact Discussion

(a) **Less than significant**. Examples of projects that have the potential to physically divide an established community include new freeways and highways, major arterial streets, railroad lines and other proposals that provide physical separation or relocation of existing communities. As the primary project component – the DRC garage annex – is within the Master Plan footprint on land currently used by the hospital, thus it will not physically divide the community. Existing land uses in the area are residential, office, and public/semipublic in nature and the project is not proposing to modify current land uses. Therefore, impacts caused by the introduction of the new structure are considered less than significant.

(b) **Less than significant**. The project is subject to City of Salinas land use plans, programs and regulations designed to avoid or reduce environmental impacts. The project would annex the existing Downing Resources Center parking structure and would be designed to have a consistent appearance with its existing structure. The project would not increase the density of the current land use and would be designed to be compatible with its existing neighborhood per General Plan Policy LU-2.6.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.12 Mineral Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Setting

According to the General Plan, there are no mineral resource areas in central Salinas.

Impact Discussion

(a-b) **No impact**. Each of the properties that comprise the project are fully developed or infill vacant lot. The project does not involve any use that would result in any impacts to mineral resources. As noted, the nearest mineral resources are outside of the City's planning area. Therefore, there would be no loss of a known mineral resource, and no impacts to mineral resources would occur.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.13 Noise

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Setting

The DRC Annex location consists mainly of parking areas and the hospital trash yard, on a developed site within an urbanized area of Salinas. Surrounding uses include medical office, and multi- and single-family residential uses. The existing noise environment is influenced primarily by residential, commercial, and institutional uses (e.g., conversation, HVAC equipment, parking lots, etc.). surrounding the project site, as well as vehicular noise emanating from traffic on area roadways such as East Romie Lane, Wilgart Way, and San Jose Street. The nearest sensitive receptors to the project site are associated with the main SVMHS campus and hospital located approximately 90 feet east of the project site, medical offices directly across Wilgart Way and San Jose Street, and single-family residences located approximately 360 feet south of the site.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10-dBA weighting added to noise during the hours of 10:00 PM to 7:00 AM and an additional 5 dBA weighting during the hours of 7:00 PM to 10:00 PM to account for noise sensitivity in the evening and nighttime.

The General Plan contains policies and programs to achieve and maintain noise levels compatible with various types of land uses. The policies and programs emphasize the need to control noise through land use regulation, as well as enforcement of other City ordinances. Three major issues addressed in the Noise

Element: 1) avoiding the negative impacts of noise through land use planning and noise reduction measures; 2) minimizing the impact of transportation-related noise; and 3) minimizing the impact of non-transportation-related noise.

Municipal Code Section 37-50.180 identifies noise performance standards. Noise compatibility standards for various land uses are specified as short-duration cumulative noise level standards. The maximum noise level for residential districts is 60 dBA CNEL. However, in residential zones, the noise standard shall be 5.0 dBA lower between 9:00 p.m. and 7:00 a.m. Additionally, noise generated for less than five minutes in any hour may exceed the standards above by 5.0 dBA and noise produced for less than one minute in any hour may exceed the standards by 10.0 dBA. Requirements for noise studies are specified as are options for noise abatement and mitigation. The City's Noise Ordinance (Municipal Code Chapter 21A) defines various classes of noise (A through D) and defines noise regulations that pertain to each. Noise from project construction is considered Class B noise. The Noise Ordinance prohibits Class B (construction) noise between 9:00 p.m. and 7:00 a.m.

Impact Discussion

(a) **Less than significant.** The project would involve construction activities which would be temporary and have a short duration resulting in periodic increases in the ambient noise environment. Construction would begin in mid-2020 and last approximately 18 months. The construction activities would require the use of graders, scrapers, excavators, tractors, bulldozers, backhoes, air compressors and other equipment. At a distance of 90 feet, noise levels would range between 71 dBA and 80 dBA, while at the nearest residences, construction noise levels would attenuate between 59 dBA and 71 dBA. Construction activities would be temporary and would not produce excessive levels of noise. Noise reduction measures (such as replacing construction machinery to be equipped with properly operating noise attenuation devices, and designating haul routes away from sensitive receptors), would be required during construction. As noted above, the City prohibits construction noise between 9:00 p.m. and 7:00 AM. The permitted hours of construction recognize that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Adherence to the City's allowable hours of construction would ensure construction noise would be less than significant. In addition, implementation of Mitigation Measure NOI-1 which requires best practices, such as placing construction equipment as far as possible from sensitive receptors and using mufflers, would reduce construction noise impacts on adjacent noise-sensitive land uses to a less than significant level.

Operationally, the project would include a parking garage and additional office space that would relocate existing on-site employees and therefore would not generate new vehicle trips. Therefore, the project would not result in a traffic-related noise increase, thus, potential impacts associated with mobile source noise would be less than significant. Additionally, the project would not introduce new stationary noise sources into the area. The proposed medical and parking uses would not involve motorized or mechanical equipment; unnecessary, unnatural or unusual noises or sounds; or other sound-amplifying equipment, as defined in the City's Noise Ordinance. As the proposed uses would be consistent with the existing uses and would not include noise sources prohibited by the City's Noise Ordinance, impacts would be less than significant.

The project would not generate a substantial temporary or permanent increase in noise levels during construction or operations. Impacts would be less than significant and mitigation measures are not required.

(b) **Less than significant.** Project construction can generate varying degrees of groundborne vibration depending on the construction procedure and type of construction equipment used. The effect on buildings located near a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures. The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations (i.e., 0.20 inch/second). Groundborne vibration decreases rapidly with distance. Based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 inches per second peak particle velocity (PPV) at approximately 25 feet from the source of activity. The nearest sensitive receptors to the project site is the main SVMHS campus located approximately 90 feet east of the project site and single-family residences located approximately 360 feet south of the site. Vibration from construction activities experienced at the nearest sensitive residential uses (90 feet) would range between 0.0004 and 0.031 inches per second PPV for non-pile driving equipment, which is below the 0.20 inch-per-second PPV significance threshold. The vibration generated from pile-driving would be approximately 0.09 inches per second PPV at a distance of 90 feet. Additionally, at approximately 360 feet, vibration levels associated with construction would be less. Therefore, a less than significant construction impact would occur.

Operations of the parking garage and office uses would not generate groundborne vibration that could be felt at surrounding uses. The project would not involve railroads or heavy truck operations, and therefore would not result in vibration impacts at surrounding uses.

The project would not generate excessive groundborne vibration during construction or operations. Impacts would be less than significant and mitigation measures are not required.

(c) **No impact.** The Salinas Municipal Airport is located at the southeastern boundary of the city limits more than one mile east of the proposed Project. The project is located outside the 55, 60 and 65 dBA CNEL contours for aircraft activities associated with Salinas Municipal Airport. Therefore, the proposed Project would not be exposed to aircraft overflight noise that exceeds the City's exterior noise exposure thresholds. There are no private airstrips within the project site vicinity, thus, no impact would occur in this regard.

Mitigation Program

Standard Conditions and Requirements

SC N-1 All noise-generating activities at construction sites should be limited to the hours between 7:00 AM and 7:00 PM, Monday through Friday. Construction shall be prohibited during all other time periods and all day on Saturdays, Sundays, and legal holidays unless prior written approval is granted by the City of Salinas Building Official.

Mitigation Measures

MM NOI-1: Prior to the initiation of construction, the City of Salinas Building Official shall ensure that all project plans and specifications stipulate that:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- The project shall implement construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors; and
- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible.

4.14 Population and Housing

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Setting

Salinas covers approximately 23.7 square miles of northern Monterey County. The California Department of Finance estimates that Salinas' existing population as of January 2019 totals 161,899 persons, and the City's existing housing stock totals 43,167 units.[12] Between 2010 and 2019, the City's population increased by 11,458 persons and housing units increased by 516 units. The City's General Plan 2015-2023 Housing Element assesses population trends and housing needs. By 2035, the City's population is projected to increase to 172,499 persons with a need for 2,229 additional housing units by 2023.

Impact Discussion

(a-b) **No Impact**. The project does not propose new homes or employment-generating land uses. The additional square footage in the DRC Annex basement will serve relocated employees from other parts of the hospital campus. Therefore, the project would not induce population growth in the area, either directly or indirectly. Further, no expansion of roads is proposed, and infrastructure/utility improvements are only necessary to service the project. The project site does not include any existing housing and no housing would be demolished to accommodate the proposed project. The project does not necessitate construction of replacement housing. Therefore, no impacts would occur.

[12] California Department of Finance, E-5 Population and Housing Estimates for Cities, Countries, and State, 2011-2019 with 2010 Census Benchmark, Available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, Accessed November 29, 2019.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.15 Public Services

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Other public facilities?	☐	☐	☐	☒

Setting

The City of Salinas Police Department (SPD) provides full police protection services to the City. The SPD is located at 222 Lincoln Avenue, 0.8-mile northwest of the nearest project component (i.e., the Blue Lot) and 1.3 miles northwest of the furthest project component, the main Hospital building.

The City of Salinas Fire Department (SFD) provides fire protection services to the City. There are six fire stations in the City, with the nearest to the project area (i.e., Fire Station 3) located at 827 Abbott Place. The nearest project component, the main Hospital building, is located 0.37-mile west of Fire Station 3. The furthest project component, Parking Lot #7, is located 0.65-mile northwest of Fire Station 3. The Salinas General Plan identifies a service standard of six-minute response for fire protection from receipt of a 911 call. According to the SFD 2007 Annual Report, the SFD' average response time was four minutes and 16 seconds.[13]

The project area is within jurisdiction of Salinas City Elementary School District and Salinas Union High School District. The nearest school, Monterey Park Elementary School, is located 550 feet south of the project area.

Impact Discussion

(a) **Less than significant/No impact**. The project would not hinder the SFD or SPD from maintaining acceptable service ratios, response times, or other performance objectives given the project's

[13] City of Salinas, Salinas Fire Department 2007 Annual Report. June 2018.

limited scope and nature. The project would involve the extension, or annex, to the existing Downing Resource Center parking structure, the increase of parking spaces upon completion, and would include additional hospital office and support space. Project plans would be reviewed by SFD as part of project entitlements to ensure safe design and access features. Therefore, impacts to fire and police protection services would be less than significant.

The project does not involve residential development or new employment-generating land uses, thus, would not generate an increase in the City's population. No major additional public services would be required to service the proposed project. Thus, the project would not result in adverse physical impacts to schools or other public facilities.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.16 Recreation

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Setting

The nearest park to the project site is Claremont Manor Neighborhood Park, which is located at 1220 San Fernando, approximately 490 feet south of Parking Lot #7. Hospital campus employees and visitors do not create demand for recreational facilities.

Impact Discussion

(a, b) **No impact**. The proposed project does not include residential uses, therefore, would not increase the use of existing neighborhood or regional parks, or create a demand for construction of new or expansion of existing recreational facilities. Therefore, no impacts would occur in this regard.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.17 Transportation

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d. Result in inadequate emergency access?	☐	☐	☐	☒
e. Result in inadequate parking capacity	☐	☒	☐	☐

Setting

The project is in the City's southern portion, south and west of Highway 101. Site access to the existing Downing Resource Center Parking Garage is provided via Wilgart Way. The City of Salinas Circulation Element classifies East Romie Lane and San Jose Street as Minor Arterials. Existing intersections around the SVMHS campus currently operate under acceptable conditions, using the Level of Service (LOS) analysis method. Surrounding intersections operate at LOS A or B during the peak hours of traffic (Kimley-Horn, 2019).

Sidewalks and pedestrian facilities are provided throughout the project area. The nearest bicycle facility is a class III bicycle lane located along Los Palos Drive. Monterey-Salinas Transit (MST) utilizes East Romie Lane from South Main Street for Route 23, 43, and 95 bus services.

On December 1, 2009 Salinas City Council adopted Ordinance No. 2498 which established a permit parking program and Resolution 19778 established District 3A, the first residential permit parking District in the City. The permit parking program is intended to provide relief for residents affected by non-residential parking intrusions into residential areas near SVMHS and other medical offices/services. The resolution allows residents of East Romie Lane (between Alameda Avenue and California Street) to opt-in to the District 3A Residential Permit Parking Program. The Resolution also establishes two-hour parking along commercial and medical offices that front East Romie Lane (excluding the frontage of 321 East Romie Lane

that needs to remain a No Parking zone due to street width narrowing). The permit parking restrictions are effective between the hours of 7:00 AM and 5:00 PM Monday through Friday.

Parking Setting

Based on Municipal Code ERL Overlay District standards and a bed count of 264 licensed beds, the Master Plan area's existing parking demand is 1,303 parking spaces. Existing parking supply, with the existing shuttle service and use of the Blue Lot, is 1,186 parking spaces provided across multiple parking structures and surface lots, including the main Hospital Campus surface parking lot and Downing Resource Center Parking Structure, Lot #7, the Nathan Olivas surface parking lot, and the Regional Wound Healing Center surface parking lot. The existing on-site parking shortfall, assuming all 264 licensed beds and with the shuttle service, is 117 spaces.

The existing 117 space shortfall represents a worst-case calculation. Kimley-Horn and Associates has performed parking counts over the past three years to observe the actual parking demand fluctuating throughout the day, based on actual occupancy and hospital beds within the proposed Master Plan area. Through occupancy studies conducted over three years, SVMHS concluded that the occupancy for the various lots ranged between 67 and 98 percent. Based on this observed supply and demand based on usage and historic parking counts over time, adequate parking presently exists.

Impact Discussion

(a) **Less than significant.** The DRC Annex and ancillary uses will not result in traffic generating land uses, and therefore will not conflict with existing programs, plans or policies addressing the circulation system (including transit and non-motorized transportation). The additional parking provided by the DRC Annex is a step toward full compliance with local ordinances (see discussion e below). According to the DRC Annex Traffic Memorandum (Kimley-Horn, December 2019) existing trip routing in the immediate vicinity would be slightly different due to the additional DRC Annex driveway; however, all roadway operations would be unchanged.

(b) **Less than significant.** As the project will not result in additional traffic generation or employees, it will not conflict with CEQA Guidelines section 15064.3 regarding vehicle miles travelled (VMT). Construction worker traffic during construction will temporarily increase vehicle miles travelled associated with the project, but not significantly or permanently.

(c) **Less than significant with mitigation incorporated.** The temporary relocation of the waste yard to 120 Wilgart Way will require solid waste to be carted across Wilgart Way to the temporary enclosure. Similarly, the waste contractor will be required to navigate into the site to pick up materials. Wilgart Way, as a local street, has a speed limit of 25 mph and vehicle speeds between E. Romie Lane and San Jose Street are low due to cross walks and a short block length. Temporarily carting materials across the public right of way is not ideal; however, it is time limited (approximately 16 months), and does not represent a substantial hazard in this location.

The DRC Annex would also result in a new ingress/egress point on San Jose Avenue. There is an existing driveway cut at this location, which accommodates waste pick up and parking in the lot adjacent to the Breschini main energy plant. While this point would accommodate vehicles entering and existing the garage, it is near the intersection with Wilgart Way (a 4-way stop) where

speeds are low. This access point does not present a substantial increase in hazards through this design feature.

During construction and relocation of utilities, traffic management will be required along Wilgart Way and San Jose Street to ensure adequate traffic flow and safety for motorists and pedestrians. **Figure 16** identifies the approximate location of the temporary construction zone within the public right of way. Implementation of a traffic management and control plan consistent with City code requirements and industry standards, as specified below, will reduce potential impacts to a less than significant level.

(d) **Less than significant.** The construction and operation of the DRC Annex will not interfere with emergency access. As shown in **Figure 16**, the existing fire access lane will remain unimpeded during all phases of construction, and emergency room access via Los Palos Drive to San Jose Street will not be affected by the proposed project. The Salinas Municipal Airport is located 1.3 miles west of the project site. Given its limited scope and nature, the project would not result in a change in air traffic patterns or interfere with emergency access or response routes. Therefore, no impacts to air traffic patterns or emergency access would occur.

(e) **Less than significant with mitigation incorporated.** The parking analysis demonstrates a shortfall of parking within the SMVHS campus during construction of the DRC Annex. This temporary shortfall will exacerbate existing parking constraints. **Table 4** and **Table 5** show that during construction the hospital campus would experience a net loss of 202 on-site spaces over existing conditions and would temporarily add to existing parking challenges for both off-street and on-street parking for an estimated 16 to 18 months.

Table 4: Off-Street Parking Supply - Existing and During Construction

Parking Lot	Existing Parking Supply	Parking Supply During Construction
Downing Resource Center (DRC)	509	**467**
MRI/Heart Center Lot	20	20
Emergency Department/ Joyce Wyman Surgery Center	46	46
Los Palos/ AOB Parking Lot	111	111
Breschini Energy Lot	57	**-**
DRC Annex	-	**-**
San Jose at Wilgart Lot (Lot #7)	96	**-**
Nathan J Olivas Center	47	**40**
440 E. Romie Ln (Wound Care & Records)	18	18
515 E. Romie Ln (Infusion Clinic)	18	18
321 E. Romie Ln (MOB)	31	31
Total Existing CUP Area	**953**	**751**
91 Spicer St (Shuttle Service/Blue Lot)	233	233
Total Supply with Shuttle Service	**1,186**	**984 (net loss of 202)**
Total Spaces Required (264 Licensed Beds): 1,303		
Surplus/Shortfall Supply	*(350)*	*(552)*
Surplus/Shortfall Supply, with Blue Lot Shuttle Service	*(117)*	*(319)*

Source: Kimley-Horn, 2019

Table 5: On-Street Parking Supply - Existing and During Construction

On-Street Parking	Existing Parking Supply	Parking Supply During Construction
San Jose St - Westbound *(50 ft W of Wilgart Way to Los Palos Dr)*	22	15
San Jose St – Eastbound *(50 ft W of Wilgart Way to Los Palos Dr)*	25	18
Wilgart Way – Northbound *(300 ft S of San Jose St to E. Romie Ln)*	13	10
Wilgart Way – Southbound *(300 ft S of San Jose St to E. Romie Ln)*	16	8
Los Palos Dr – Northbound *(450 ft S of San Jose St to E. Romie Ln)*	23	23
Los Palos Dr – Southbound *(450 ft S of San Jose St to E. Romie Ln)*	24	24
Total	**123**	**98**
Change in Existing Supply		***(25)***

Source: Kimley-Horn, 2019

Mitigation Program

Standard Conditions and Requirements

SC TRF-1 Prior to the start of demolition and site work, the applicant shall prepare a Traffic Management and Control Plan for review and approval by the City of Salinas. The Plan shall be consistent with City of Salinas code requirements and industry standards.

Mitigation Measures

SC TRF-2 Prior to the start of demolition and site preparation work, the applicant shall secure and make operational a minimum of 202 additional offsite parking spaces at the Blue Lot location or another nearby site that can be effectively served by the shuttle program.

4.18 Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Setting

Salinas is served by two private water companies, Alco Water Service and California Water Service. PG&E provides natural gas and electric services to the City. Monterey One Water provides wastewater treatment, disposal, and recycling services to northern Monterey County, including Salinas. The Salinas Valley Solid Waste Authority is responsible for the maintenance and operation of the sanitary sewer collection system, which serves the City. Monterey Regional Waste Management District provides solid waste disposal service to the City. The project site has existing storm drainage infrastructure within public roadways.

In the immediate vicinity of the project, there is an electrical/telecommunications/fiber optic duct bank along the southern edge of the existing DRC parking structure.

Impact Discussion

(a) **Less than significant with mitigation incorporated**. The project will necessitate the re-routing and/or relocation of existing utility systems (water, sewer, electrical, storm drain and communications) in the immediate vicinity of the DRC Annex project. Relocation plans of existing systems is shown in **Figure 11** and detailed in the CUP submittal. Utility relocation would result in ground disturbance and trenching on site and within the adjacent public right of way. However, all potential impacts from construction, including air quality, storm water quality, noise, and traffic safety, are addressed within the other sections of this Initial Study with mitigation measures provided where appropriate.

(b-e) **Less than significant**. Additionally, the project would not generate additional population, as it would not add jobs or housing. Therefore, the project would result in only a negligible increase in the demand for water, wastewater, and solid waste disposal services. The project would not exceed wastewater treatment requirements or require expansion or construction of new water or wastewater treatment facilities. No alterations to the existing storm water drainage facilities are required or proposed. Therefore, the project would result in less than significant impacts.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required beyond the construction measures identified in this Initial Study.

4.19 Wildfire

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

Setting

Salinas is an urbanized community surrounded by agricultural lands. The greatest fire risk in Salinas is urban fires. The most common fire risks for residents are structural and automobile fires. The project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) as mapped by California Department of Forestry and Fire Protection. The nearest VHFHSZ is located approximately 7 miles southwest of the project site.

Impact Discussion

(a-d) **No impact**. Wildfires are large-scale brush and grass fires in undeveloped areas. As discussed above, the project site is in an urbanized area and is not within a VHFHSZ as mapped by California Department of Forestry and Fire Protection. The nearest VHFHSZ is located approximately 7 miles southwest of the project site. Therefore, there would be no impacts.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.20 Mandatory Findings of Significance

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

Discussion

The preceding analysis describes the environmental setting and identifies the environmental impacts that are anticipated from project implementation. The criteria provided in the State CEQA Guidelines Environmental Checklist (Appendix G) and City of Salinas standards were used to confirm the analysis of no significant environmental impacts associated with the proposed project for the categories and issue areas identified above.

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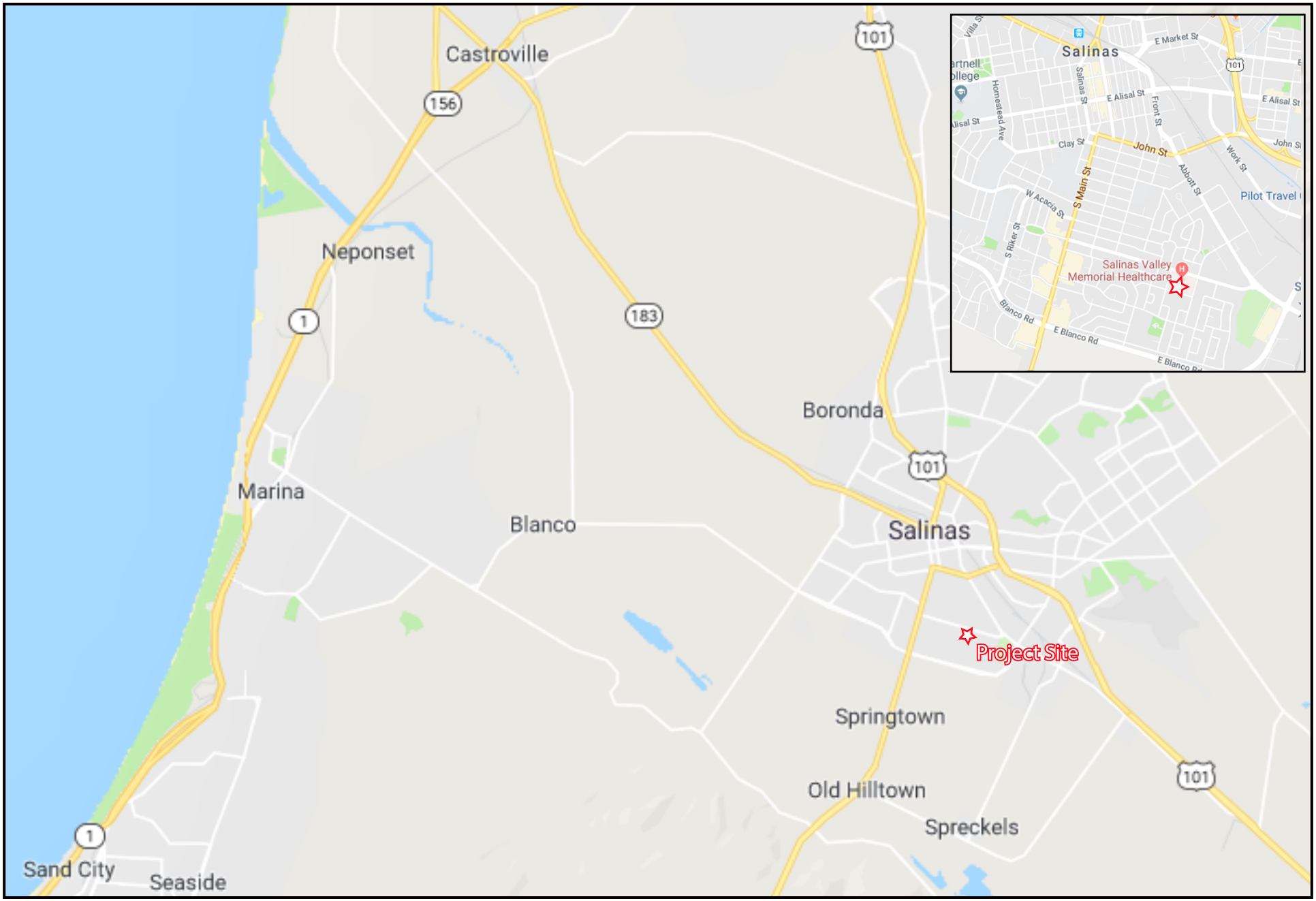

Source: Kimley-Horn and Associates, 2019; Google, 2019.

Figure 1: Regional and Local Vicinity Map

Salinas Valley Memorial Healthcare System

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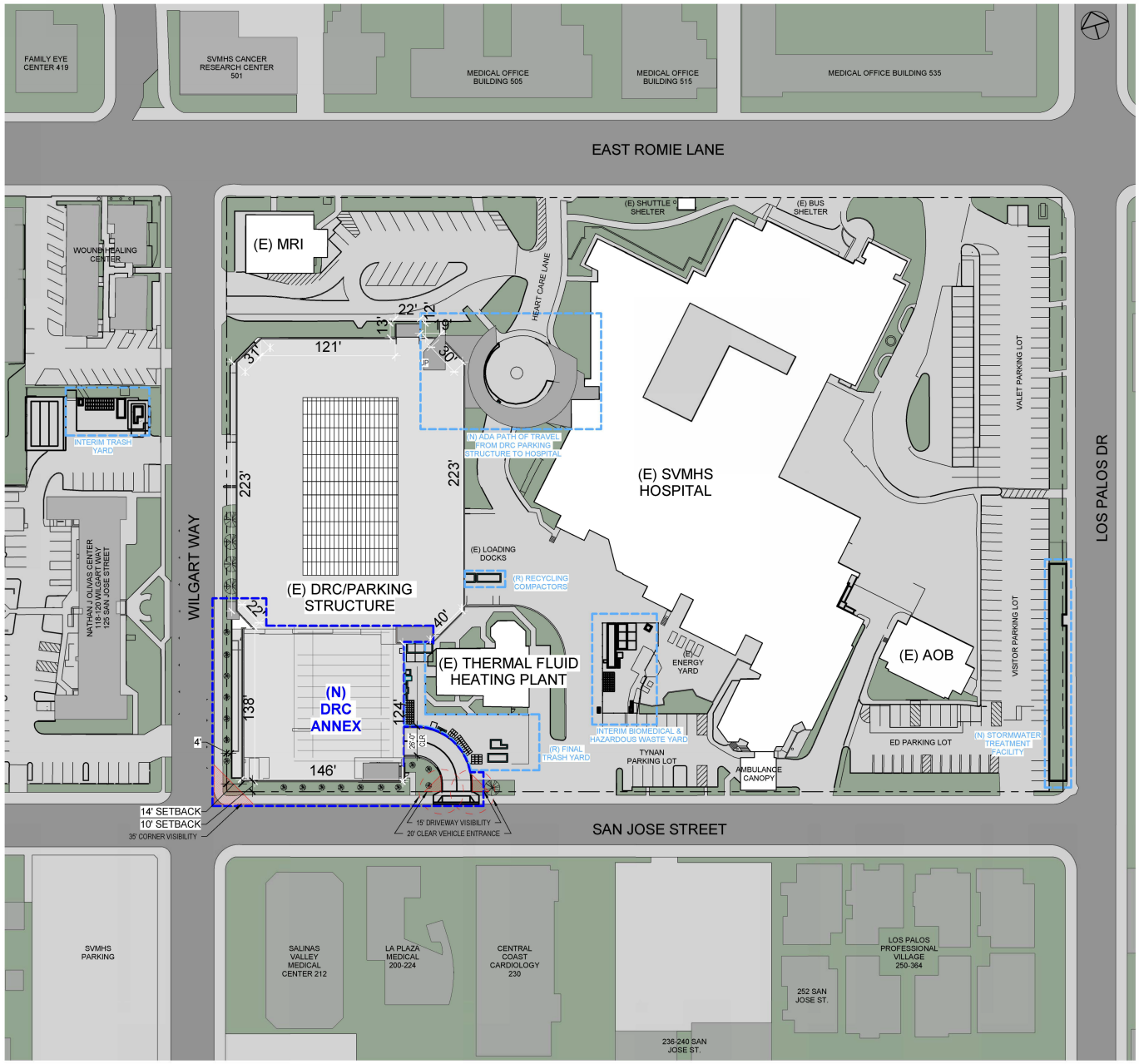

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 2: Proposed Site Plan
Salinas Valley Memorial Healthcare System

Not to scale

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Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 3A: View from Wilgart Way and San Jose Street

Salinas Valley Memorial Healthcare System

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Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 3B: View from Wilgart Way and San Jose Street

Salinas Valley Memorial Healthcare System

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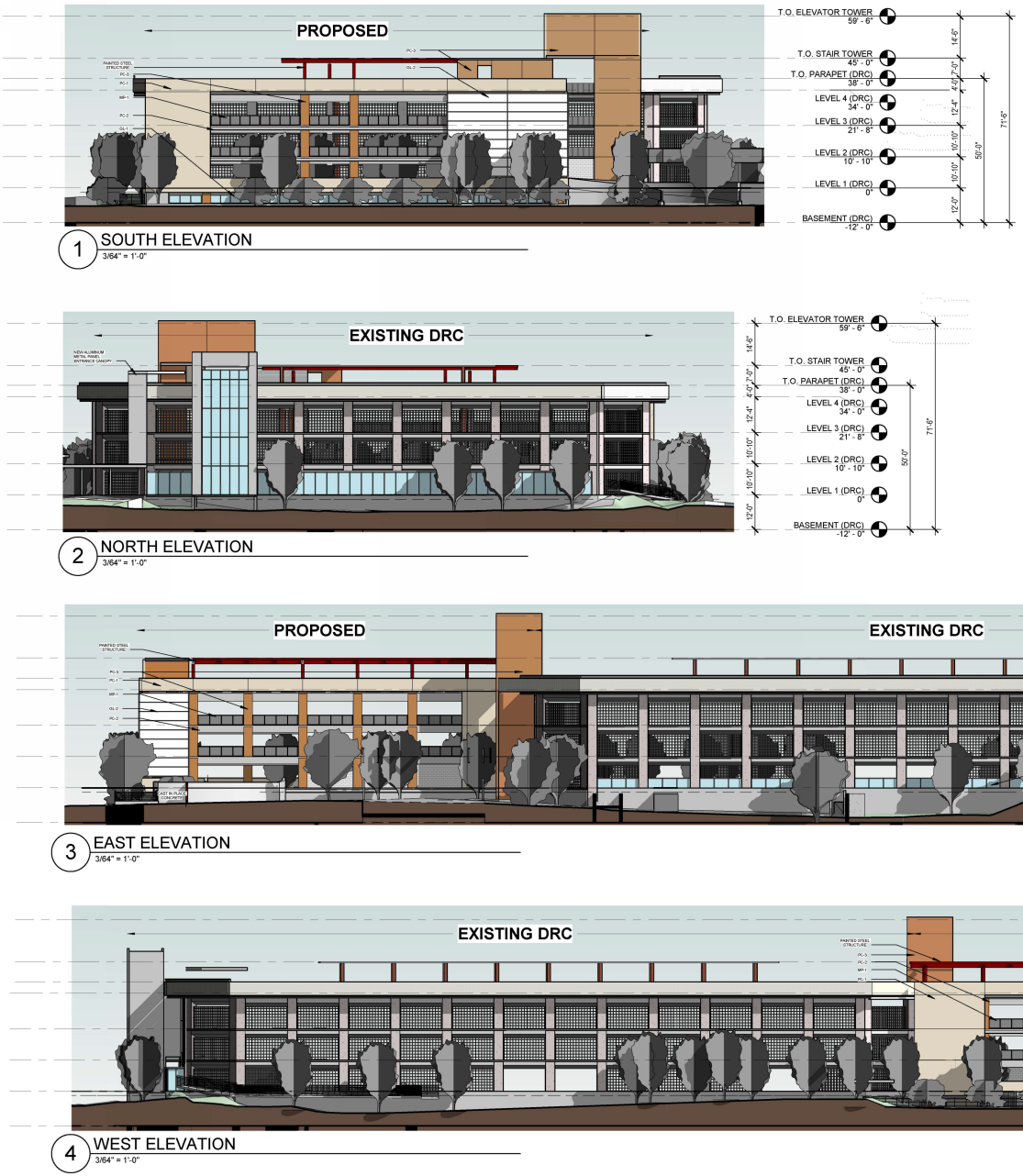

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 3C: Project Building Elevations

Salinas Valley Memorial Healthcare System

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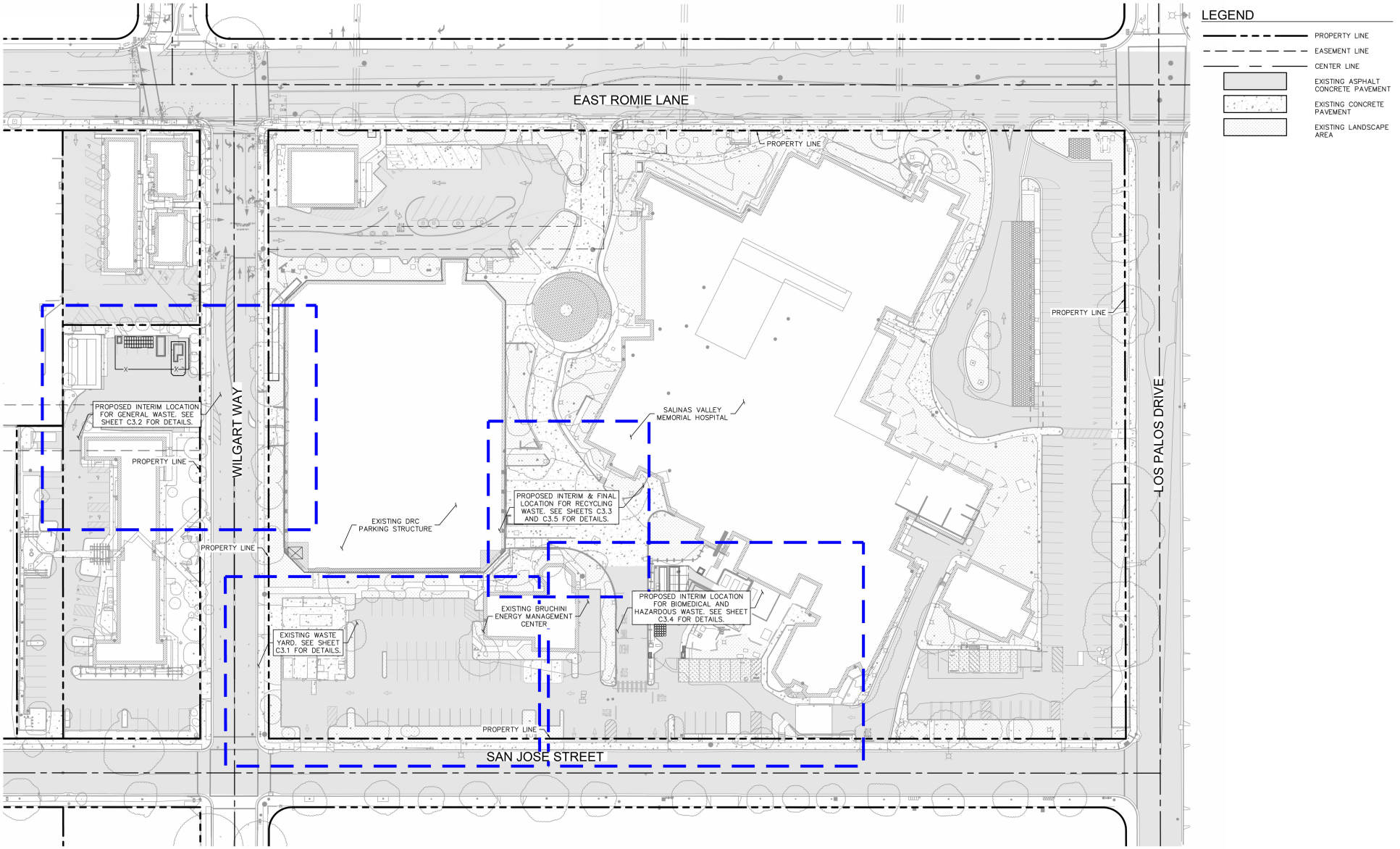

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 4: Interim and Permanent Waste Yard Locations

Salinas Valley Memorial Healthcare System

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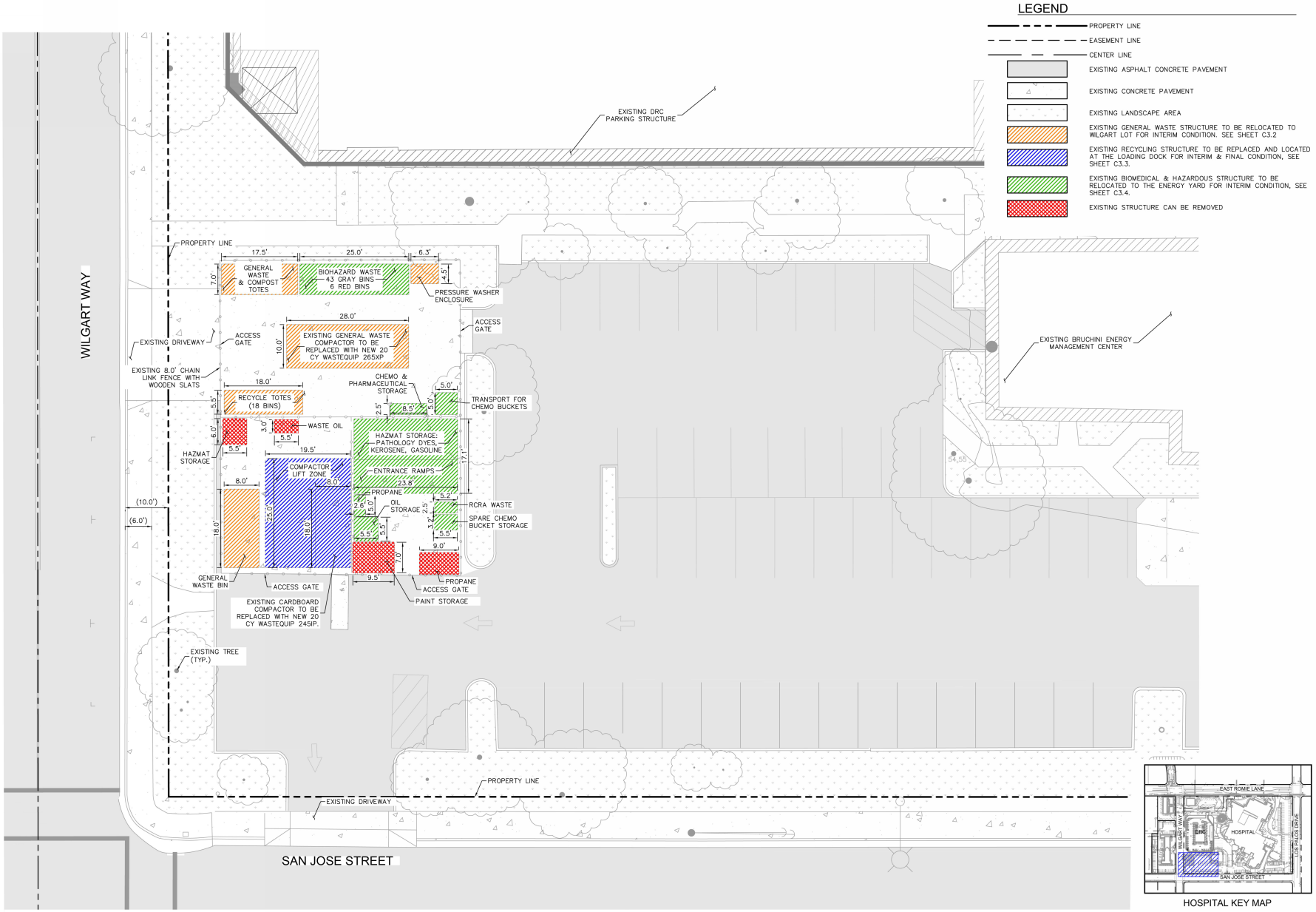

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 5: Waste Yard Existing Conditions

Salinas Valley Memorial Healthcare System

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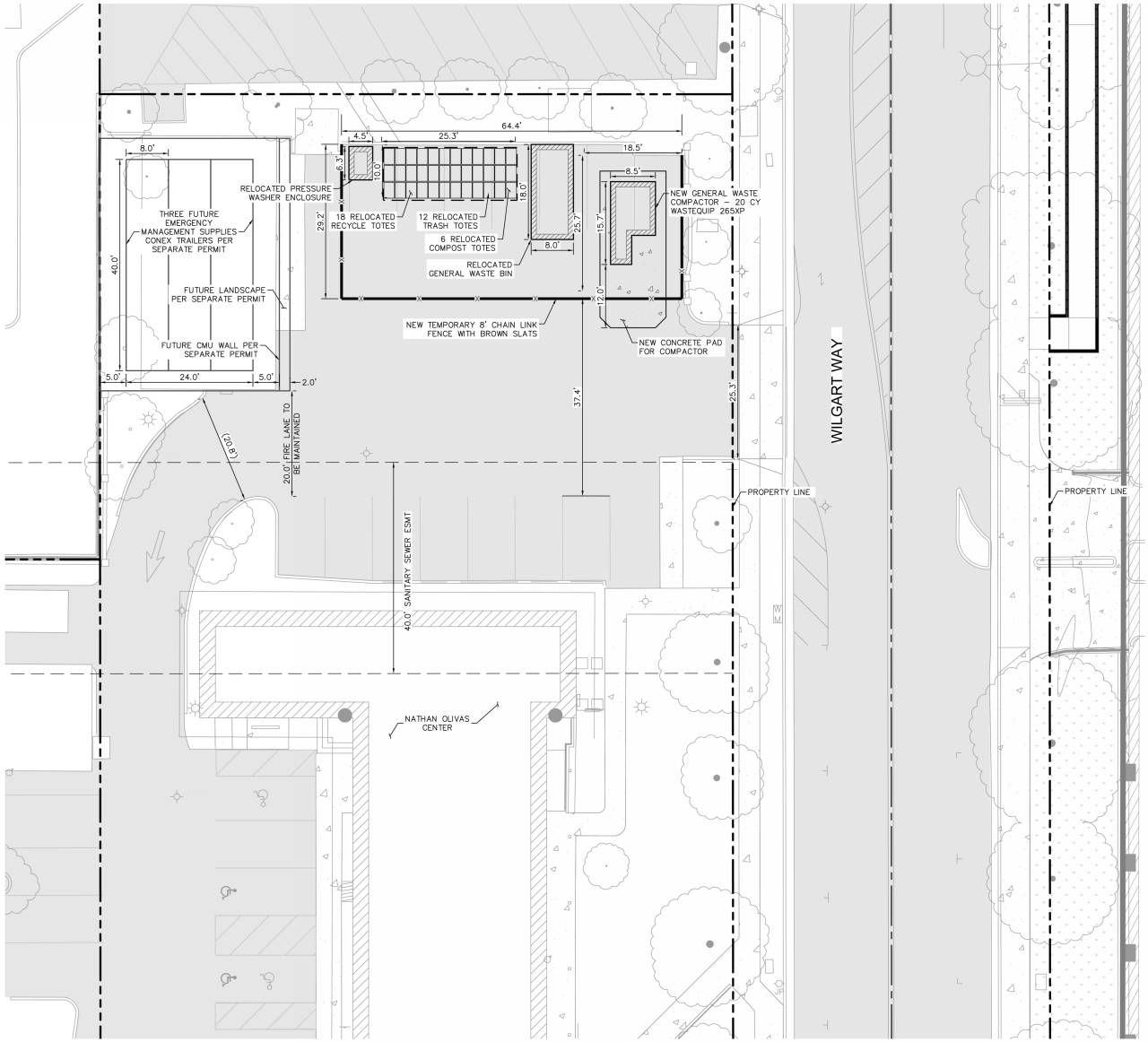

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 6: General Waste Interim Location

Salinas Valley Memorial Healthcare System

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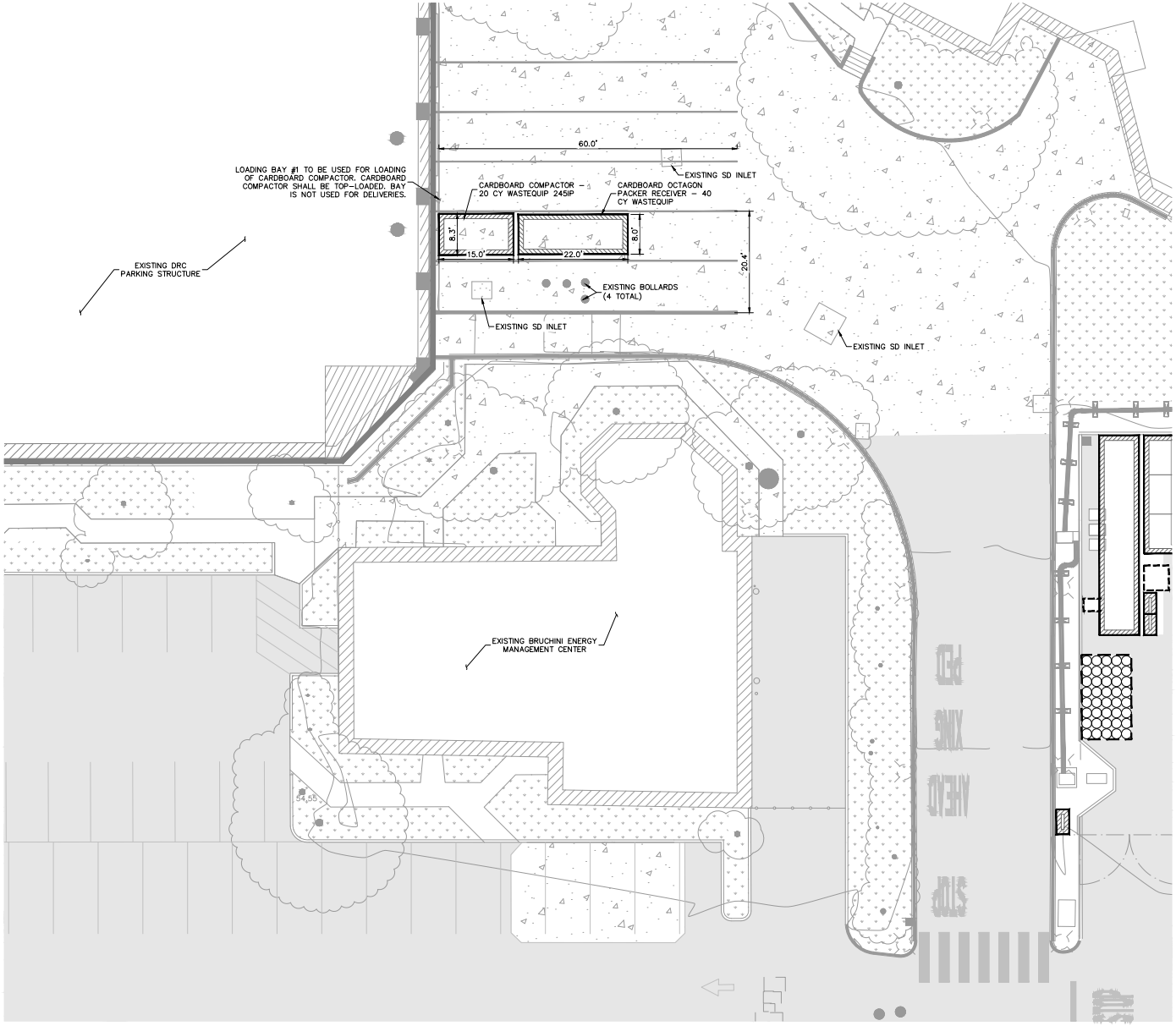


LEGEND

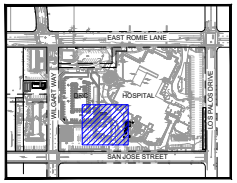
- PROPERTY LINE
- EASEMENT LINE
- CENTER LINE
- EXISTING ASPHALT CONCRETE PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING LANDSCAPE AREA

GENERAL NOTES

1. ALL TEMPORARY WASTE FACILITIES SHALL INSTALL INLET FILTERS AND TRASH CAPTURE DEVICES FOR ALL ONSITE INLETS OR DOWNSTREAM INLETS.

CARDBOARD COMPACTOR - 20CY WASTEQUIP 245IP

OCTAGON PACKER RECEIVER - 40CY WASTEQUIP



HOSPITAL KEY MAP

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 7: Recycle Waste Interim Location

Salinas Valley Memorial Healthcare System

Not to scale

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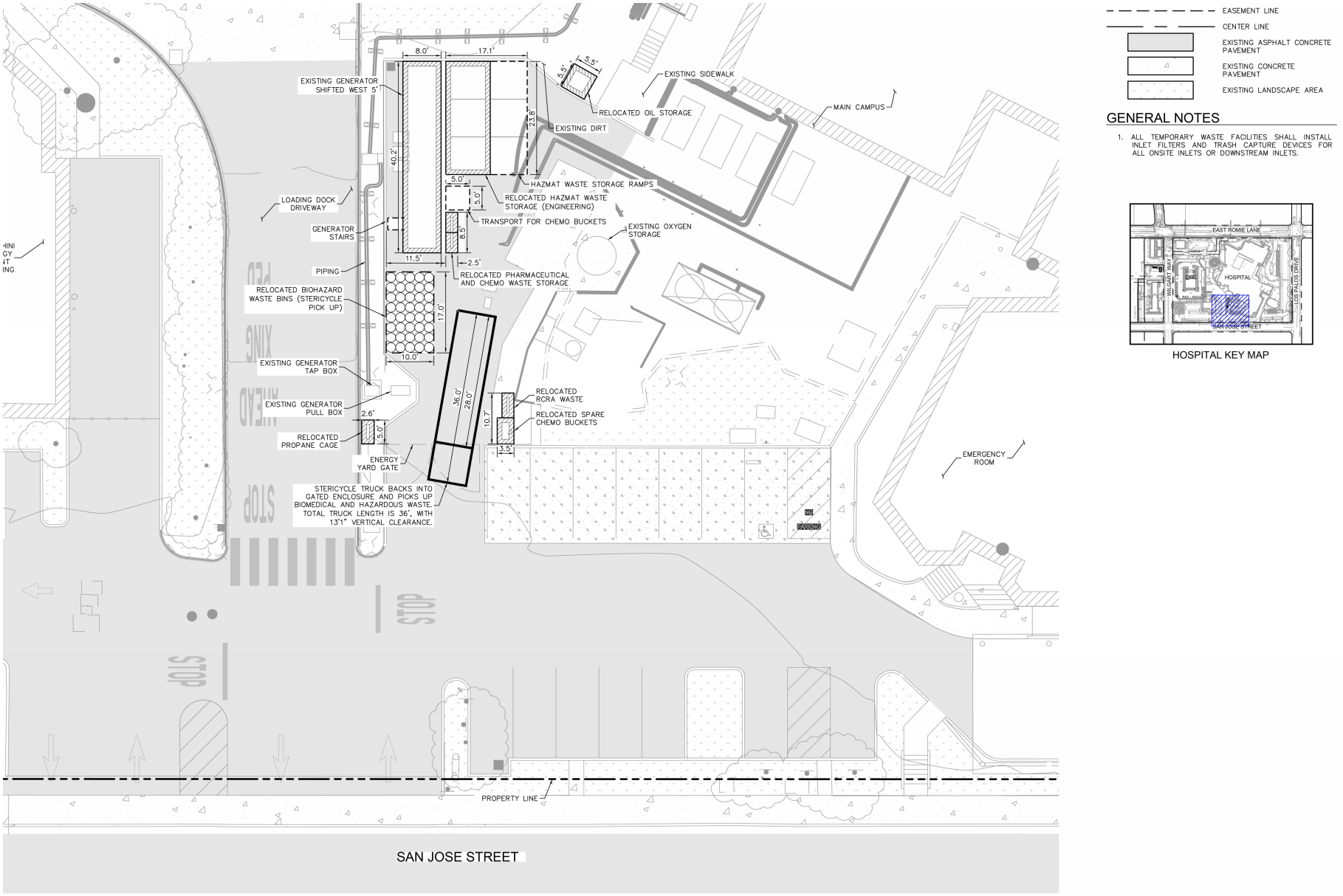

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 8: Biomedical and Hazardous Waste Interim Location

Salinas Valley Memorial Healthcare System

Not to scale

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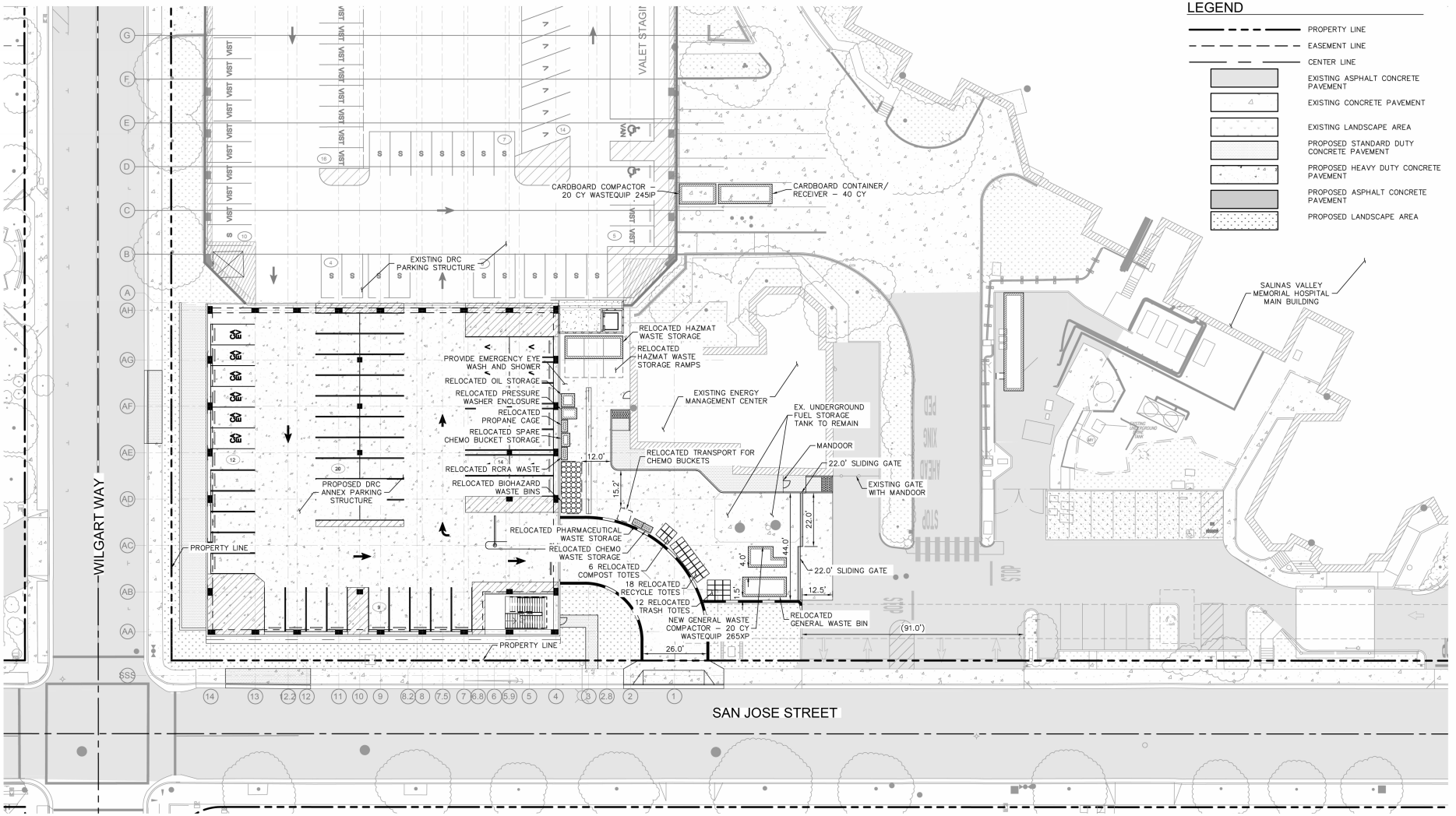

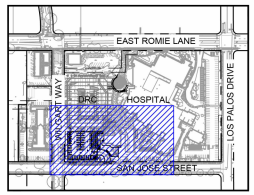

HOSPITAL KEY MAP

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 9: Final Waste Locations

Salinas Valley Memorial Healthcare System

Not to scale

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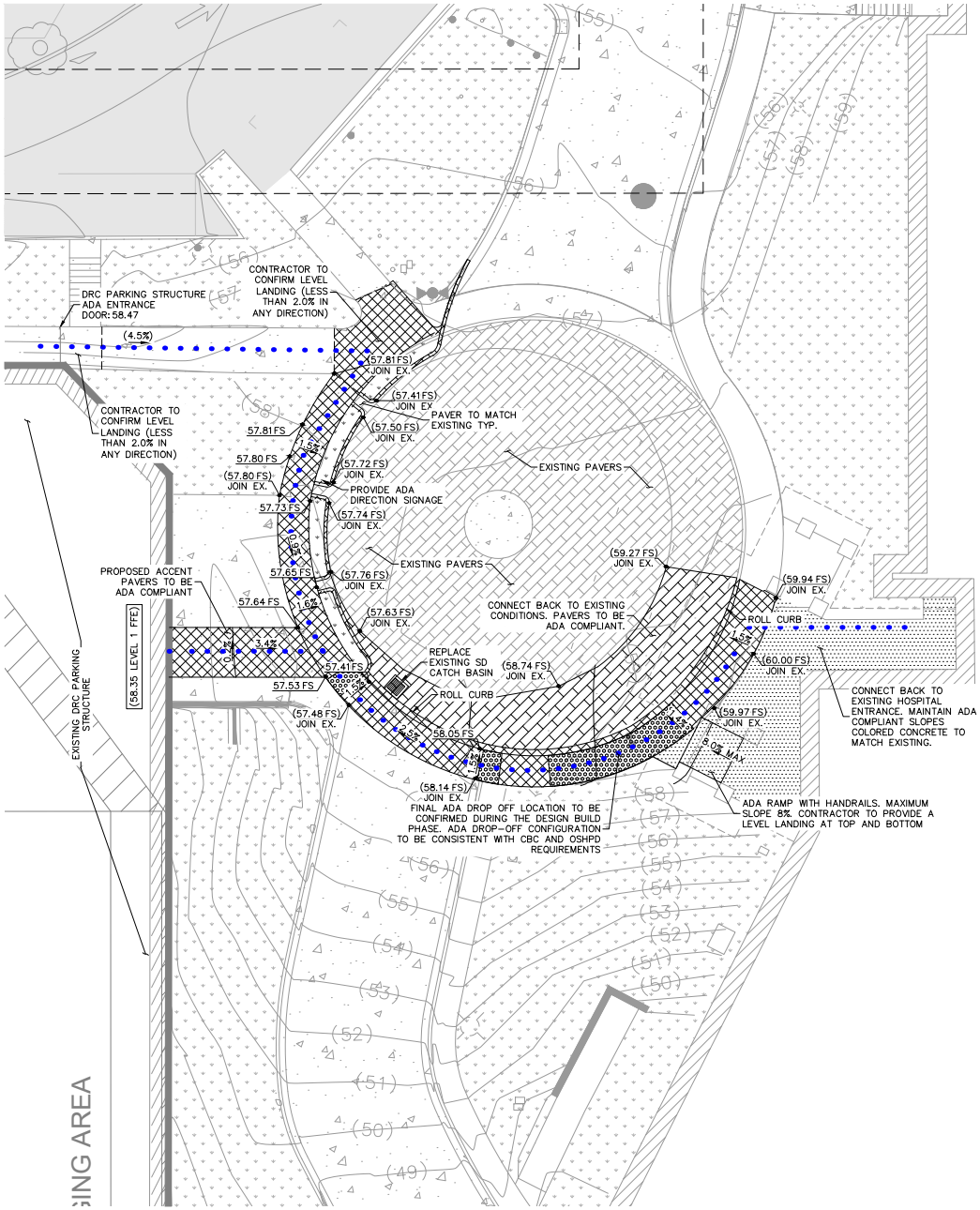
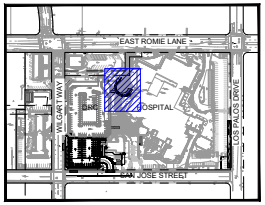


LEGEND

- PROPERTY LINE
- EASEMENT LINE
- CENTER LINE
- PEDESTRIAN ADA PATH OF TRAVEL. MAXIMUM LONGITUDINAL SLOPE 5.0%; MAXIMUM CROSS SLOPE 2.0%
- EXISTING ASPHALT CONCRETE PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING LANDSCAPE AREA
- PROPOSED STANDARD DUTY CONCRETE PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED PAVERS (ROAD)
- PROPOSED ACCENT PAVERS (PEDESTRIAN)
- PROPOSED ASPHALT CONCRETE PAVEMENT
- PROPOSED LANDSCAPE AREA



HOSPITAL KEY MAP

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 10: Preliminary Drop Off ADA Grading

Salinas Valley Memorial Healthcare System

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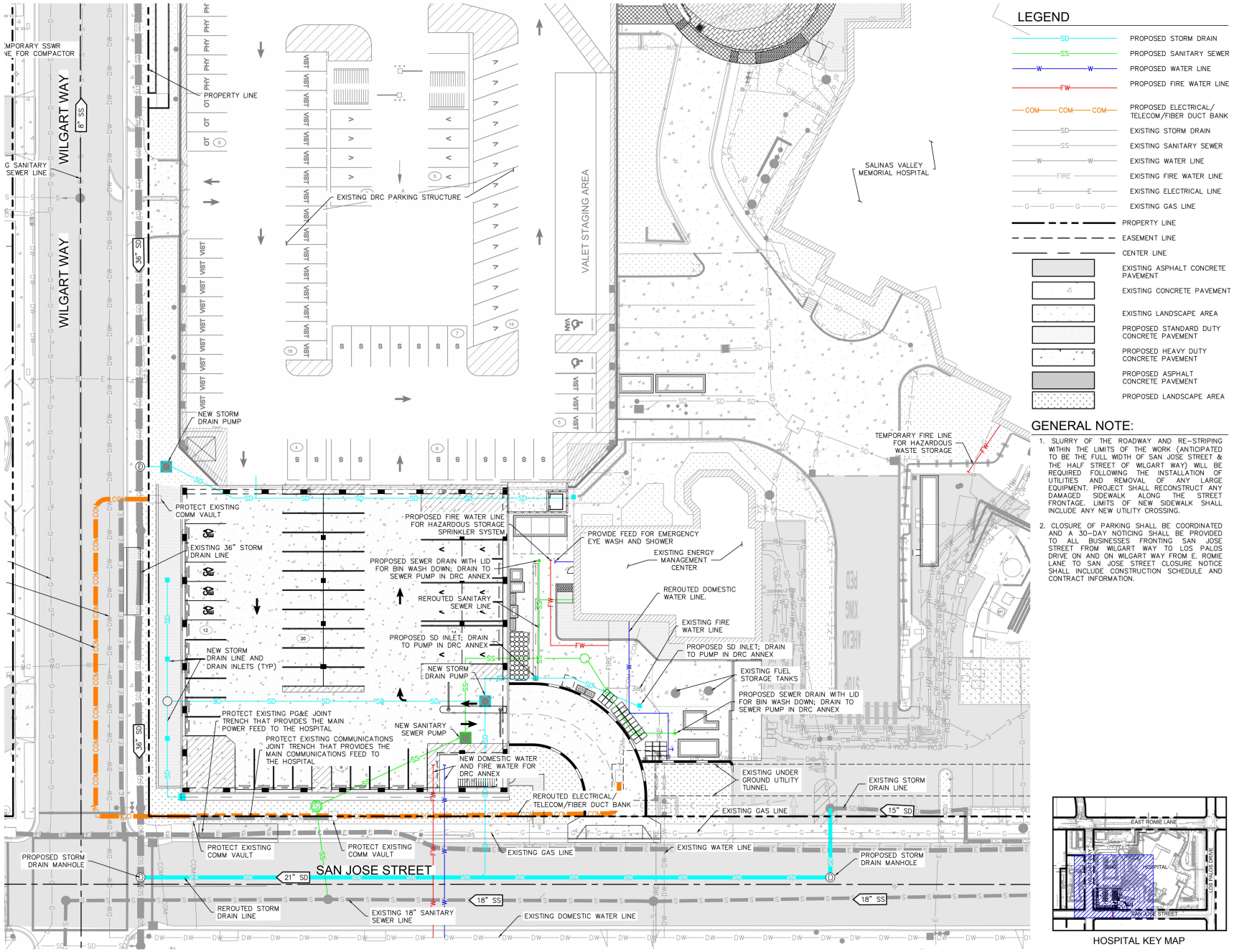

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 11: Composite Preliminary Utility Plan

Salinas Valley Memorial Healthcare System

Not to scale

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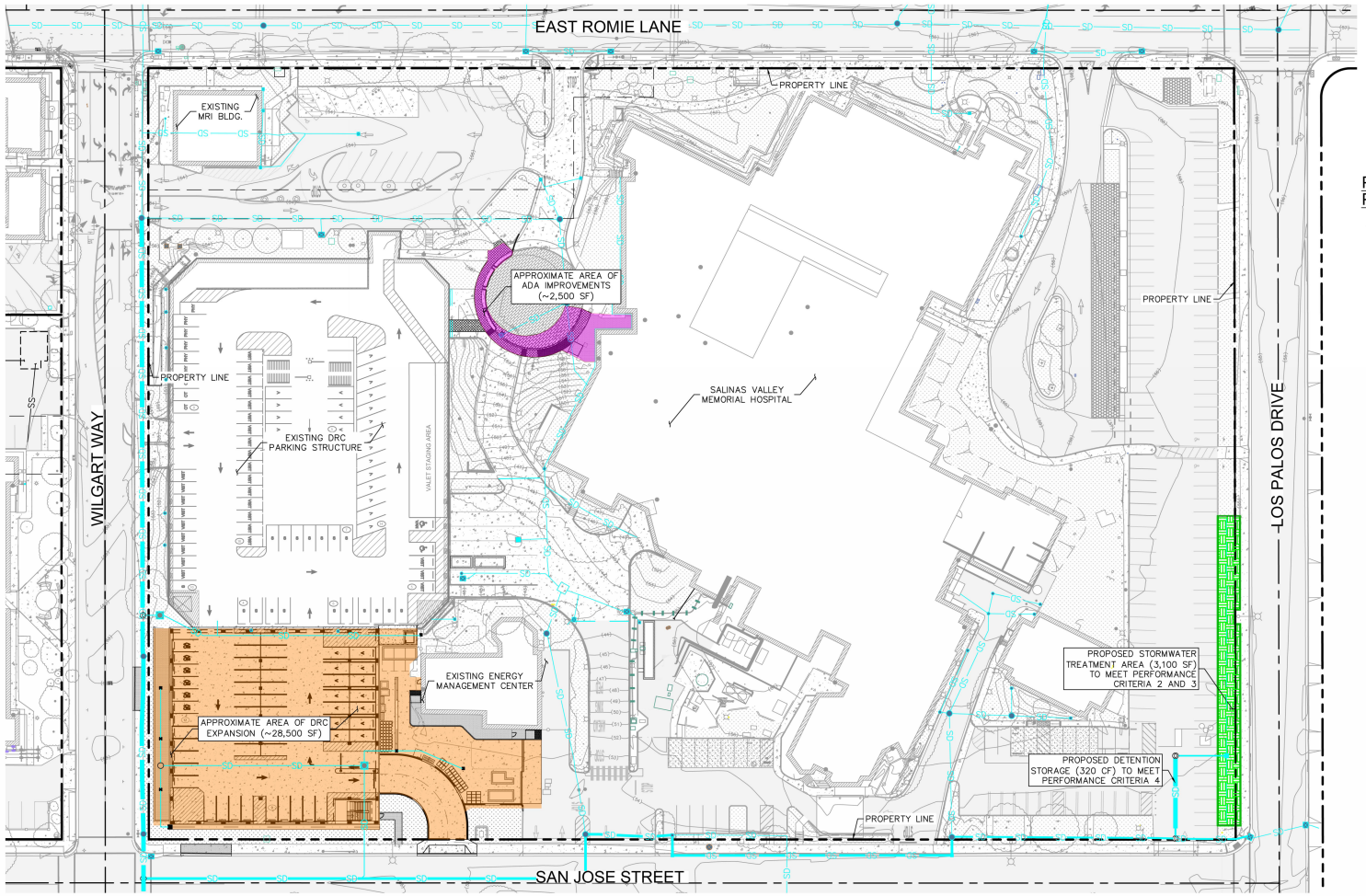

LEGEND

- STORM DRAIN
- PROPOSED DRC ANNEX EXPANSION (IMPERVIOUS AREA)
- PROPOSED ADA IMPROVEMENTS (IMPERVIOUS AREA)
- PROPOSED BIORETENTION AREA (FOR DRC ANNEX & ADA IMPROVEMENTS)

PRELIMINARY STORMWATER TREATMENT AREA PLANTING SCHEDULE

BIORETENTION	SIZE	QUANTITY	WUCOLS
ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL		LOW
CAREX PANSA / CALIFORNIA MEADOW SEDGE	1 GAL		MODERATE
CAREX DIVULSA / GRAY SEDGE	1 GAL		LOW
CERCIS OCCIDENTALIS / WESTERN REDBUD	15 GAL	3,100 SF	VERY LOW
JUNCUS PATENS / CALIFORNIA GRAY RUSH	1 GAL		LOW
MUHLENBERGIA RIGENS / DEER GRASS	5 GAL		LOW
RHAMNUS CALIFORNICA / COFFEEBERRY	5 GAL		LOW

SEE SHEET L-3.1 THE PRELIMINARY STORMWATER CONTROL PLANTING PLAN FOR ADDITIONAL INFORMATION.

IMPERVIOUS VS PERVIOUS AREA

	TOTAL AREA (AC)	PERVIOUS AREA (AC)	IMPERVIOUS AREA (AC)	PERCENT IMPERVIOUS
EXISTING PROJECT AREA	0.74	0.10	0.64	86.0%
PROPOSED PROJECT AREA	0.74	0.03	0.71	96.0%

TOTAL DISTURBED AREA:

31,000 SF OF NEW/REPLACED IMPERVIOUS AREA
1,300 SF OF NEW/REPLACED PERVIOUS AREA
3,100 SF OF NEW PERVIOUS, TREATMENT AREA

~35,400 SF OF TOTAL DISTURBED AREA

PROPOSED STORMWATER TREATMENT SUMMARY

PERFORMANCE REQUIREMENTS 2 AND 3

	APPROXIMATE IMPERVIOUS AREA (SF)	4% REQUIRED TREATMENT AREA (SF) - PERFORMANCE REQUIREMENT 2	10% REQUIRED TREATMENT AREA (SF) - PERFORMANCE REQUIREMENT 3	PROVIDED TREATMENT (SF)	TREATMENT TYPE
DRC ANNEX	28,500	1,140	2,850	2,850	BIORETNETION
ADA IMPROVEMENTS	2,500	100	250	250	BIORETENTION
TOTAL	31,000	1,240	3,100	3,100	BIORETENTION

*TO MEET TIER THREE PERFORMANCE REQUIREMENTS, THE PROJECT WILL PROVIDE TEN PERCENT ONSITE STORMWATER TREATMENT PURSUANT THE THE PERCENT ADJUSTMENT FOR SITES WITH TECHNICAL INFEASIBILITY.

PROPOSED PEAK MANAGEMENT SUMMARY

PERFORMANCE REQUIREMENT 4

24 HOUR STORM EVENT	PRE-DEVELOPMENT RUNOFF VOLUME (CF)	POST-DEVELOPMENT RUNOFF VOLUME (CF)	REQUIRED DETENTION VOLUME - PERFORMANCE REQUIREMENT 4 (CF)	PROVIDED DETENTION VOLUME (CF)
2-YEAR	1,260	1,390	130	320
10-YEAR	3,430	3,750	320	320

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 12: Preliminary Stormwater Control Plan

Salinas Valley Memorial Healthcare System

Not to scale

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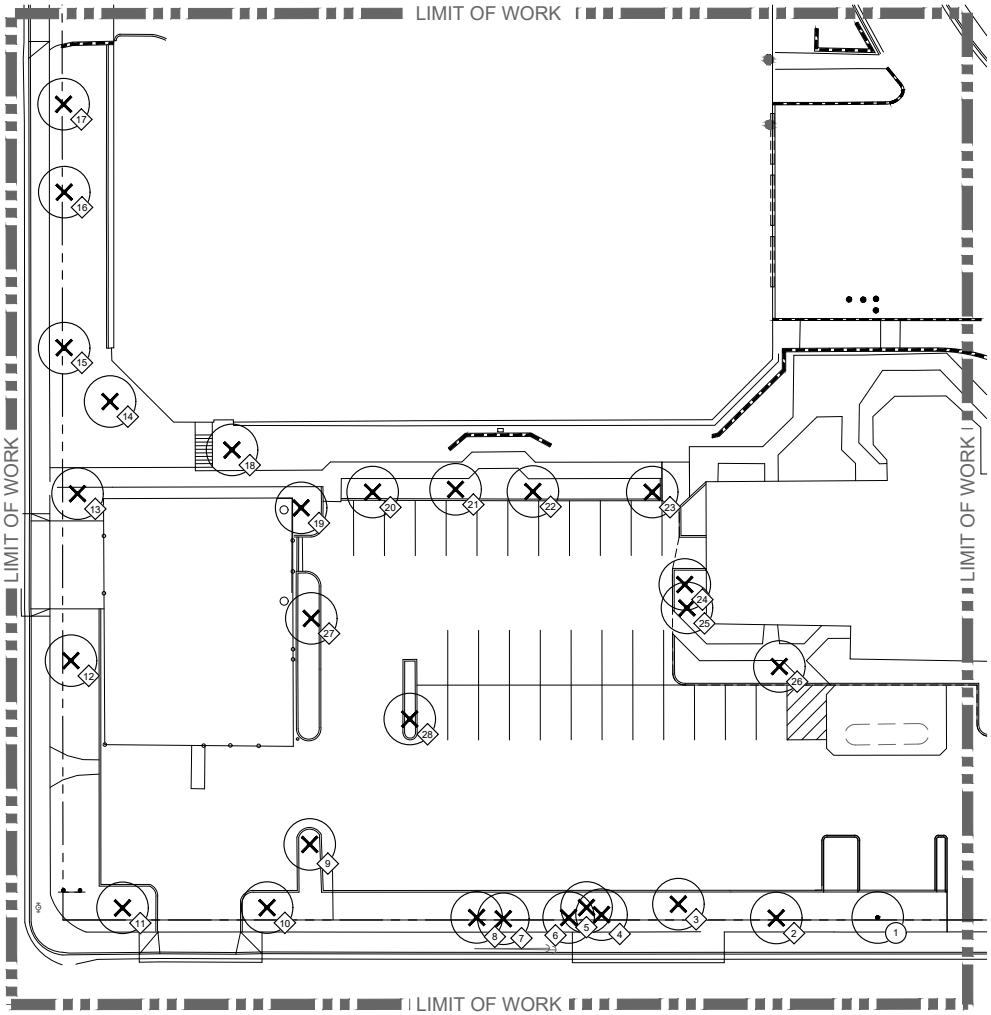


Tree Inventory Plan

GRAPHIC LEGEND

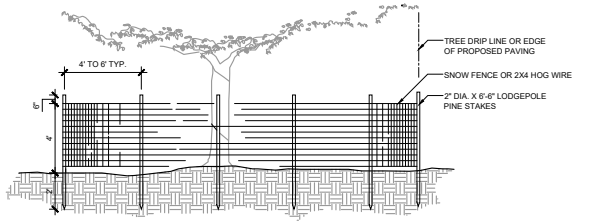
SYMBOL	DESCRIPTION
	LIMIT OF WORK
X	REMOVE (E) TREE
(#)	PRESERVATION SYMBOL
◇#	DEMOLITION SYMBOL

TREE REPLACEMENT

NUMBER OF TREES REMOVED	30
NUMBER OF TREES PROPOSED	26

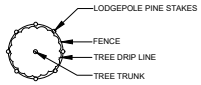
EXISTING TREE INVENTORY

TAG #	TREE SPECIES	DBH (*IN)	CONDITION	STATUS
(1)	PISTACIA CHINENSIS	7	GOOD	RETAIN
◇2	PISTACIA CHINENSIS	6.5	GOOD	REMOVE
◇3	PISTACIA CHINENSIS	6.25	GOOD	REMOVE
◇4	PINUS CANARIENSIS	9	POOR/ MODERATE	REMOVE
◇5	PINUS CANARIENSIS	12	POOR/ MODERATE	REMOVE
◇6	PINUS CANARIENSIS	10.5	POOR/ MODERATE	REMOVE
◇7	PINUS CANARIENSIS	20	MODERATE	REMOVE
◇8	PINUS CANARIENSIS	20	MODERATE	REMOVE
◇9	LIQUIDAMBAR STYRACIFLUA	6.5	MODERATE/ GOOD	REMOVE
◇10	MAGNOLIA GRANDIFLORA	12	POOR/ MODERATE	REMOVE
◇11	MAGNOLIA GRANDIFLORA	8.5	POOR/ MODERATE	REMOVE
◇12	PINUS CANARIENSIS	20	POOR/ MODERATE	REMOVE
◇13	LIQUIDAMBAR STYRACIFLUA	9	MODERATE	REMOVE
◇14	LIQUIDAMBAR STYRACIFLUA	6	POOR/ MODERATE	REMOVE
◇15	PINUS CANARIENSIS	26	POOR/ MODERATE	REMOVE
◇16	PINUS CANARIENSIS	20	POOR/ MODERATE	REMOVE
◇17	PINUS CANARIENSIS	26	POOR	REMOVE
◇18	LIQUIDAMBAR STYRACIFLUA	4	POOR	REMOVE
◇19	LIQUIDAMBAR STYRACIFLUA	7.5	POOR/ MODERATE	REMOVE
◇20	LIQUIDAMBAR STYRACIFLUA	10	POOR/ MODERATE	REMOVE
◇21	LIQUIDAMBAR STYRACIFLUA	7	POOR/ MODERATE	REMOVE
◇22	LIQUIDAMBAR STYRACIFLUA	7.5	POOR/ MODERATE	REMOVE
◇23	LIQUIDAMBAR STYRACIFLUA	6.5	POOR/ MODERATE	REMOVE
◇24	LIQUIDAMBAR STYRACIFLUA	6	POOR/ MODERATE	REMOVE
◇25	LIQUIDAMBAR STYRACIFLUA	8	POOR/ MODERATE	REMOVE
◇26	LIQUIDAMBAR STYRACIFLUA	13	MODERATE	REMOVE
◇27	CINNAMOMUM CAMPHORA	19	MODERATE	REMOVE
◇28	LIQUIDAMBAR STYRACIFLUA	12	POOR/ MODERATE	REMOVE
◇29	PRUNUS SPP.	N/A	N/A	REMOVE
◇30	SEQUOIA SEMPERVIRENS	N/A	DEAD	REMOVE
◇31	SEQUOIA SEMPERVIRENS	N/A	DEAD	REMOVE



NOTES:

1. TREE PRESERVATION MEASURES MUST BE IN PLACE BEFORE DEMOLITION, GRADING, OR CONSTRUCTION ACTIVITIES COMMENCE.
2. TREES TO BE PRESERVED SHALL BE FENCED AT THE DRIP LINE. FENCING MAY OCCUR AT THE COMBINED DRIP LINES OF GROVES OF TREES.
3. FENCING SHALL BE EITHER HOG WIRE OR SNOW FENCE WITH LODGE POLE PINE STAKES EMBEDDED IN THE GROUND.
4. NO GRADING SHALL OCCUR WITHIN THE DRIP LINES/FENCED AREA OF EXISTING TREES.
5. NO CONSTRUCTION MATERIALS OR CONSTRUCTION VEHICLES MAY BE STORED WITHIN THE DRIP LINES/FENCED AREA OF EXISTING TREES.



PLAN VIEW
N.T.S.

Tree Preservation

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 13A: Tree Inventory Plan

Salinas Valley Memorial Healthcare System

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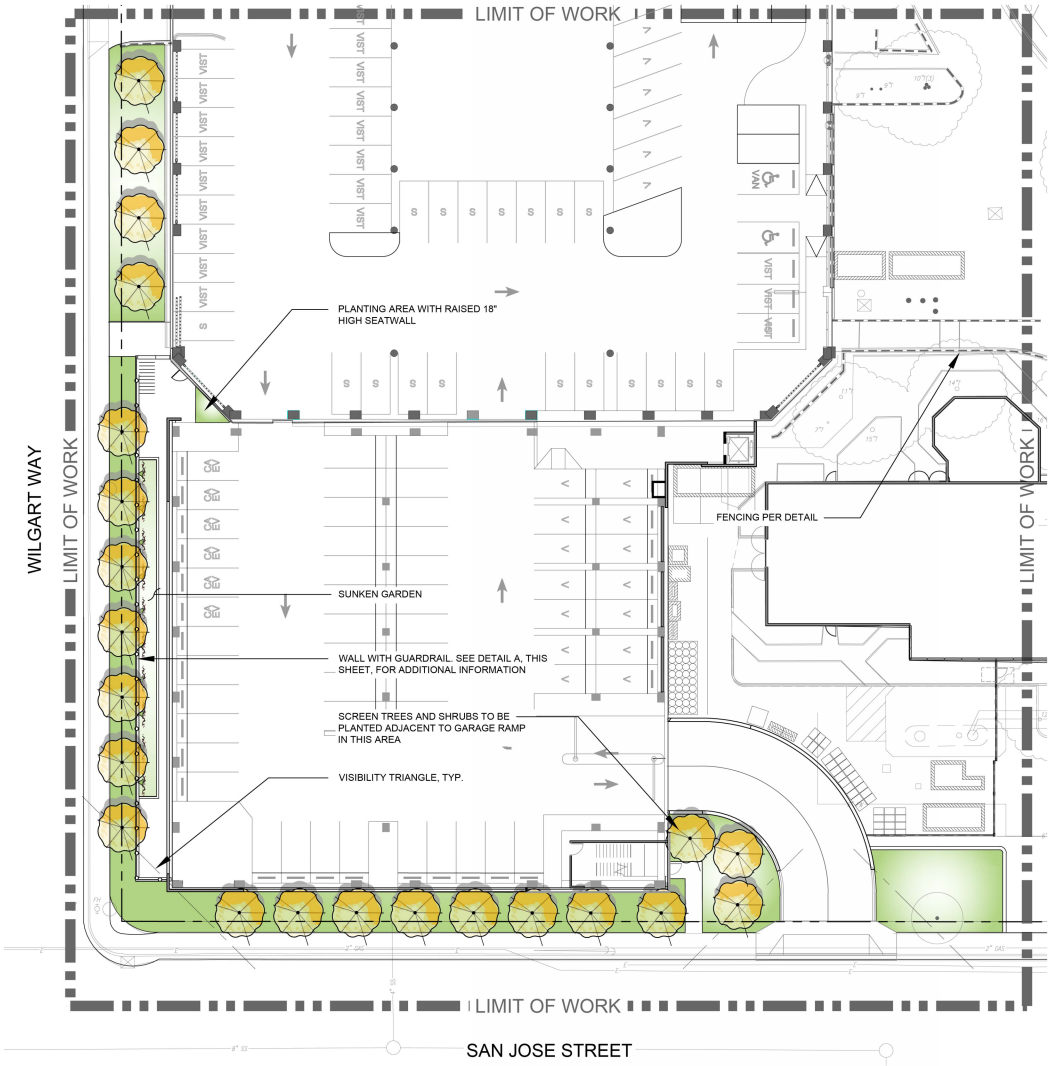
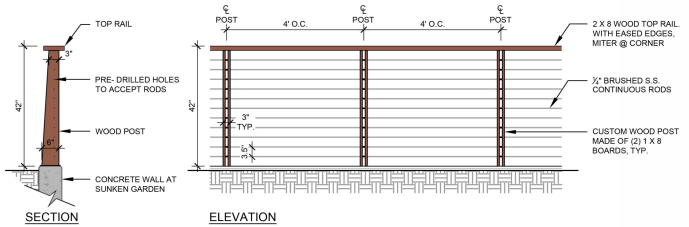


Planting Plan

CONCEPT PLANT SCHEDULE - DRC ANNEX

		SIZE	QTY	WUCOLS
	EXISTING TREES			
	PISTACIA CHINENSIS / CHINESE PISTACHE	36" BOX	1	LOW
	PROPOSED TREES			
	ACER RUBRUM `OCTOBER GLORY` / OCTOBER GLORY RED MAPLE	36" BOX	22	MODERATE
	GINKGO BILOBA `AUTUMN GOLD` TM - `MALE` / MAIDENHAIR TREE	36" BOX		MODERATE
	PISTACIA CHINENSIS / CHINESE PISTACHE	36" BOX		LOW
	VINES			
	FICUS PUMILA / CREEPING FIG	5 GAL	10	MODERATE
	MACFADYENA UNGUIS-CATI / YELLOW TRUMPET VINE	5 GAL		LOW
	HARDENBERGIA VIOLACEA / HAPPY WANDERER	5 GAL		MODERATE
	FOUNDATION / SCREEN SHRUBS		6,729 SF	
	LOROPETALUM CHINENSE / FRINGE FLOWER	5 GAL		LOW
	PITTOSPORUM TENNUIFOLIUM 'MARJORIE CHANNON'	5 GAL		MODERATE
	RHAMNUS CALIFORNICA / CALIFORNIA COFFEEBERRY	5 GAL		LOW
	SALVIA CLEVELANDII / CLEVELAND SAGE	5 GAL		LOW
	WESTRINGIA FRUTICOSA `SMOKEY` / SMOKEY WESTRINGIA	5 GAL		LOW
	ACCENT PLANTING			
	ACORUS GRAMINEUS / YELLOW-LEAVED CALAMUS	1 GAL		MODERATE
	AGAVE ATTENUATA `BOUTIN BLUE` / BOUTIN BLUE AGAVE	5 GAL		LOW
	ASPARAGUS DENSIFLORUS `MYERS` / MYERS ASPARAGUS	1 GAL		MODERATE
	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER` / FEATHER REED GRASS	1 GAL		MODERATE
	CHONDROPETALUM TECTORUM / CAPE RUSH	5 GAL		LOW
	LAVANDULA ANGUSTIFOLIA `HIDCOTE` / HIDCOTE LAVENDER	1 GAL		LOW
	LIRIOPE MUSCARI / LILY TURF	1 GAL		MODERATE
	LOMANDRA FLUVIATILIS 'SHARA' / SHARA MAT RUSH	1 GAL		LOW
	YUCCA WHIPPLEI / CHAPARRAL YUCCA	5 GAL		LOW
	GROUNDCOVERS			
	ARCTOSTAPHYLOS X `EMERALD CARPET` / EMERALD CARPET MANZANITA	1 GAL		LOW
	CEANOTHUS GRISEUS HORIZONTALIS 'YANKEE POINT' / CALIFORNIA LILAC	1 GAL		LOW
	BACCHARIS PILULARIS / DWARF COYOTE BRUSH	1 GAL		LOW
	COPROSMA KIRKII / CREEPING MIRROR PLANT	1 GAL		LOW
	LANTANA MONTEVIDENSIS `LAVENDER` / LAVENDER LANTANA	1 GAL		LOW
	ROSMARINUS 'IRENE' / IRENE ROSEMARY	1 GAL		LOW



Cable Railing

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 13B: DRC Annex Planting Plan

Salinas Valley Memorial Healthcare System

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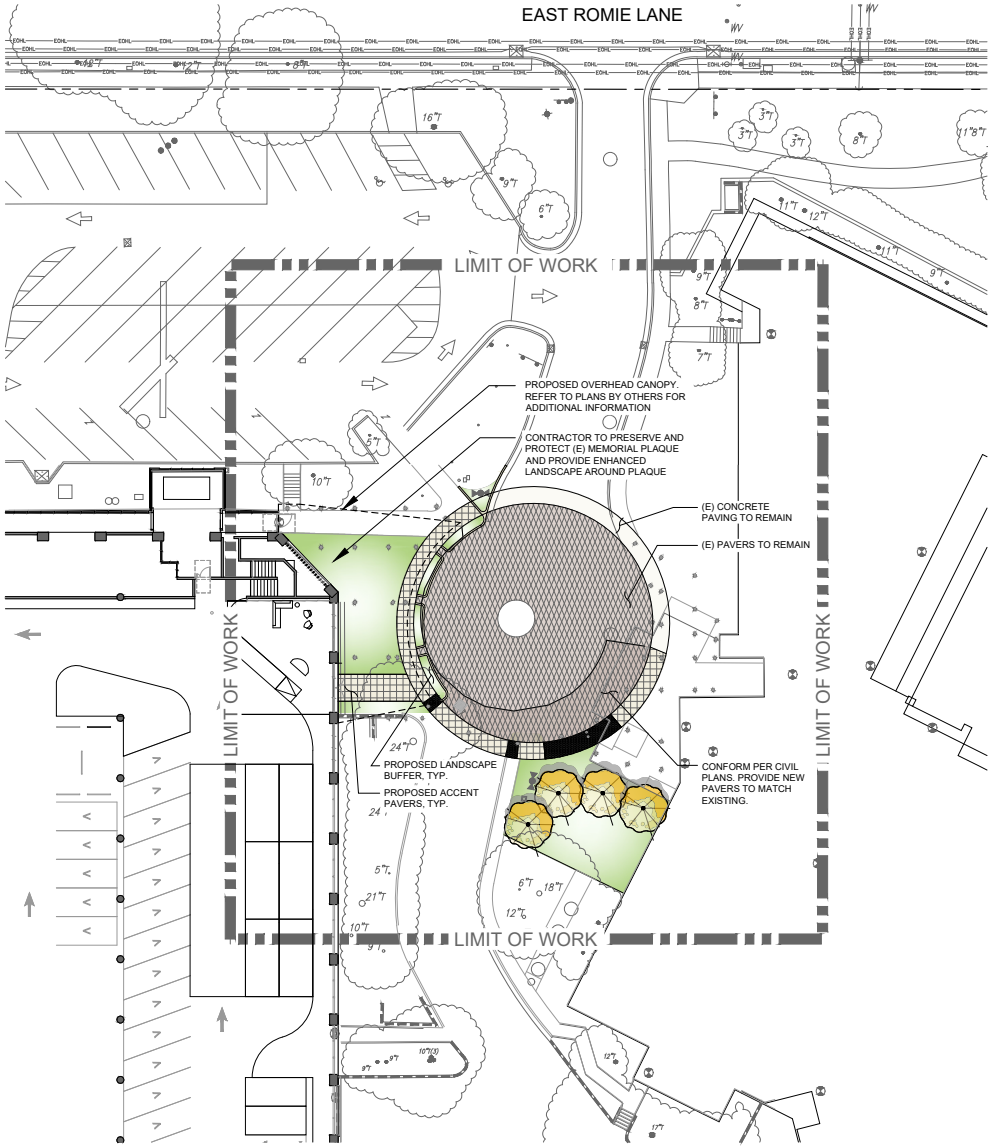

Preliminary Drop Off - Planting Plan

CONCEPT PLANT SCHEDULE - PRELIMINARY DROP OFF

PROPOSED TREES				
CORNUS NUTTALLII / PACIFIC DOGWOOD	24" BOX	4		MODERATE
FOUNDATION / SCREEN SHRUBS				
LOROPETALUM CHINENSE / FRINGE FLOWER	5 GAL			LOW
PITTOSPORUM TENNUIFOLIUM 'MARJORIE CHANNON'	5 GAL			MODERATE
RHAMNUS CALIFORNICA / CALIFORNIA COFFEEBERRY	5 GAL			LOW
SALVIA CLEVELANDII / CLEVELAND SAGE	5 GAL			LOW
WESTRINGIA FRUTICOSA `SMOKEY` / SMOKEY WESTRINGIA	5 GAL			LOW
ACCENT PLANTING				
ACORUS GRAMINEUS / YELLOW-LEAVED CALAMUS	1 GAL			MODERATE
AGAVE ATTENUATA `BOUTIN BLUE` / BOUTIN BLUE AGAVE	5 GAL			LOW
ASPARAGUS DENSIFLORUS `MYERS` / MYERS ASPARAGUS	1 GAL			MODERATE
CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER` / FEATHER REED GRASS	1 GAL			MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH	5 GAL		2,494 SF	LOW
LAVANDULA ANGUSTIFOLIA `HIDCOTE` / HIDCOTE LAVENDER	1 GAL			LOW
LIRIOPE MUSCARI / LILY TURF	1 GAL			MODERATE
LOMANDRA FLUVIATILIS 'SHARA' / SHARA MAT RUSH	1 GAL			LOW
ROSA SP. 'AMBER FLOWER CARPET' / AMBER CARPET ROSE	1 GAL			MODERATE
YUCCA WHIPPLEI / CHAPARRAL YUCCA	5 GAL			LOW
GROUNDCOVERS				
ARCTOSTAPHYLOS X `EMERALD CARPET` / EMERALD CARPET MANZANITA	1 GAL			LOW
CEANOTHUS GRISEUS HORIZONTALIS 'YANKEE POINT' / CALIFORNIA LILAC	1 GAL			LOW
BACCHARIS PILULARIS / DWARF COYOTE BRUSH	1 GAL			LOW
COPROSMA KIRKII / CREEPING MIRROR PLANT	1 GAL			LOW
LANTANA MONTEVIDENSIS `LAVENDER` / LAVENDER LANTANA	1 GAL			LOW
ROSMARINUS 'IRENE' / IRENE ROSEMARY	1 GAL			LOW

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 13C: Drop Off Area Planting Plan

Salinas Valley Memorial Healthcare System

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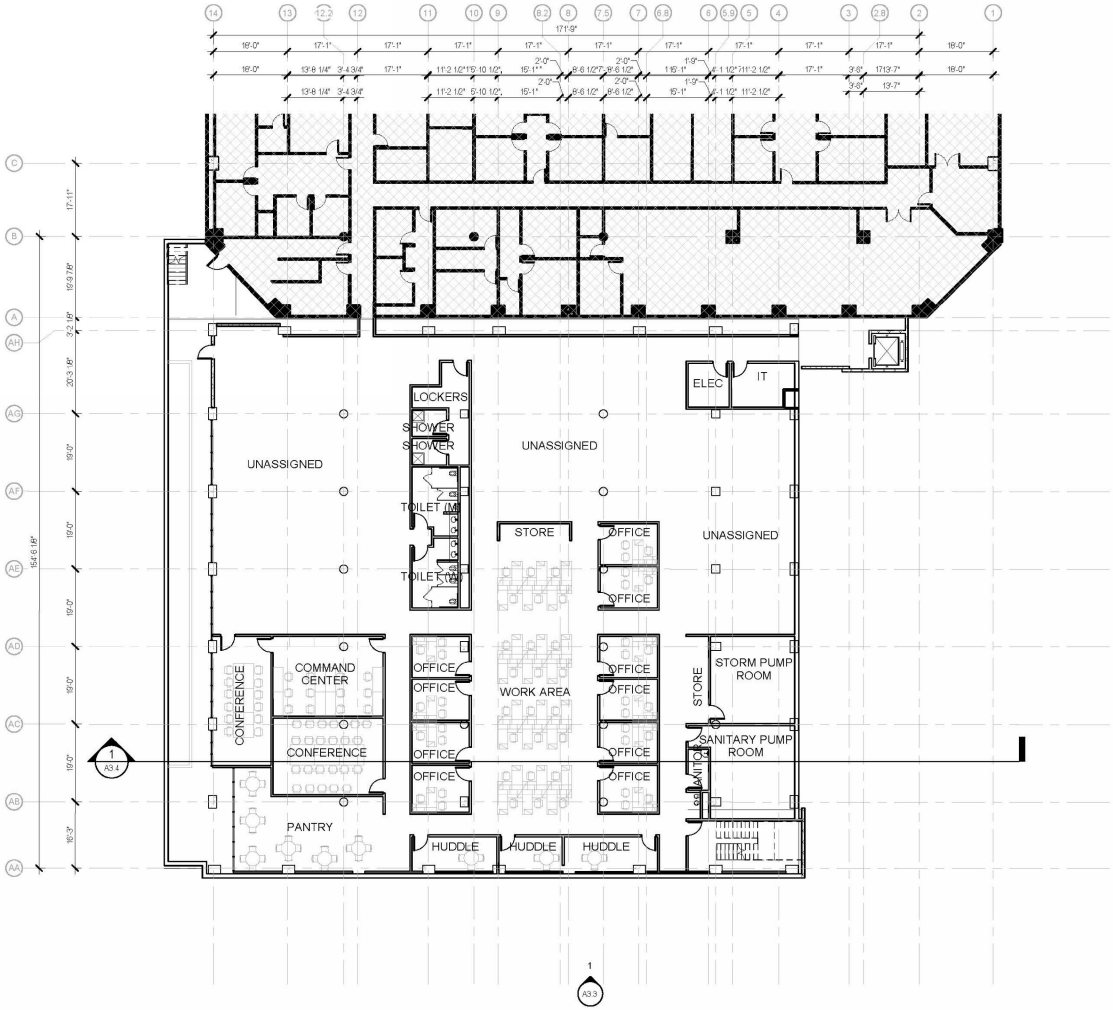
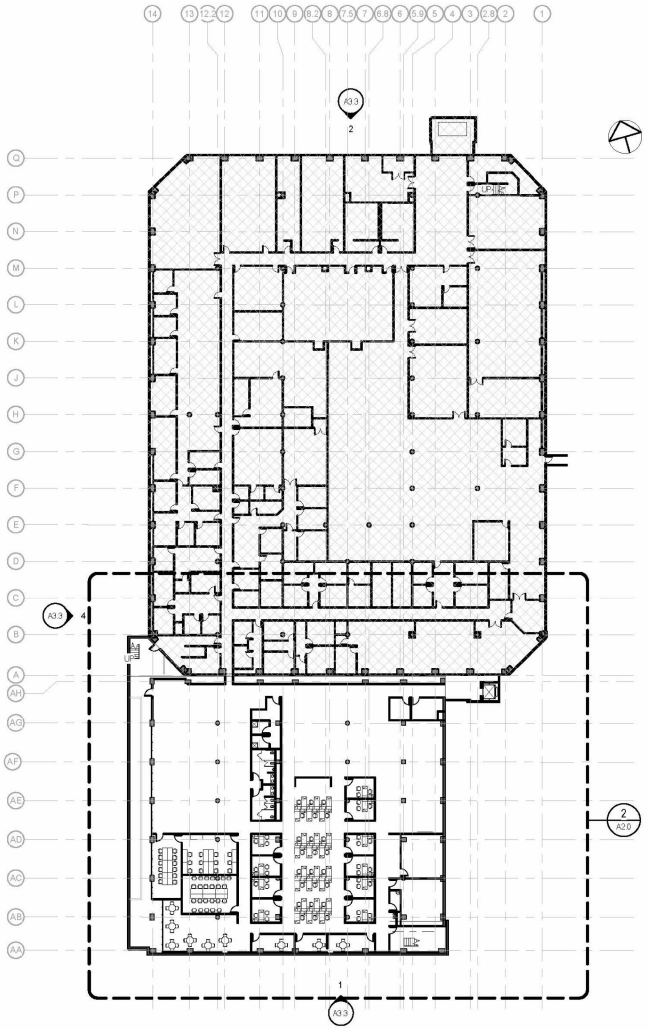


DRC Annex - Floor Plan - Basement



DRC Building & Annex Floor Plan - Basement

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 14: DRC Building & Annex – Floor Plan - Basement

Salinas Valley Memorial Healthcare System

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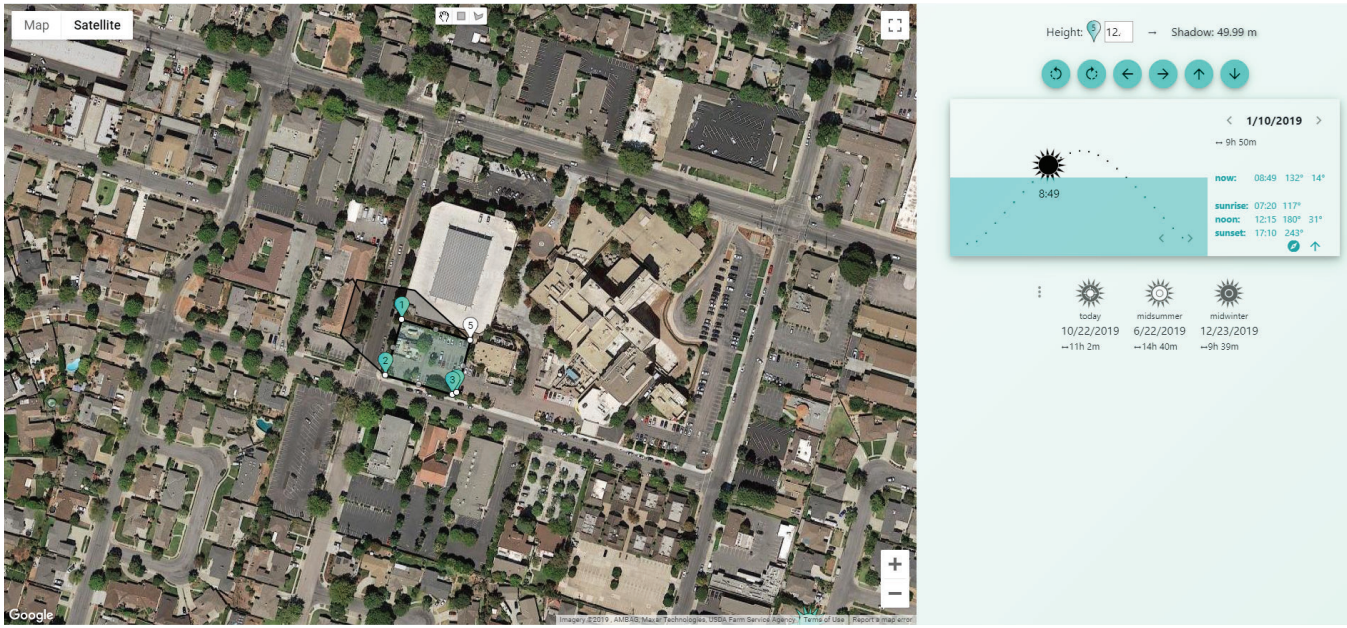
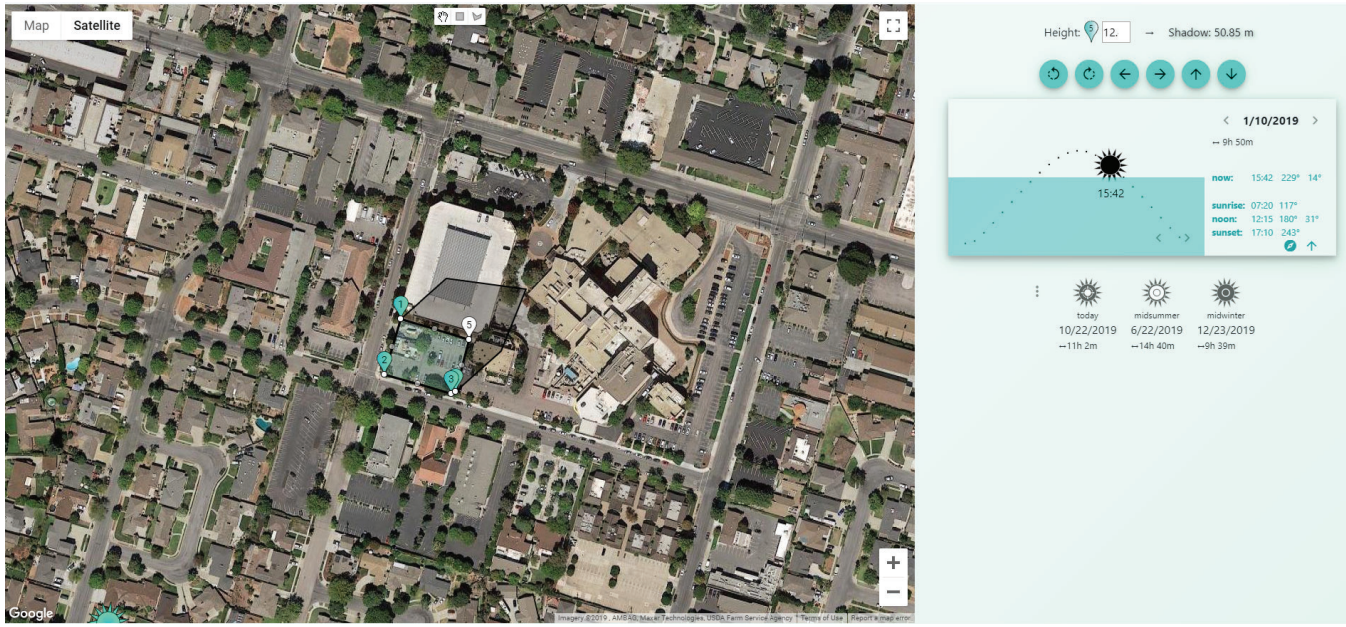


January AM



January PM

Source: Shadow Calculator, 2019

Figure 15A: January Shadows
Salinas Valley Memorial Healthcare System

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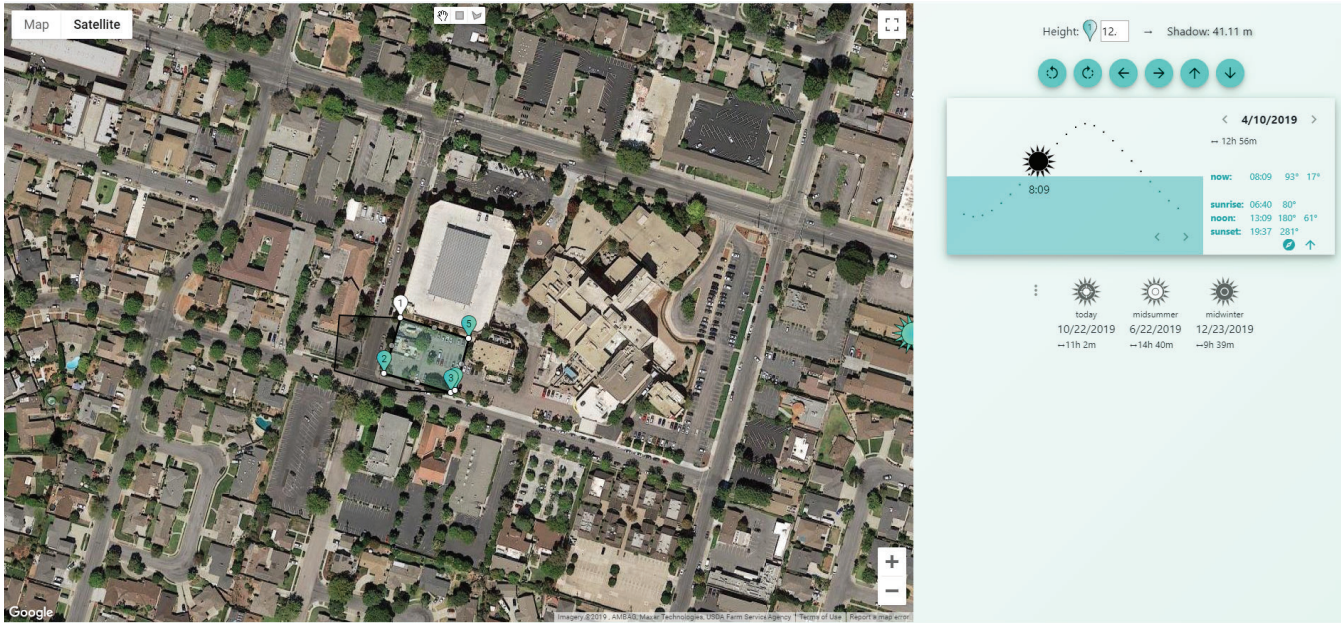
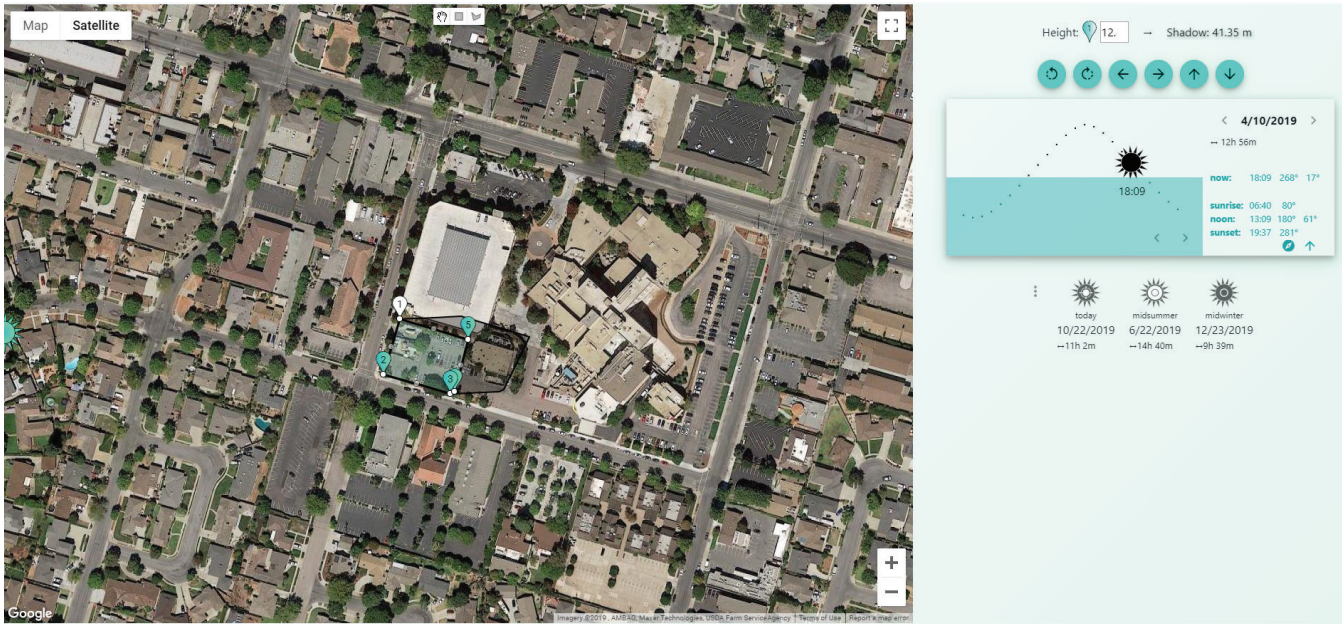


April AM



April PM

Source: Shadow Calculator, 2019

Figure 15B: April Shadows

Salinas Valley Memorial Healthcare System

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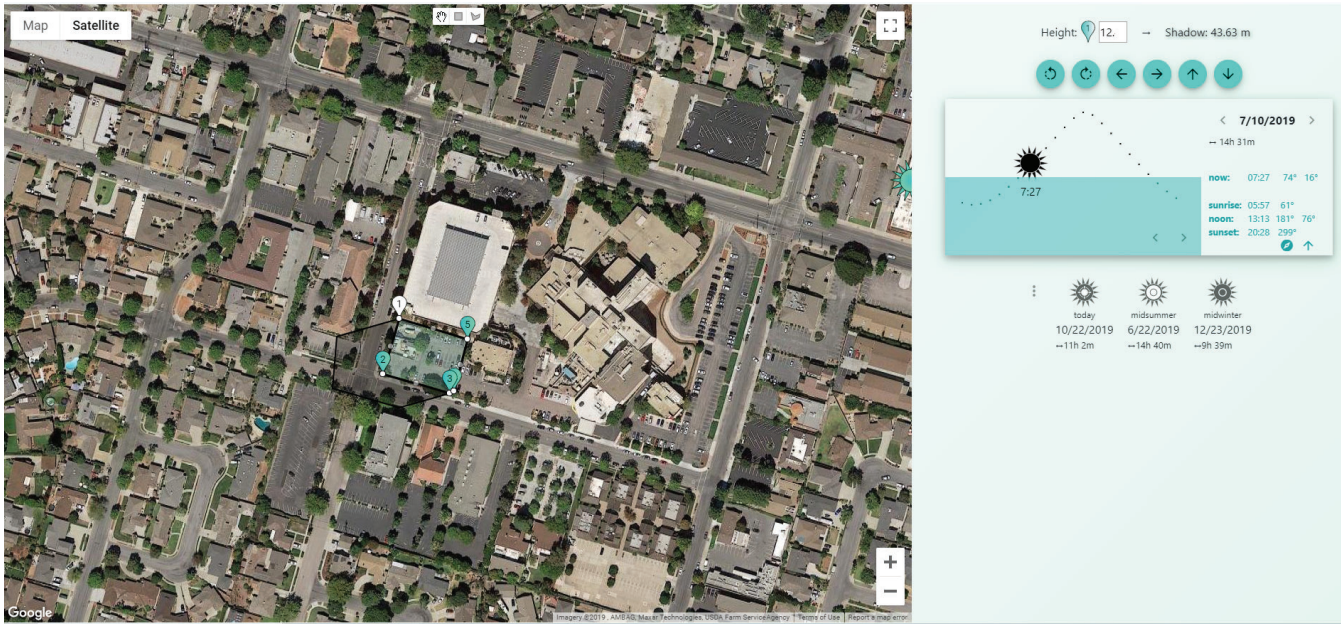
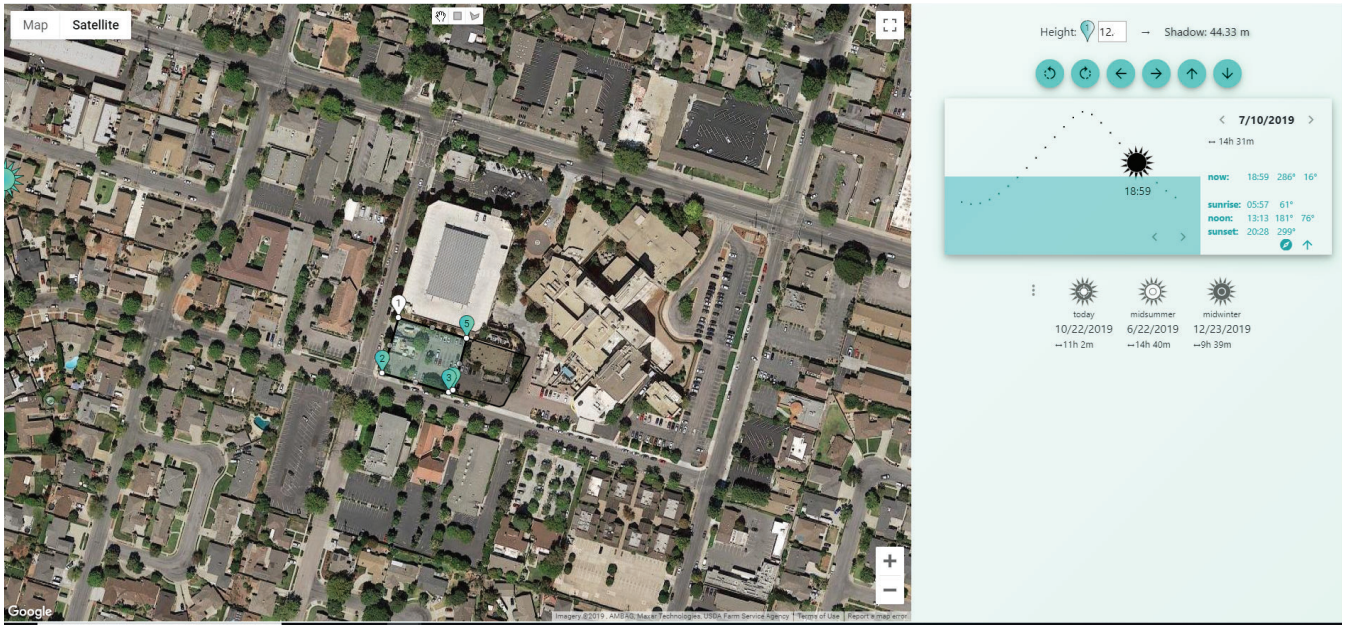


July AM



July PM

Source: Shadow Calculator, 2019

Figure 15C: July Shadows
Salinas Valley Memorial Healthcare System

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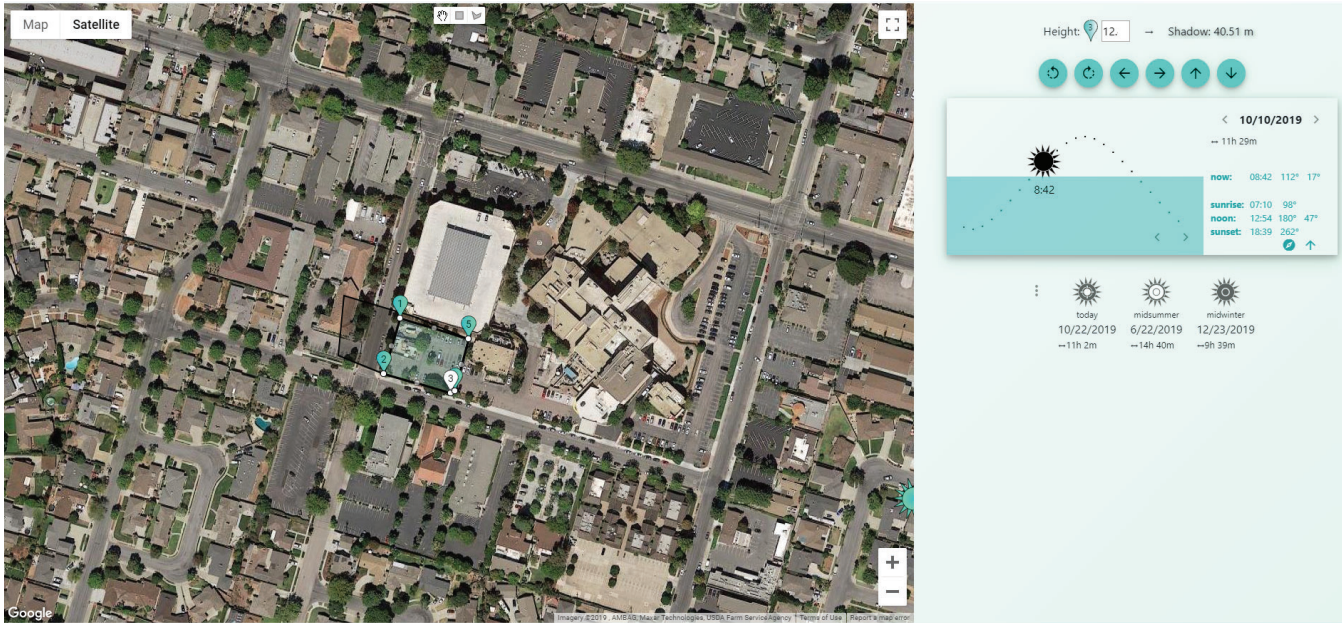
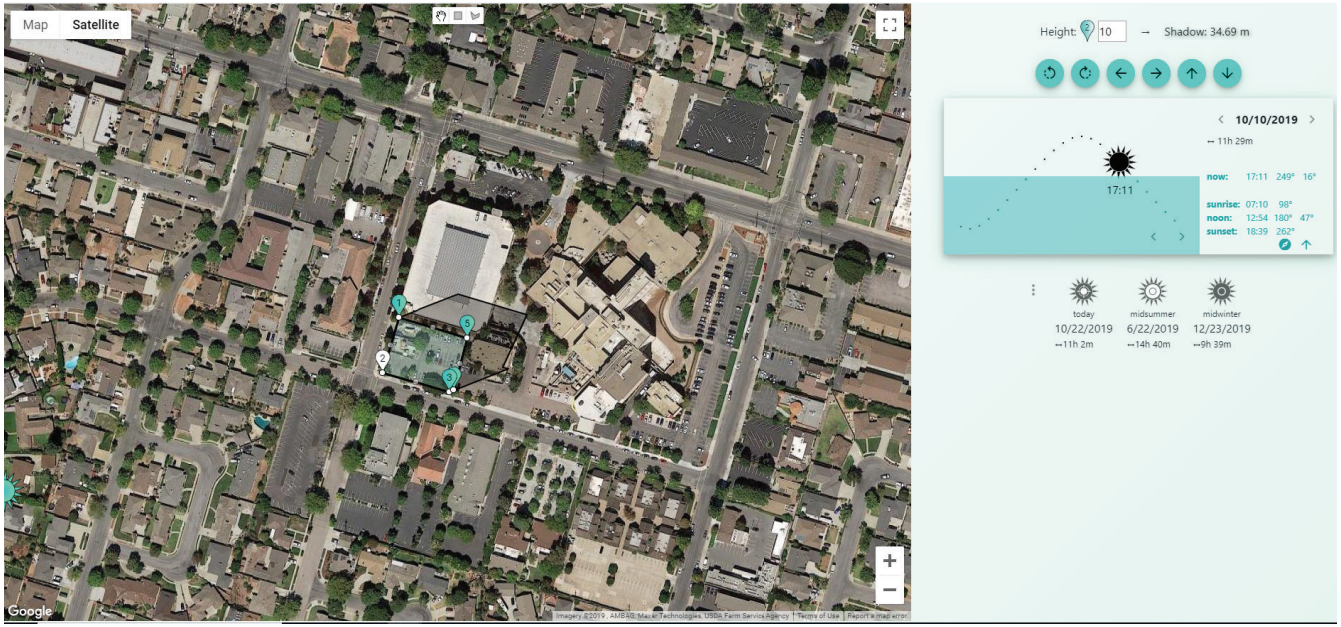


October AM



October PM

Source: Shadow Calculator, 2019

Figure 15D: October Shadows

Salinas Valley Memorial Healthcare System

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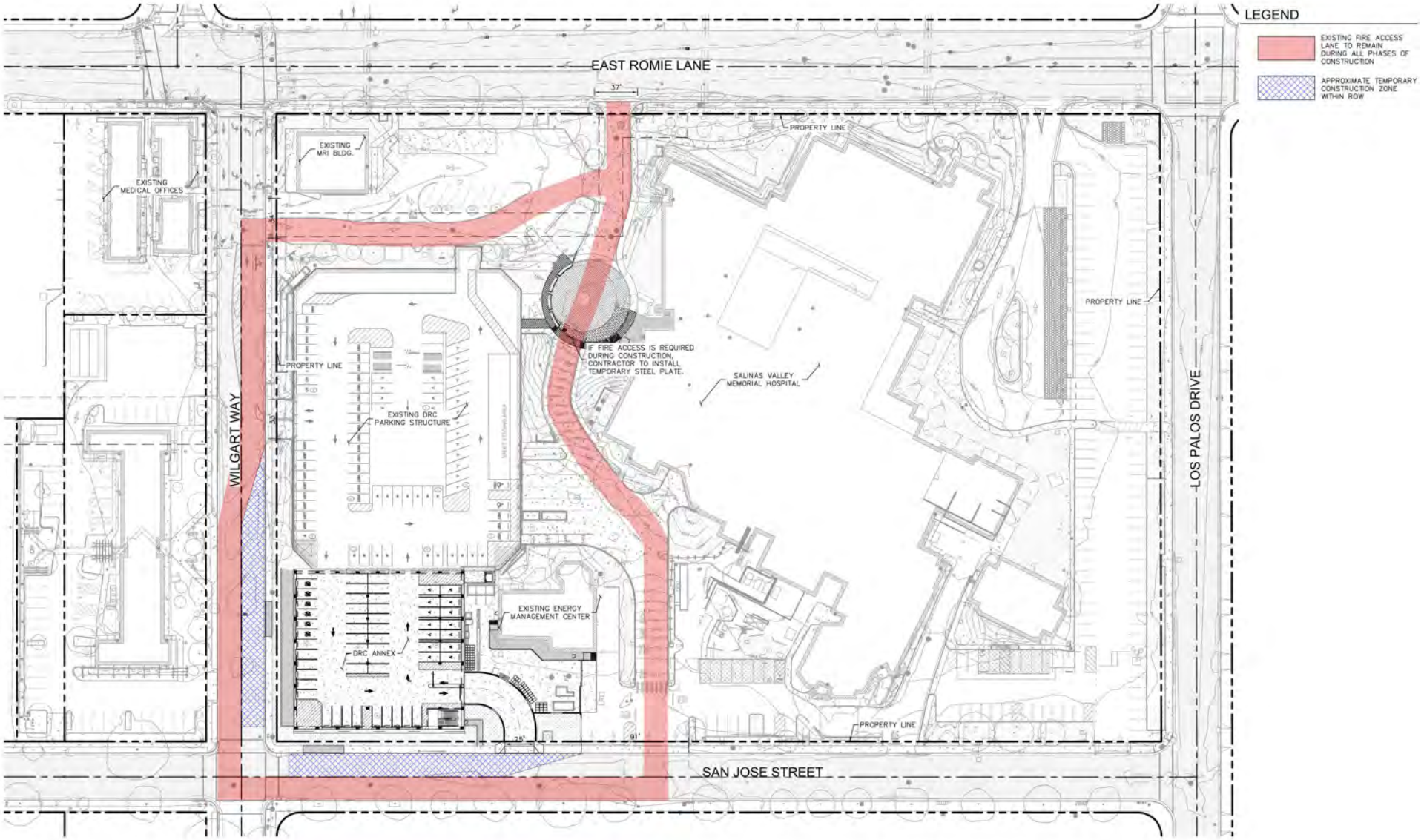

Source: HOK, 2020; Kimley-Horn and Associates, 2020

Figure 16: Fire Access and Temporary Construction Zone

Salinas Valley Memorial Healthcare System

Not to scale

Kimley»Horn
Expect More. Experience Better.

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