

Compliance with Mitigation Measure #13 would require that the U.S. Army cleanup with oversight by the State Department of Toxic Substances and Control (DTSC) remove all MEC within the project area prior to construction activities beginning at the project site. Once clean up is complete and construction is allowed to begin within the project area, Mitigation Measure #14 would require that all construction personnel attend a safety briefing. In summary, the potential impacts of the proposed action/project from munitions and explosives of concern (MEC) would be mitigated to less-than-significant levels through the implementation of these mitigation measures.

Airport Hazards

The proposed action/project is located approximately 1 - 2.5 miles northwest of the Monterey Peninsula Airport and 6 miles from the Marina Municipal Airport. No flight paths cross the areas to be developed. Therefore, construction and operation of the proposed action/project would not affect or influence any airport land use plan or flight patterns within the project area or expose people to excess noise levels during construction of the proposed action/project.

Emergency Response Plan

According to the Fort Ord Reuse Plan, General Jim Moore Boulevard is identified as an emergency evacuation route (Figure 4.6-2, Fire and Flood Evacuation Routes). Implementation of the proposed action/project would improve the level of service along this roadway through the year 2015. Therefore, implementation of the proposed action/project would improve this roadway as a proposed emergency evacuation route and would have a beneficial impact on emergency response times with redevelopment of the former Fort Ord.

Hydrology and Water Quality

Standards of Significance: For purposes of this analysis, the proposed action/project would result in a significant impact if it would:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially

increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;

- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Increase flood hazards to people or structures;
- Create or contribute runoff water which would exceed capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures, which would impeded or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a dam or levee; and/or
- Be at risk by inundation from seiche, tsunami or mudflows.

Storm Water Runoff

The proposed action/project would create new impervious surfaces associated with the proposed roadway improvements, sidewalks and bike trails. These impervious surfaces may add to the amount of storm water runoff generated by the proposed action/project under certain storm conditions. This increase in the amount of impervious surfaces may result in an increase in the amount and rate of storm water flow draining from the project area during a storm.

Drainage would be collected via curbs and gutters installed at the edges of the proposed roadway and conveyed to an underground percolation systems designed to handle runoff from 100-year storm events (Written and oral communication with Creegan and D'Angelo Consulting Engineers on April 29, 2004 and January 25, 2005). The runoff would be retained within the underground percolation system and would not result in a net increase in the amount of storm water runoff from the project area over existing conditions. With implementation of the proposed drainage and percolation system, the proposed action/project would not create or contribute runoff which would exceed the capacity of the planned storm water drainage system and would therefore have a less than significant impact.

Water Quality

Short-Term Water Quality Impacts

The proposed action/project could result in soil erosion during construction activities such as clearing, grading, and asphalt removal. The proposed action/project would result in grading approximately 69 acres for the excavation of approximately 450,000 cubic yards of soil for construction of the proposed roadway alignment and associated improvements. Potential erosion from the project area could result in degradation of surface water quality by increasing sedimentation of water bodies downstream of the project area. In addition, construction activities have the potential to introduce small amounts of hydrocarbons and other contaminants from the use of vehicles and equipment.

No watercourses are located in the vicinity of the project area. FORA would implement the erosion control plan described above in Mitigation Measure 12 (MM-12) under Geology and Soils, which would be included in the construction documents for the proposed action/project. Implementation of an erosion control plan would reduce the short-term effects of soil erosion. In addition, because the proposed action/project would disturb more than one acre during grading activities, the following mitigation measure would ensure that storm water discharges during construction activities do not result in a potentially significant impact.

Mitigation Measure

MM-15 FORA will obtain from the State Water Resources Control Board (SWRCB) prior to construction activities, a National Pollution Discharge Elimination Systems Program General Construction Permit, as required by the Federal Clean Water Act. FORA will comply with all the provisions of the permit including the use of best management practices and preparation of and compliance with a storm water pollution prevention program.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA and RWQCB

Long-Term Water Quality Impacts

Storm water runoff from the improved roadway and bike trail could contain urban pollutants such as grease and oil that could adversely affect water quality in local drainages. The proposed roadway improvements would include curbs and gutters that would convey storm water runoff in the project area to a proposed subsurface percolation system that would be designed to include an oil and sediment interceptor tank to reduce the affects of contaminants from surface water runoff within the project area.

Although storm water and the constituents it may contain will not enter the Monterey Bay, this water will eventually enter the groundwater basin after percolating through the subsurface percolation system. The oil and sediment interceptor tank would retain the contaminants contained within the urban runoff generated within the project area. Therefore, implementation of these improvements would ensure that urban pollutants would be filtered in the subsurface percolation system and would have a less than significant impact on surface or groundwater quality.

Flooding

According to the *Fort Ord Reuse Plan*, the project area is not located within a 100-year flood or dam inundation zone. Therefore, the proposed action/project would not impede or redirect flood flows or expose people or structures to a significant risk of loss, injury or death involving flooding as a result of a failure of a dam or levee.

Groundwater Quantity

The proposed action/project is a roadway improvement project and would not draw on the groundwater basin. As such, the proposed action/project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

In summary, the proposed action/project would not result in or be subject to significant hydrologic or water quality impacts with implementation of the mitigation measures above.

Land Use and Planning

Standards of Significance: For purposes of this analysis, the proposed project would result in a significant impact if it would:

- Physically divide an established community;
- Result in land use conflicts with existing or planned uses; or
- Conflict with adopted land use plans and ordinances of the community where it is located.

As identified in the *Fort Ord Reuse Plan*, redevelopment of the former Fort Ord would increase the demand for transportation infrastructure and services both within the former Fort Ord and the region. The circulation concept for the former Fort Ord included strategies and improvements within the base, as well as regionally significant facilities that provide access to the former Fort Ord.

In developing the roadway network for the *Fort Ord Reuse Plan*, the key goals identified were to reduce the infrastructure needs, both internally to the former Fort

Ord and regionally reduce the traffic volumes resulting from redevelopment of the former Fort Ord on key roadways as an effort to eliminate or reduce deficient service levels and other traffic related impacts. This is accomplished by enhancing regional access alternatives, providing additional local access routes, and enhancing the internal circulation system to reduce through trips on roadways in the higher density residential or otherwise sensitive areas. The proposed action/project is considered implementation of the circulation network of the *Fort Ord Reuse Plan* and is generally consistent with the *City of Seaside General Plan*, *Monterey County General Plan*, *Del Rey Oaks General Plan* and the *Fort Ord Reuse Plan*.

Future development in the vicinity of the project area as proposed under the *Fort Ord Reuse Plan* would primarily result in the construction of residential homes. The *Fort Ord Reuse Plan* encourages connections with new residential neighborhoods in the former Fort Ord to older existing neighborhoods in the City of Seaside. The proposed action/project would assist in implementation of this connection. The proposed action/project would not physically divide an established community; result in land use conflicts with existing and planned uses; or conflict with adopted land use plans and ordinances. Therefore, implementation of the proposed action/project would result in a less than significant impact to land use and planning.

Noise

Standards of Significance: For purposes of this analysis, the proposed action/project would result in a significant impact if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in local general plan or noise ordinance, or applicable standards or other agencies;
- Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels without the project;
- For a project located within an airport land use plan, or where 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; and/or
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

For the purpose of the proposed action/project a significant impact would include an increase in the ambient noise levels by five dB or a projected traffic noise level in excess of 65 dB $L_{eq}/CNEL$ for adjacent areas.

An environmental noise analysis was prepared by Bollard and Brennan under contract to PMC (November 2004), focused on impacts along the length of the proposed action/project. The purpose was to determine whether noise attenuation would be required to address traffic noise levels at existing sensitive receptors and future sensitive receptors when the land within the former Fort Ord is redeveloped. The noise report is summarized and supplemented with additional information.

Short-Term construction Impacts

Construction noise represents a short-term impact on ambient noise levels within the project area over the entire time of project construction. Noise generated during construction is caused by construction equipment which typically include earthmovers, material handlers, and portable generators, all which have the capability to reach high noise levels. The U.S. Environmental Protection Agency (EPA) has found that the noisiest equipment types operating at construction sites typically range from 88 dB to 91 dB at 50 feet. Typical operating cycles involve two minutes of full power, followed by three or four minutes at lower settings.

Construction of the proposed action/project is expected to occur as soon as possible. The proposed action/project may include, but not be limited to the following equipment during site preparation and construction activities: skip loaders; compactors; excavators; wheel loaders; scrapers; portable generators; pavers; rollers; etc. Assuming the simultaneous operation of construction equipment, maximum intermittent exterior noise levels could reach approximately 94 dB at 50 feet. Noise levels at sensitive receptors located approximately 1,000 feet from construction activities could exceed 50 dB. In addition, excessive noise levels occurring during the evening and nighttime hours can result in sleep disruption and as a result are generally considered to result in the greatest impact and annoyance to noise sensitive receptors. Numerous sensitive receptors including single family homes and a middle school are located in proximity to the proposed action/project and could be highly annoyed by noise levels, which would result from construction activities. Therefore, construction activities associated with the proposed action/project are considered a potentially significant noise impact.

Mitigation Measures

MM-16 The following language will be included on final improvement plans for the proposed action/project:

Noise generating activities are limited to weekdays between 7:00 AM and 7:00 PM, and Saturdays, Sundays, and holidays between 9:00 AM and 7:00 PM. Once per week, the FORA will provide a

description of the work to be performed to the Monterey Peninsula Unified School District administration during grading and construction of the proposed action/project.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

MM-17

FORA will ensure that construction equipment is properly outfitted and maintained with noise reduction devices to minimize construction-generated noise. Wherever feasible, noise-generating equipment will be shielded from nearby sensitive receptors by noise attenuating buffers such as structures or trucks. Stationary construction equipment will be located the greatest distance possible from noise-sensitive receptors.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

Implementation of these mitigation measures would reduce short-term construction related noise impacts to a less than significant level by requiring that construction activities take place only during specified times and that standard construction practices attenuate the affects of noise as much as possible in order to ensure that sensitive receptors in the vicinity of the project area are not adversely affected by the proposed action/project.

Long-Term Operational Impacts

The Federal Highway Administration Traffic Noise Model (FHWA TNM) was used with projected future traffic volumes provided by Higgins Associates to predict future traffic noise levels at existing residences located along the project corridor.

General Jim Moore Boulevard

Long-term operational noise levels at sensitive receptors in the vicinity of the project area would be approximately 59-65 dB in the year 2015 and would be in compliance with the 65 dB CNEL noise level standards (see Table 4.6). In addition, the project-related change in noise levels is anticipated to be approximately from zero to three dB relative to traffic noise levels at the nearest residences to the west of General Jim Moore Boulevard. Because an increase of three dB does not exceed the five dB threshold of significance for the proposed action/project, the proposed action/project would not expose people to or result in the generation of noise levels in excess of standards.

**Table 4.6
Predicted Traffic Noise Levels at Existing Residences**

Site	Location Rel. to future Station Number/Type of Receiver/General Location	Peak Hour Period	Distance to Centerline	Measured Leq, dBA	Modeled Leq, dBA	Difference
1	Sta. 16 + 00/Residences/ Carlton Drive	PM	50	63	63	0
2	Sta. 23 + 00/Residences/ Plumas Avenue	AM	100	58	59	+ 1
3	Sta. 37 + 50/Residences / Sierra and Mescal	PM	50	64	64	0
4	Sta. 45 + 00/Residences / Hilby and Mescal	PM	50	65	64	-1
5	Sta. 70 + 50/Residences / Broadway Avenue	PM	50	64	65	+ 1
6	Sta. 93 + 00/Residences / San Pablo Avenue	PM	50	60	63	+ 3
7	Sta. 121 + 00/Residences / Coe Avenue	PM	50	61	62	+ 1

Source: *Bollard & Brennan, Inc.*

Eucalyptus Road

Long-term operational noise levels at future noise sensitive receptors constructed adjacent to Eucalyptus Road are expected to be approximately 60 dB in the year 2015 and would be in compliance with the 65 dB CNEL noise level standard. Due to the lack of existing traffic on Eucalyptus Road, future traffic noise levels on this roadway will increase traffic noise levels by approximately 60 dB at a reference distance of 75 feet. These levels would exceed the five dB threshold of significance for increases in ambient noise levels, however, due to the lack of any existing noise sensitive receivers in close proximity to this roadway, this impact is considered less than significant. No mitigation measures are necessary.

Transportation and Circulation

Standards of Significance: For purposes of this analysis, the proposed action/project would result in a significant impact if it would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system;

- Exceed, either individually or cumulatively, a level of service standard established by a County congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature;
- Result in inadequate emergency access;
- Result in inadequate parking capacity;
- Conflict with adopted policies, plans, or programs supporting alternative transportation.

Higgins Associates prepared a General Jim Moore Boulevard Preliminary Design Report Traffic Study for the proposed action/project in April 8, 2004. This section is based on their analysis, proposed roadway improvement plans prepared by Creegan and D'Angelo Consulting Engineers, and the *Fort Ord Reuse Plan*.

Short-Term Operations

The proposed action/project would result in short-term traffic disturbances during construction, when traffic would have to be periodically delayed. Adequate traffic circulation and the safety of motorists and workers during construction activities would be assured through implementation of normal practices such as the placement of delineators, signs, barricades, etc., as specified in the state's streets and highways manual and vehicle code. These measures would reduce the short-term construction disturbances and potential safety hazards to less-than-significant levels. No mitigation would be required.

Long-Term Operations

Existing (year 2000 – 2004) and year 2025 morning and evening peak hour turning volumes were modeled along the length of the proposed action/project by Higgins Associates. Based on the modeling conducted by Higgins Associates, and at full build-out, traffic signals are warranted at the following intersections that cross General Jim Moore Boulevard.

- Coe Avenue/Eucalyptus Road
- Broadway Avenue
- South Boundary Road

Signalization of these intersections would occur in the future when warranted but are included in this analysis for the benefit of environmental review.

The proposed action/project is intended to provide acceptable service levels based on traffic generation estimates for buildout through 2015. The proposed action/project would not generate traffic itself, but would provide improvements to

the transportation system that would improve the levels of service. The planned roadway widening is consistent with the 'Proposed 2015 Transportation Network' in the *Fort Ord Reuse Plan*, which planned for four lanes for General Jim Moore Boulevard. These plan lines are also consistent with the City of Seaside General Plan. The proposed action/project generally includes roadway widening, intersection improvements, paved shoulders/bicycle lanes, curbs, median islands, and planting strips. The specific improvements planned for each section of roadway are described under Chapter 2 and shown in Appendix B of this document.

Emergency Access

According to the *Fort Ord Reuse Plan* (Figure 4.6-2, Fire and Flood Evacuation Routes), General Jim Moore Boulevard is identified as an emergency evacuation route on the former Fort Ord. Implementation of the proposed action/project would improve the level of service along this roadway through the year 2015. Therefore, implementation of the proposed action/project would improve this roadway as a proposed emergency evacuation route and would have a beneficial impact on emergency response times with redevelopment of the former Fort Ord.

Alternative Transportation

The proposed action/project includes a bike path and sidewalks along the length of General Jim Moore Boulevard and Eucalyptus Road, which support alternative transportation on the former Fort Ord. The proposed action/project includes two transit stops along General Jim Moore Boulevard along the northbound and southbound lanes in the vicinity of the Eucalyptus Road/Coe Avenue intersection. Both transit stops would include an 80-foot taper, a 50-foot transit stop, and a 140-foot acceleration lane. Therefore, the proposed action/project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

Air Traffic Patterns

The proposed action/project is located between one and 2.5 miles northwest of the Monterey Peninsula Airport and outside of any designated flight paths. Therefore, construction and operation of the proposed action/project would not result in a change to air traffic patterns.

Utilities and Service Systems

Standards of Significance: For purposes of this analysis, the proposed action/project would result in a significant impact if it would:

- Require the construction of new public facilities, the construction of which would cause significant environmental effects; and/or
- Directly affect a major utility line or facility.

The proposed action/project would have no adverse effects on police, fire, school, recreational, or other public services, since it would not result in new development

and a subsequent increase in population that would result in increased demand for such services. Likewise, the proposed action/project would not result in a substantial increase in demand for domestic water, sanitary sewer service, solid waste disposal, electric power, natural gas, or telephone service. PG&E electric power lines run parallel, at varying distances on both the east and west sides of the existing and proposed alignment of General Jim Moore Boulevard. The proposed action/project would not have effect on these power lines.

The existing alignment of General Jim Moore Boulevard does not contain sanitary sewer lines or water lines within the existing alignment. The Marina Coast Water District has included plans to construct water lines within the existing alignment. Additional utilities that will utilize the right-of-way include water and recycled water transmission lines, wastewater gravity and force main pipelines, gas lines, electric lines, cable television and communication facilities

In summary, the proposed action/project would not result in a significant impact to utilities and service systems.

CHAPTER 6: ENVIRONMENTAL JUSTICE & PROTECTION FROM ENVIRONMENTAL HEALTH RISKS

On February 11, 1994, President Clinton issued Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." This Executive Order is designed to focus the attention of federal actions Pursuant to Presidential Executive Order 13045, dated April 21, 1997. The proposed action/project adheres to the guidelines for the protection of children from environmental health and safety risks.

In accordance with Presidential Executive Order 12898, the proposed action/project is consistent with the guidelines established for federal actions to address environmental justice in minority and/or low-income populations. Principles set forth in the report on the National Performance Review require that the proposed action/project not result in a "disproportionately high and adverse human health or environmental effects of its programs, policies, activities on minority populations and low-income populations..."

The U.S. Army has developed an agency-wide environmental justice strategy that corresponds to the above-referenced Executive Orders. This strategy promotes enforcement of health and environmental statutes in areas with minority and/or low-income populations; improves research and data collection relating to the environmental health of minority and low-income populations; and identified differential patterns of natural resources consumed by minority and low-income populations. In addition, the environmental justice strategy will include, where appropriate, a timetable for undertaking identified revisions and consideration of socio-economic implications of the revisions.

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CHAPTER 7: AGENCIES AND PERSONS CONSULTED

Fort Ord Reuse Authority

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James A. Feeney, P.E., Assistant Executive Officer
James M. Arnold, Senior Project Manager

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CHAPTER 8: LIST OF PREPARERS AND BIBLIOGRAPHY

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Base Reuse and Closure (BRAC)

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U.S. Army. Environmental Clean Up Web Site (<http://www.fortordcleanup.com/>). Accessed on multiple dates between April 2004 and November 2004.

United States Department of the Army, Record of Decision (ROD), *Basewide Remedial Investigation Sites, Fort Ord*. January 1997.

United States Environmental Protection Agency Web Site. (<http://yosemite.epa.gov/r9/sfund/overview.nsf>). Accessed April 15, 2004.

CHAPTER 9: DOCUMENT DISTRIBUTION LIST

Federal and State Agencies

California Department of Fish and Game
California Regional Water Quality Control Board
Fort Ord – Inter-Agency Coordinated Resource Management Planning Group
Governor’s Office of Planning and Research (State Clearinghouse)
Presidio of Monterey Directorate of Environmental and Natural Resources, Gigling
Road, Building #4463, Presidio of Monterey Annex.
U.S. EPA, Region IX
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers

Regional and Local Agencies

Association of Monterey Bay Area Governments
Monterey County Free Library (Seaside Branch)
City of Seaside Planning Department
City of Del Rey Oaks Planning Department
Base Realignment and Closure (BRAC)
County of Monterey Planning and Building Inspection Department
Monterey Bay Unified Air Pollution Control District

Organizations

California Native Plant Society, Local Chapter
Sierra Club, Ventana Chapter
Landwatch of Monterey County

Appendix A

Environmental Checklist

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ENVIRONMENTAL CHECKLIST

I. BACKGROUND INFORMATION

Project Name: The General Jim Moore Boulevard and Eucalyptus Road Roadway Improvement Project

Project Location: The proposed action/project involves improving and realigning General Jim Moore Boulevard from approximately 1,300 feet north of the Eucalyptus Road/Coe Avenue intersection to 700 feet north of State Highway 218 for a total of approximately 12,800 linear feet. General Jim Moore Boulevard would be realigned from its current location to an alignment east of the existing Pacific Gas and Electric Company (PG&E) easement for high voltage overhead power lines. Realignment would be from a point approximately 900 feet south of the Eucalyptus Road/Coe Avenue intersection to 1,900 feet north of State Highway 218 for a total realignment length of 9,400 linear feet. The proposed project action/project also involves improving Eucalyptus Road along its current alignment starting at the intersection with General Jim Moore Boulevard and continuing for a total of approximately 9,100 linear feet east.

**Project Sponsor/
Lead Agency:** Fort Ord Reuse Authority
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Date Prepared: March 17, 2005

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II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

A. FACTORS

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

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | | |

Some projects may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other "source" information as supporting evidence.

FINDING: For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project and no further discussion in the Environmental Checklist is necessary.

All analysis supporting the findings of this checklist are contained in Chapter 5 of the IS/EA.

B. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions/mitigation strategies in the project have been made by or agreed to by the

project proponent. A MITIGATED NEGATIVE DECLARATION (under CEQA) and a FINDING OF NO SIGNIFICANT IMPACT (under NEPA) has been 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.

Signature

Erika Spencer, PMC

Printed Name

Date

Consultant

Title

III. ENVIRONMENTAL CHECKLIST

1. AESTHETICS		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? (Source: 1, 2, 3, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: 1, 2, 3, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings? (Source: 1, 2, 3, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: 1,2)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: (a-d) The effects of the proposed action/project on aesthetics are addressed within Chapter 4 and 5 within the Environmental Assessment/Initial Study.

2. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (Source: 1, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source: 1, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Source: 1, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: (a-c) The project area is not in agricultural production, not zoned for agricultural use or under a Williamson Act contract. In addition, no properties in the vicinity of the project area are under agricultural production. Therefore, the proposed action/project would have no impact on agricultural resources.

3. AIR QUALITY

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

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan? (Source: 1, 2, 5, 10, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 1, 5, 10, 11, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? (Source: 1, 5, 10, 11, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts? (Source: 1, 5, 10, 11, 18)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations? (Source: 1, 5, 10, 11, 18)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people? (Source: 1, 5, 10, 11, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: (a-f) Air quality is addressed in Chapters 4 and 5 of the Environmental Assessment/Initial Study.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Source: 1, 2, 5, 8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Source: 1, 2, 5, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Source: 1, 2, 5, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (Source: 1, 2, 5, 8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source: 1, 2, 5, 8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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? (Source: 1, 2, 5, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: (a-f) Biological Resources is addressed within Chapters 4 and 5 of the Environmental Assessment/Initial Study.

5. CULTURAL RESOURCES				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments: (a-d) Cultural Resources is addressed within Chapters 4 and 5 of the Environmental Assessment/Initial Study.

6. GEOLOGY AND SOILS				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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? (Source:5) Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking? (Source: 1, 5, 7, 17)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction? (Source: 1, 5, 7, 17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides? (Source: 1, 5, 7, 17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil? (Source: 1, 5, 7, 17)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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? (Source: 1, 5, 7, 17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Source: 1, 5, 7, 17)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Source: 1, 5, 7, 17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: (a-e) Geology and Soils is addressed within Chapters 4 and 5 of the Environmental Assessment/Initial Study.

7. HAZARDS AND HAZARDOUS MATERIALS

	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? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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? (Source: 1, 2, 6, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Source: 1, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Source: 1, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: (a-h) Hazards and Hazardous Materials are addressed in Chapters 4 and 5 of the Environmental Assessment/Initial Study.

8. HYDROLOGY AND WATER QUALITY

	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? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Be at risk by inundation from seiche, tsunami, or mudflow? (Source: 1, 2, 3, 4, 5, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: (a-j) Hydrology and Water Quality are addressed in Chapters 4 and 5 of the Environmental Assessment/Initial Study.

9. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community? (Source: 1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Source: 1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Source: 1, 3, 4, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: (a-c) Land Use and Planning are addressed in Chapters 4 and 5 of the Environmental Assessment/Initial Study.

10. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (Source: 1, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (Source: 1, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments : (a-b) The proposed action/project would not result in the loss of availability of a known mineral resource or the availability of a locally-important resource recovery site delineated on a local general plan, specific plan, or other land use plan.

11. NOISE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1, 2, 3, 4, 5, 9, 16)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Source: 1, 2, 3, 4, 5, 9, 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: 1, 2, 3, 4, 5, 9, 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: 1, 2, 3, 4, 5, 9, 16)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels? (Source: 1, 2, 3, 4, 5, 9, 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Source: 1, 2, 3, 4, 5, 9, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: (a-f). Noise is addressed in Chapters 4 and 5 of the Environmental Assessment/Initial Study.

12. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

12. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Source: 1, 2, 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: (a) The *Fort Ord Reuse Plan* evaluated future growth that would occur with redevelopment of the former Fort Ord. In addition, the plan identified that redevelopment of Fort Ord plus growth throughout the remainder of Monterey County and the region would significantly increase the demand placed on the region's transportation infrastructure and services. The proposed action/project was considered as part of the roadway network for the *Fort Ord Reuse Plan* to enhance regional access alternatives and enhance the circulation system. For the purposes of environmental review, future development was evaluated in the *Fort Ord Reuse Plan EIR* and no further analysis of population growth is necessary.

(b,c) The proposed project does not include the removal of housing, which would displace substantial numbers of people.

13. PUBLIC SERVICES

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: (a-e) The proposed action/project is a transportation improvement project and would not result in the need for new or physically altered government facilities. Implementation of the proposed project is expected to improve response times or other performance objectives for the provision of police and fire protection to neighboring residential areas and schools by decreasing congestion on General Jim Moore Boulevard under future conditions.

14. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: (a,b) The proposed action/project is a transportation improvement project and would not result in the increased use of existing parks or other recreational facilities, or require the construction of expansion of existing facilities.

15. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Source: 1, 3, 4, 5, 12, 13, 14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: Transportation/Traffic is addressed in Chapters 4 and 5 of the Environmental Assessment/Initial Study.

16. UTILITIES AND SERVICE SYSTEMS			Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:		Potentially Significant Impact			
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Source: 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Source: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Source: 1, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste? (Source: 1, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: Utilities and Service Systems is addressed in Chapters 4 and 5 of the Environmental Assessment/Initial Study.

IV. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Source:1, 2, 3, 4, 5, 8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (Source: 1, 2, 8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(a) All potentially significant impacts to plant species, habitat or wildlife species, as well as to potential unknown buried cultural resources, would be reduced to a less than significant level with implementation of the mitigation measures as presented in Chapter 5.				
(b) The proposed action/project involves construction of a roadway improvement project along an existing roadway alignment and realigning a roadway. Specific impacts associated with the proposed action/project, including those related to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazardous materials, hydrology and water quality, and noise can be mitigated to a less than significant level and do not represent additional impacts above and beyond the cumulative impacts that were evaluated in the <i>Fort Ord Reuse Plan</i> . The proposed action/project would not result in known significant and unavoidable cumulative impacts.				
(c) Potential adverse effects on human beings associated with air quality, geology and soils, and noise shall be mitigated through implementation of mitigation measures as presented in Chapter 5.				

(d) Checklist Information Sources

1. Bollard and Brennan. Noise Impact Analysis for the General Jim Moore Boulevard Roadway Improvement Project. May 2004.
2. Bollard and Brennan. Updated Noise Impact Analysis for the General Jim Moore Boulevard Roadway Improvement Project. November 2004.
3. Del Rey Oaks, City of. *General Plan*. 1997
4. Fort Ord Reuse Authority (FORA), Fort Ord Reuse Plan and EIR, June 1997.
5. Harding Lawson Associates, Basewide Remedial Investigation/Feasibility Study for Fort Ord, California, 1994.
6. Higgins Associates. General Jim Moore Boulevard Preliminary Traffic Design Report Traffic Study. April 8, 2004.
7. Monterey Bay Unified Air Pollution Control District. 2000 Air Quality Management Plan. May 2001.
8. Monterey Bay Unified Air Pollution Control District. CEQA Air Quality Management Guidelines. July 2004.
9. Monterey, County of. *Monterey County General Plan*. 1982.
10. Monterey County Department of Public Works. *Monterey County General Bikeways Plan*. 2001.
11. Robinson, Rob, U.S. Army Corp of Engineers. *Personal Communication*. January 27, 2005.
12. Seaside, City of. *Bikeways Plan*. March 20, 1997.
13. Seaside, City of. *Seaside General Plan*. August 2004.
14. Seaside, City of. *Seaside Zoning Ordinance*.
15. Seaside, City of. *First Tee Project Draft Environmental Impact Report*. November 27, 2004.
16. Shaw and MACTEC. *Comprehensive Base Remediation Assessment (BRA) Report*. 2004.
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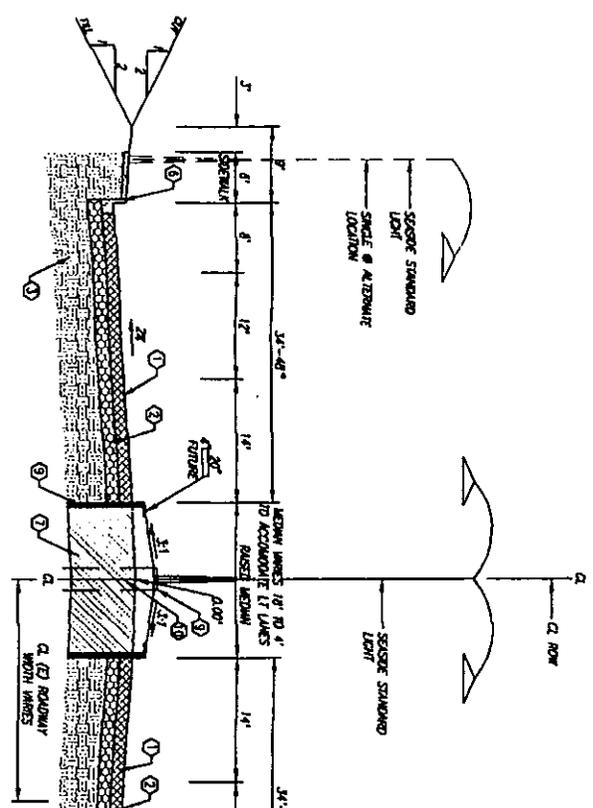
Appendix B

Typical Sections of General Jim Moore Boulevard
(Creegan and D'Angelo Consulting Engineers, March 2005)

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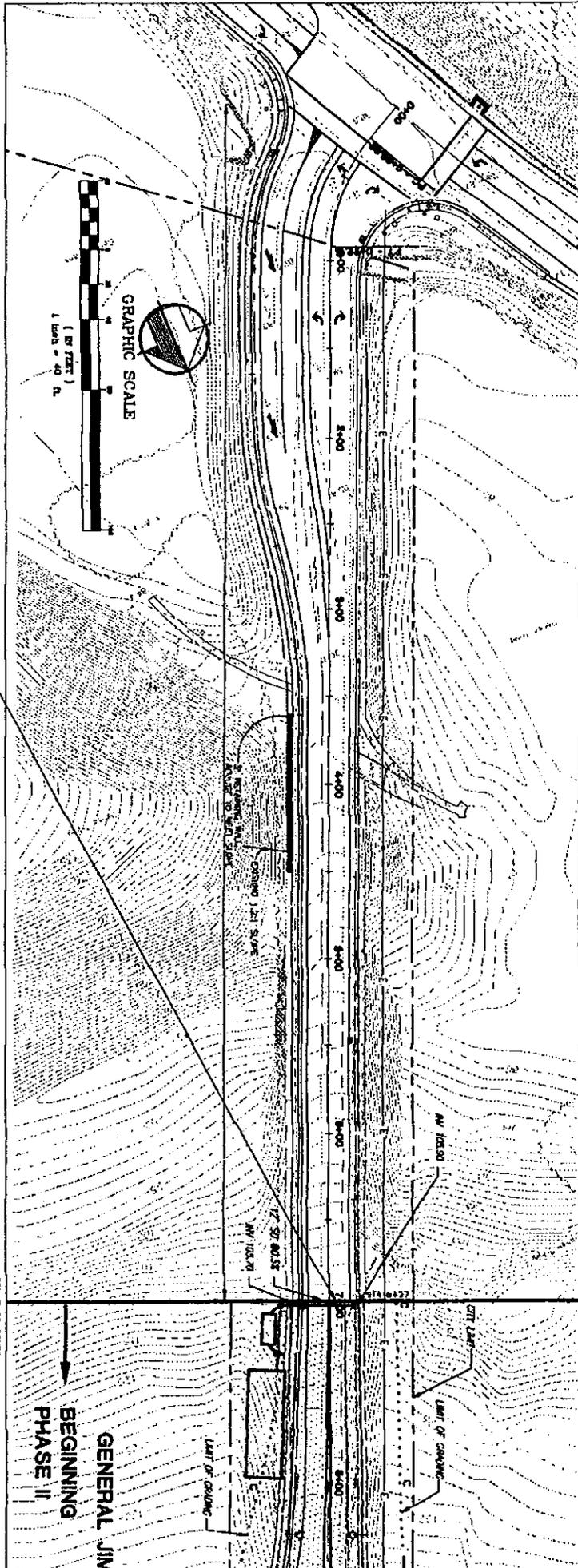
GENERAL NOTES

1. ALL STATING AND DISTANCES INDICATED ON THE DRAWINGS ARE BASED ON HORIZONTAL MEASUREMENTS IN FEET.
2. THE CONTRACTOR SHALL NOTIFY THE FIRM REPRESENTATIVE AT LEAST 2 WORKING DAYS IN ADVANCE OF ANY WORK WHICH WILL REQUIRE THE RESERVATION SERVICES.
3. AT LEAST 2 WORKING DAYS PRIOR TO ANY EXCAVATION WORK, THE CONTRACTOR SHALL CALL LANDSCAPE SERVICE ALERT AT 1-800-662-2444 FOR LOCATING AND MARKING UNDERGROUND UTILITIES IN THE AREAS OF THE WORK.
4. THE EXISTING UTILITIES SHOWN AND INDICATED ON THE DRAWINGS ARE APPROXIMATE AND FOR GENERAL INFORMATION ONLY. AND ARE BASED ON AVAILABLE UTILITY INFORMATION PROVIDED BY THE UTILITY OWNER AND SELECTED FIELD LOCATING. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR VERIFICATION OF EXISTING UNDERGROUND UTILITIES. WHETHER INDICATED OR NOT ON THE DRAWINGS PRIOR TO ANY CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL PROTECT ALL EXISTING OR NEWLY PLACED UTILITY STRUCTURES AND LINES FROM DAMAGE OR DISRUPTION OF SERVICE DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE NECESSARY TEMPORARY UTILITY SERVICES AND SHALL RESTORE PERMANENT UTILITY SERVICES DISRUPTED BY CONSTRUCTION ACTIVITY.
5. THE CONTRACTOR SHALL EXPOSE ALL EXISTING UTILITY LINES AT LEAST ONE WORKING DAY PRIOR TO ANY EXCAVATION OPERATION TO VERIFY LOCATION AND DEPTH OF EXISTING UTILITIES. ANY CORRECTIONS WILL BE REQUIRED BY THE FIRM REPRESENTATIVE PRIOR TO ANY INSULATION.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING FOR THE PRESENCE OF CONTAMINATED SOIL AND/OR CONTAMINATED WATER DURING THE COURSE OF THE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE FIRM REPRESENTATIVE IF ANY SUSPECT MATERIALS ARE ENCOUNTERED. CONTACT SHALL BE MADE IMMEDIATELY BY TELEPHONE, WITH WRITTEN NOTIFICATION WITHIN 3 WORKING DAYS.
7. ALL TRADING OPERATIONS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 8 (CAL/OSHA).
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE ON OR OFF THE PROJECT SITE AS A RESULT OF CONSTRUCTION ACTIVITIES INCLUDING THE LACK OF DUST CONTROL AND TRAFFIC CONTROL.
9. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL CERTIFY THAT ALL WORK WAS PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. VIOLATIONS SHALL BE DECLARED AND PRESENTED TO THE ENGINEER IN WRITING UPON COMPLETION OF CONSTRUCTION, IN THE FORM OF MARKED UP PLANS SHOWING ALL CHANGES.
10. THE ENGINEER AND/OR THE FIRM REPRESENTATIVE WILL NOT DIRECTLY CONTROL THE PHYSICAL ACTIVITIES OF THE CONTRACTOR OR ANY SUBCONTRACTORS. CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR WORKING CONDITIONS ON THE JOB SITE INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
11. CONTRACTOR SHALL VERIFY WORK IN FIELD AND SHALL NOTIFY IMMEDIATELY AS TO THE ACCURACY BETWEEN WORK SET FROM ON THESE PLANS AND THE WORK REQUIRED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE FIRM REPRESENTATIVE PRIOR TO START OF CONSTRUCTION.
12. EXCEPT WHERE A LAKE CLOSURE IS IN EFFECT IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED TRAFFIC CONTROL PLAN, NO REMOVAL OF EQUIPMENT OR MACHINERY ARE ALLOWED TO PARK ON THE SHOULDER OF GENERAL AND MOORE BLVD AT ANY TIME.
13. ANY AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO ORIGINAL CONDITIONS AND HOMOGENEOUS SO AS TO RESTORE NATURAL GROUND THIS INCLUDES ALL CUT OR FILL SLOPES.
14. CONSTRUCTION IS RESPONSIBLE FOR OBTAINING TEMPORARY CONSTRUCTION WATER APPLICATION FOR WATER USE AND WITHDRAW FROM TAMPA COAST WATER DISTRICT - 11 RESERVATION NO. TAMPA, CA 3311 PHONE (813)384-4131.
15. CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES ON GENERAL AND MOORE BLVD IN COMPLIANCE WITH THE TRAFFIC CONTROL PLAN AND CONTRACT DOCUMENTS.
16. CONSTRUCTION ON GENERAL AND MOORE BLVD SHALL COMPLY WITH ALL 2002 STANDARD PLANS AND SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, STATE OF CALIFORNIA AND THE CITY OF SEASIDE STANDARD PLANS IN PARTICULAR THE FOLLOWING CULVERTS STANDARD PLANS ARE NOTED:
 PAVEMENT WAREDS AND DRAIN LINES - 424A, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 PAVEMENT WAREDS AND DRAIN LINES - 424A, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 OBJECT MARKERS, MARKERS AND DEMARKATIONS - 411, A, B, C
 THE FOLLOWING CITY OF SEASIDE STANDARD PLANS ARE NOTED:
 CURB AND GUTTER TYPE A, AND CURB TYPE B
 SIDEWALK
 ACCESS RAMP
 DIRECTIONAL APPROACH
 CITY MARKING
 CUTCH SIGN
 MARKABLE PAVEMENT AND COVER
 WATER LINES, VALVES, WATER APPURTENANCES AND STARTER STOPS SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND STANDARD PLANS OF THE TAMPA COAST WATER DISTRICT, ADOPTED ON SEPTEMBER 24, 2001. (AVAILABLE AT WWW.CWAD.COM)
 ALL CONCRETE, REGARDLESS OF USE, SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI.



STA. 6+97 TO 132+00
MIS

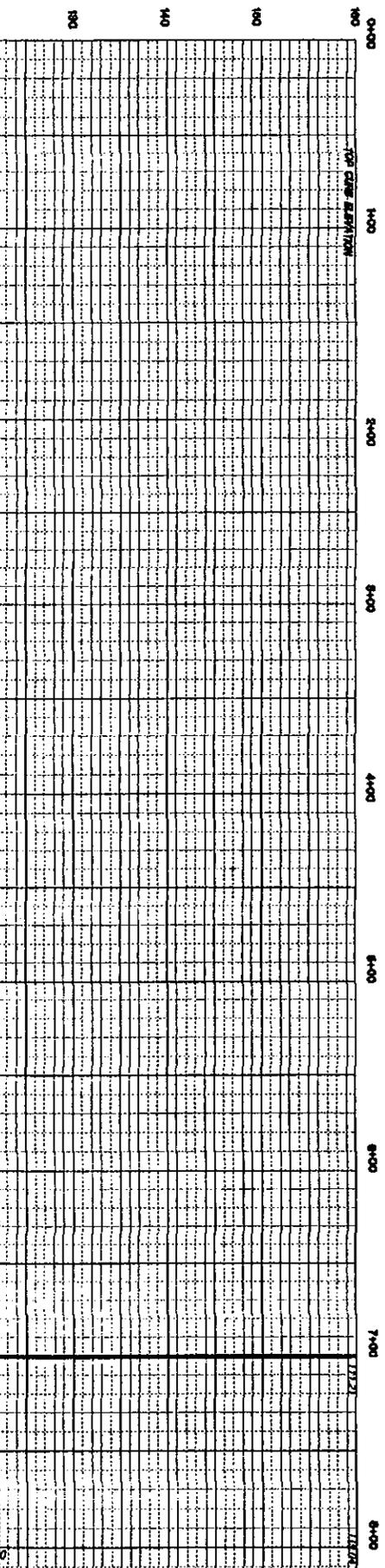
14 EV 012



SEE 7403 SHEET
TO MATCH (E) PREVIOUS
& CROSS

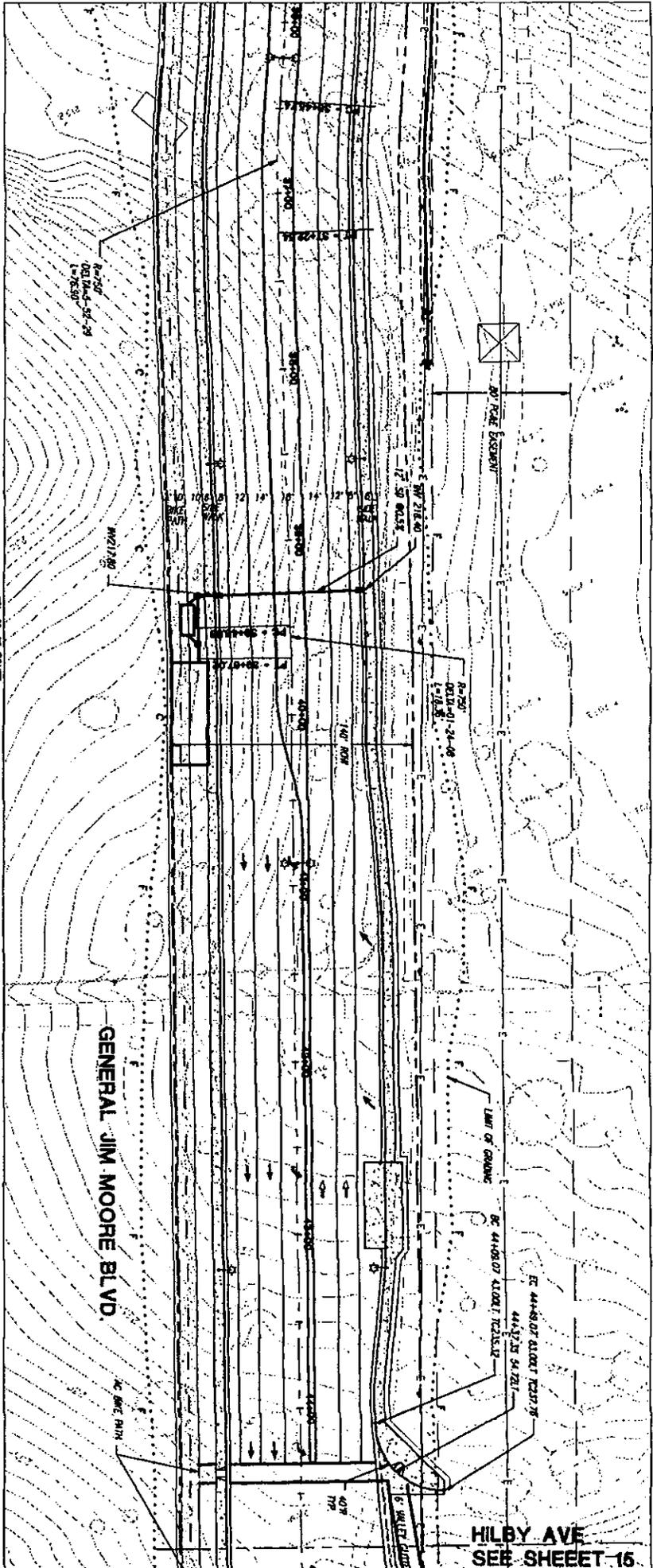
SIX 7403 CONSIST
OF 2 C&G 45' 12" SD &
UNDERGROUND DISTRIBUTION
SYSTEM PER SHEET C3

GENERAL JIM
BEGINNING
PHASE II

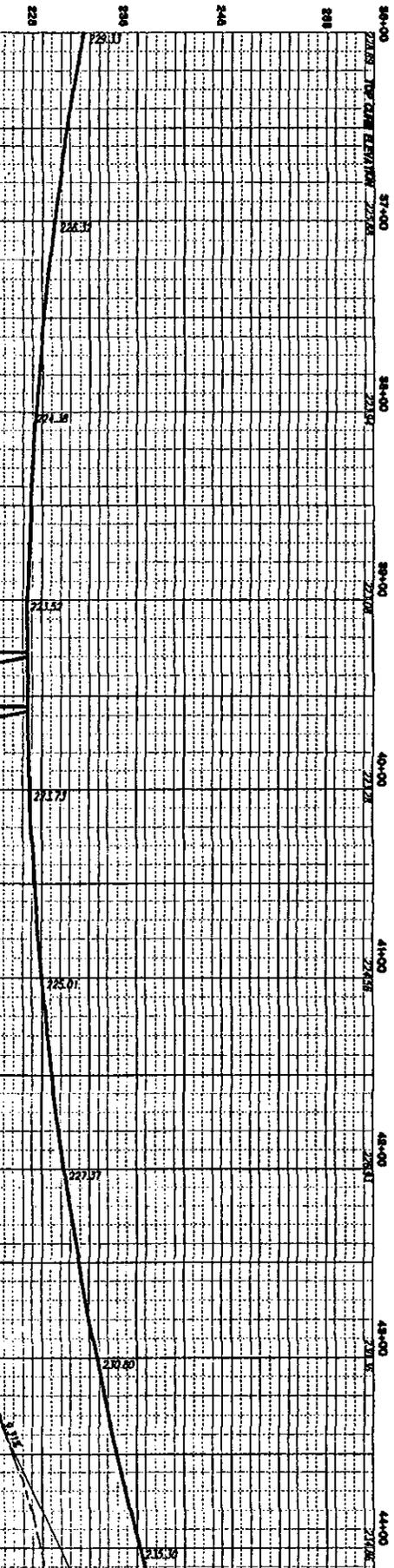


S. BRANCH
1/2" = 10' GROUND

SIN 314724 BARSIT MOUNTAIN CB
20 17 17 50
PER DETAIL SHEET 04



SIN 314724 BARSIT MOUNTAIN
2' GR 97 1/2" SD &
UNDERGROUND UTILIZATION
SYSTEM PER SHEET 01



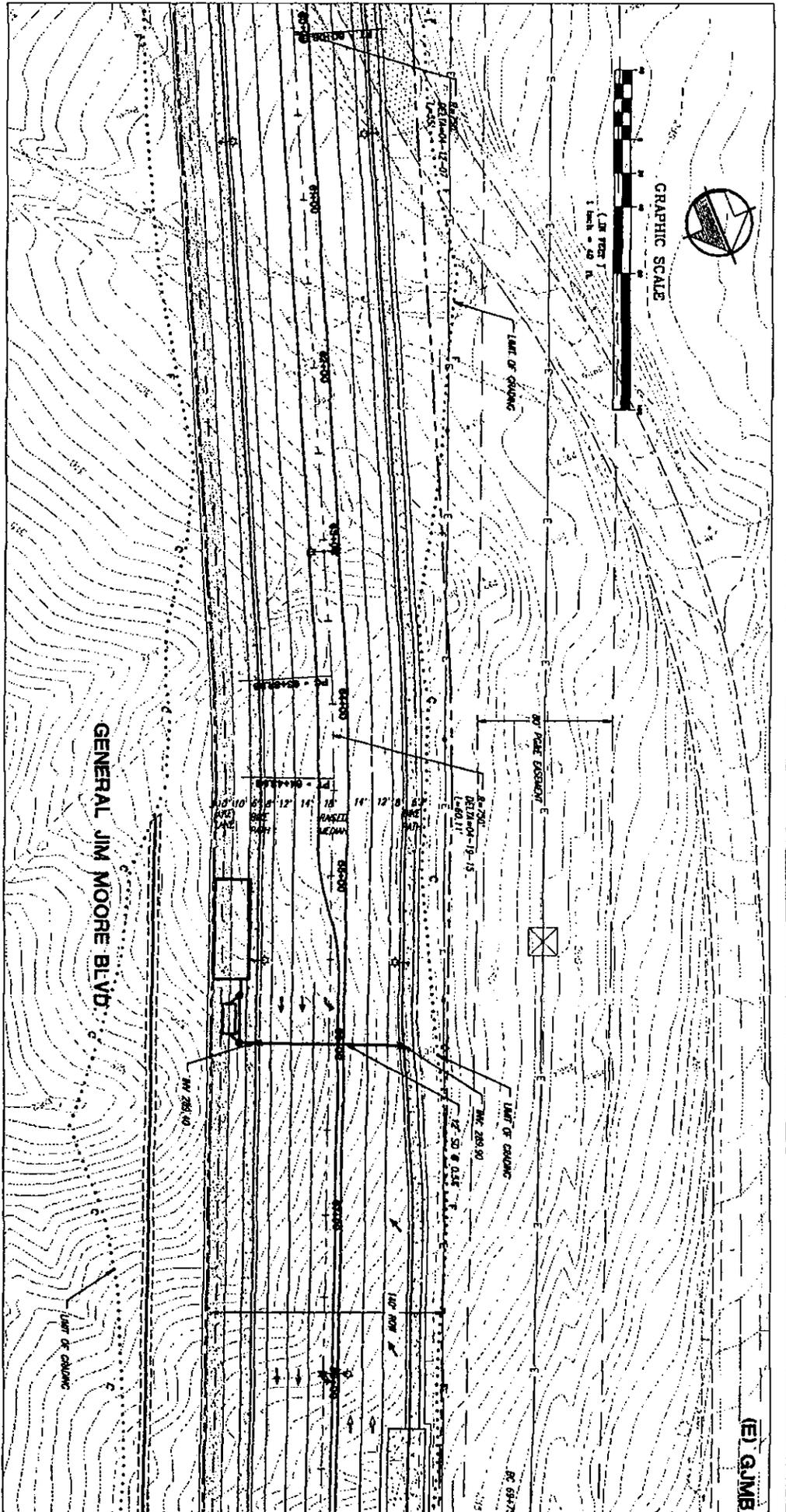
HILBY AVE
SEE SHEET 15

GENERAL JIM MOORE BLVD



GRAPHIC SCALE

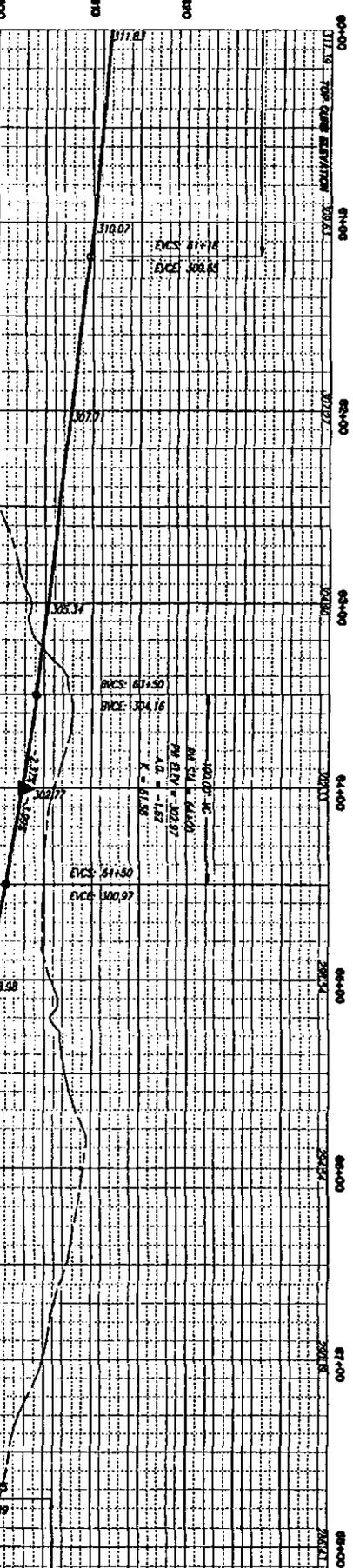
(SEE PAGE 1)
1 inch = 20 feet



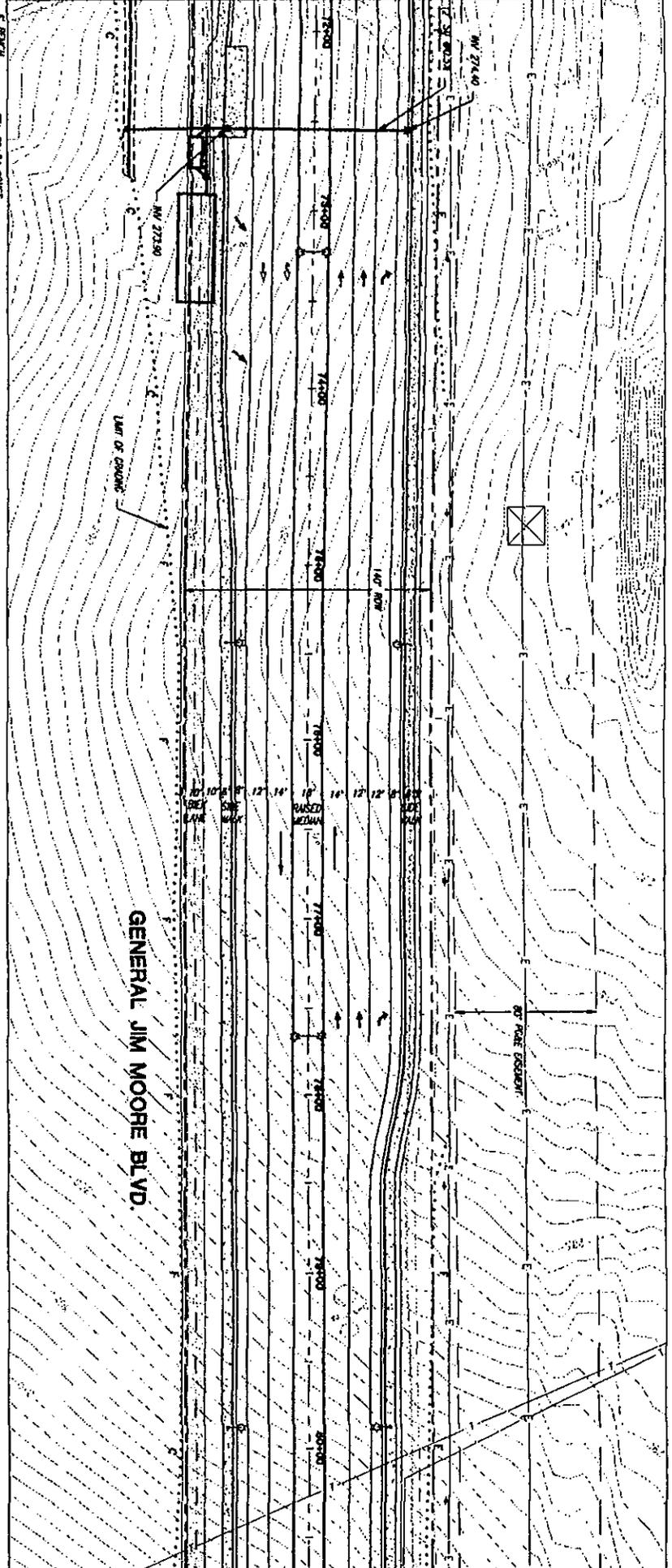
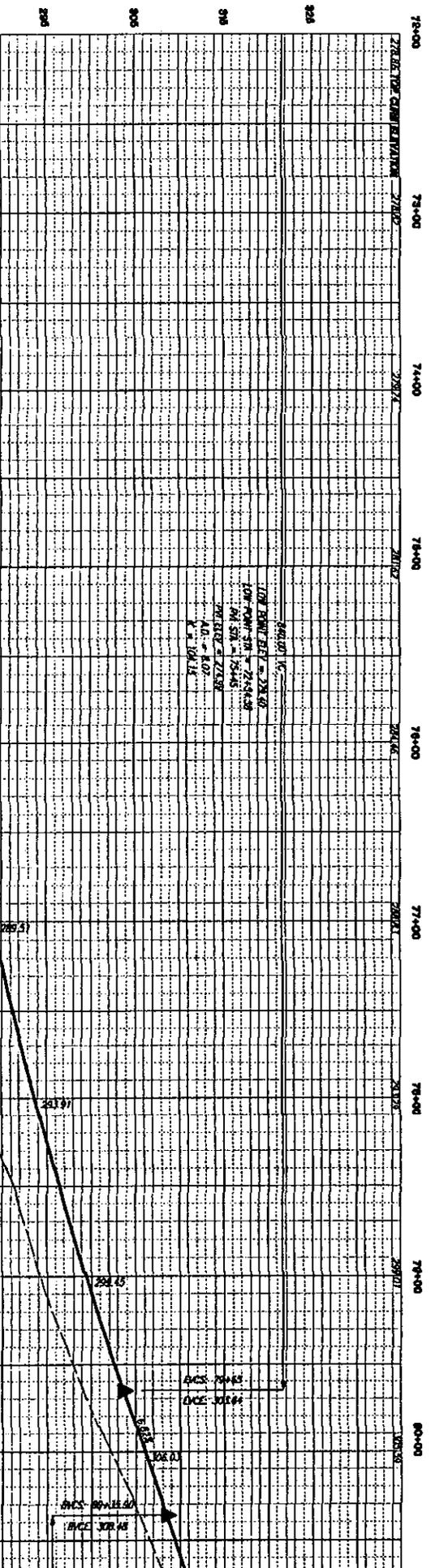
SIX 66+00 CONST.
 2 CE 107' 12" SD &
 UNDERGROUND UTILIZATION
 SYSTEM PER SHEET 03

6' BENCH
 1/8" = 1' U. DIMS

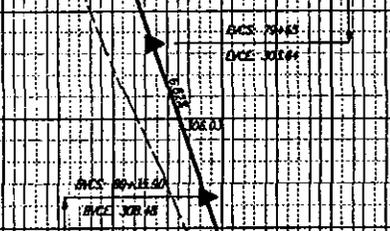
GENERAL JIM MOORE BLVD.



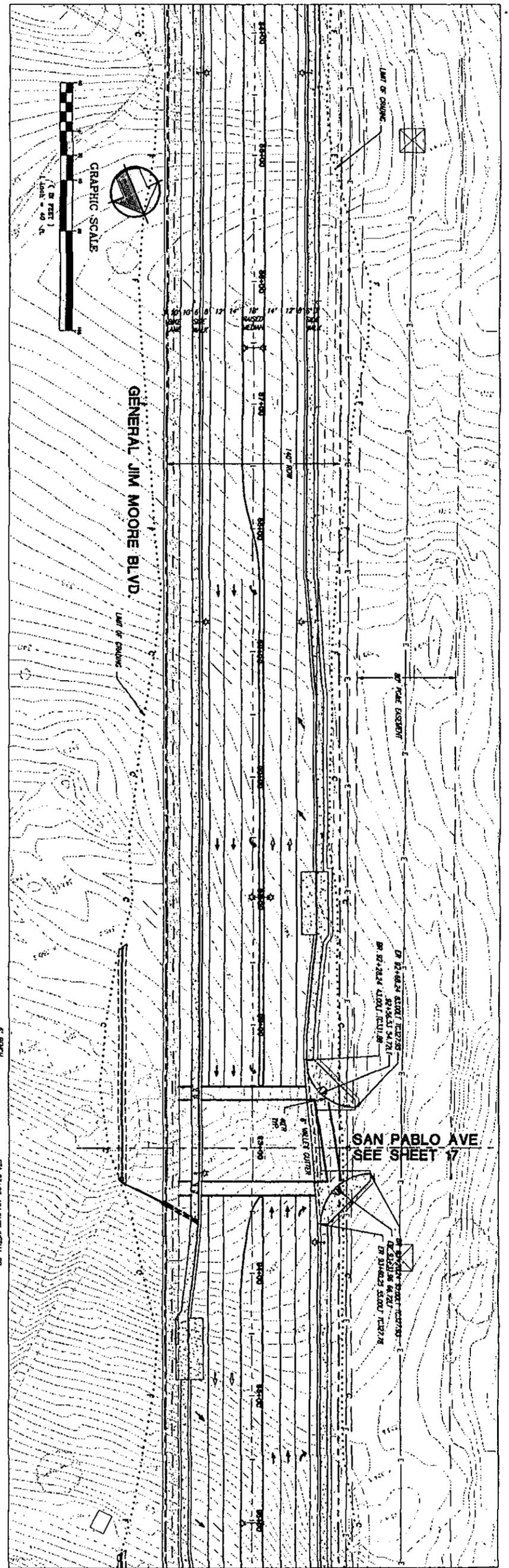
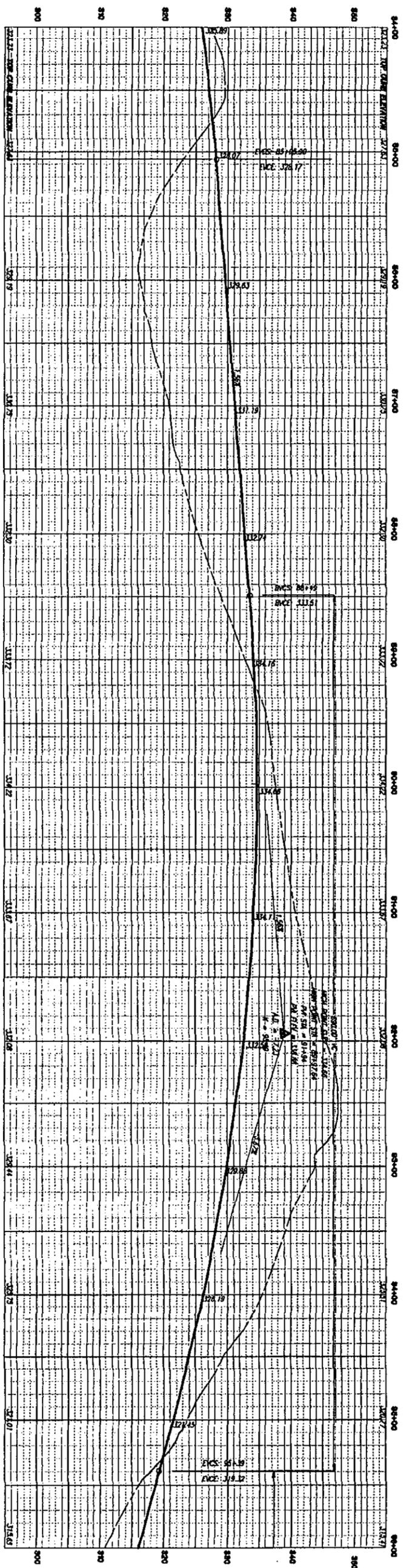
6 BENCH
 W/915' U BENCH
 STA. 72+54 CONST.
 2 CB 10" 12" 50' &
 UNDERGROUND INSTALLATION
 SYSTEM PER SHEET C-03
 STA. 72+55 10K 417MG
 METAL CB
 & 42 LF 12" 50'
 & CONNECT TO WH



GENERAL JIM MOORE BLVD.



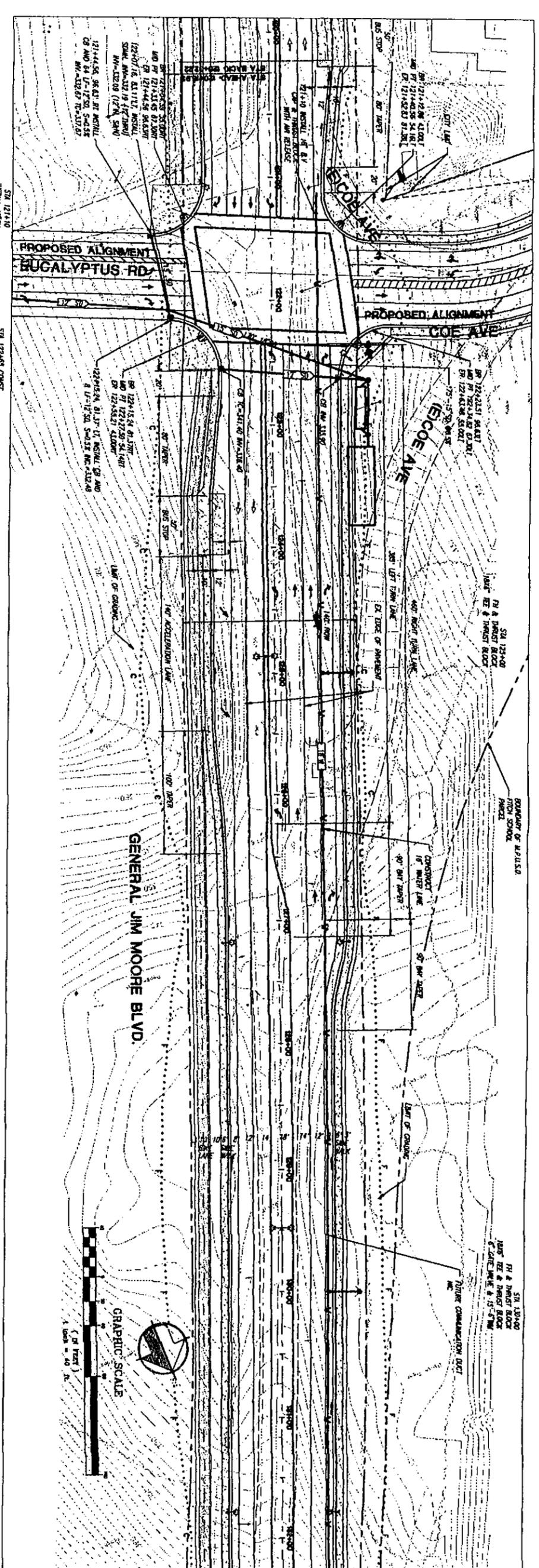
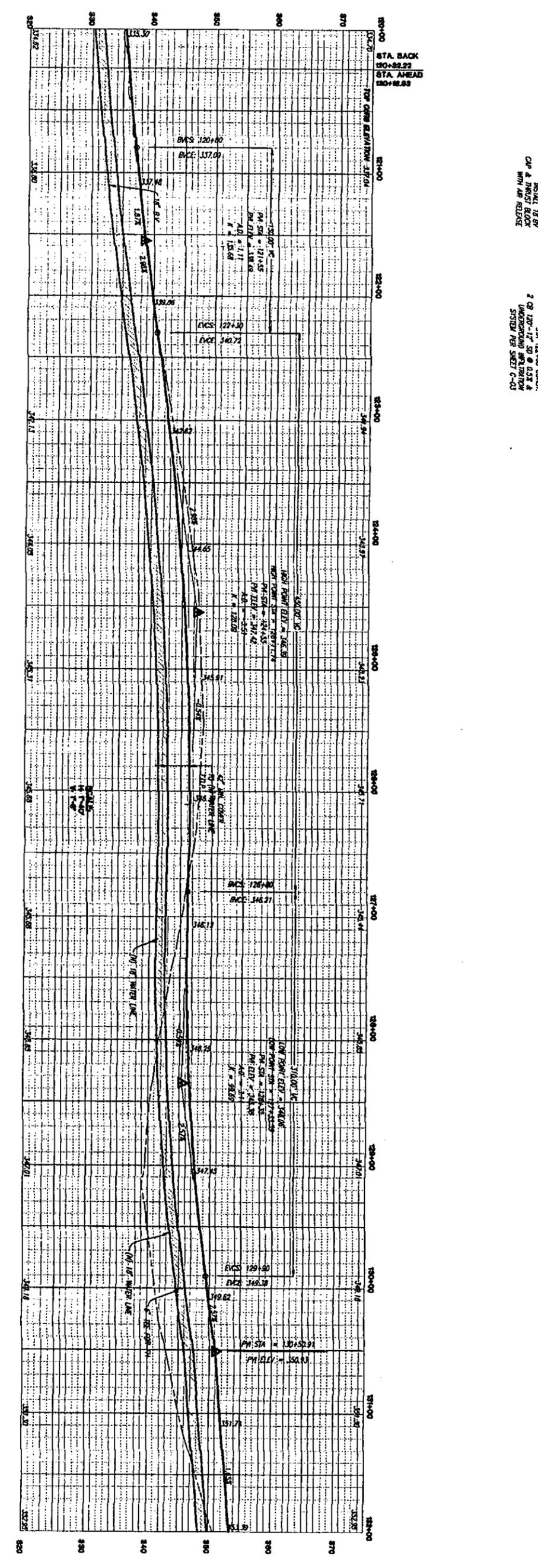
45MPH



SEE SHEET 17 FOR GENERAL NOTES
 SEE SHEET 17 FOR SAN PABLO AVE
 SEE SHEET 17 FOR WALKER OUTLET
 SEE SHEET 17 FOR RAISED MEDIAN
 SEE SHEET 17 FOR LIMIT OF CONSTRUCTION

FORT ORD REUSE AUTHORITY GENERAL JIM MOORE BLVD. PLAN AND PROFILE		 Consulting Civil and Structural Engineers 228 CANNERY ROW, SUITE 11 MONTEREY, CALIFORNIA 93940 TEL: (831) 373-1333 FAX: (831) 373-0733		DESIGNED BY: C+D DRAWN BY: SW CHECKED BY: SK/MPB DATE: MAR 2005 SCALE: AS NOTED		<table border="1"> <thead> <tr> <th>NO.</th> <th>REV.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>CHK.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td> </td> </tr> </tbody> </table>		NO.	REV.	DATE	DESCRIPTION	BY	CHK.	DATE	DESCRIPTION	BY									
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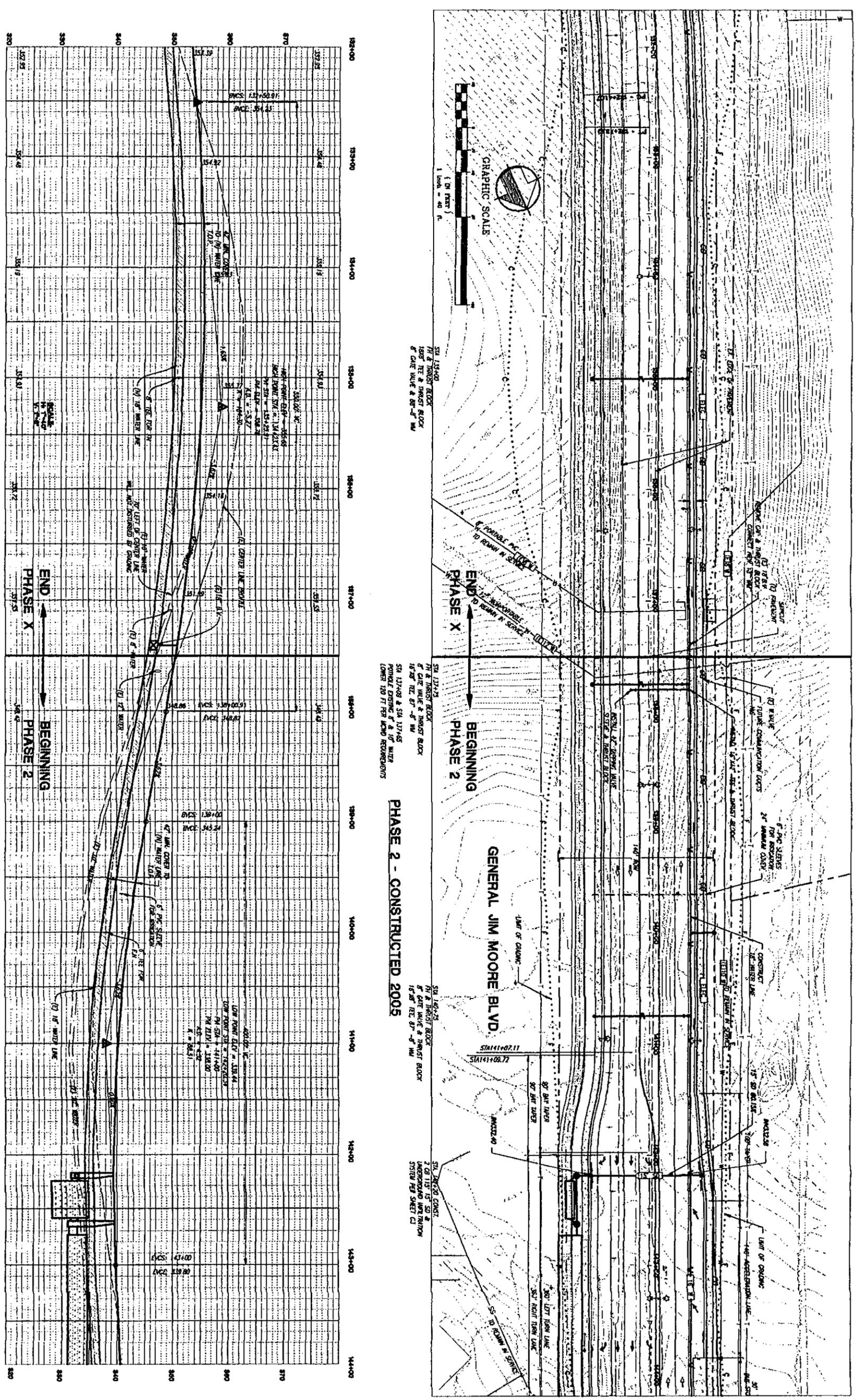


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 GENERAL JIM MOORE BLVD.
 PLAN AND PROFILE
 Monterey California

CHEGAN+D'ANGELO
 Consulting Civil and Structural Engineers
 225 CANNERY ROW, SUITE 111
 MONTEREY, CALIFORNIA 93940
 TEL: (831) 373-1323 FAX: (831) 373-0733
 FARFIELD • MONTEREY • PLEASANTON • SAN FRANCISCO • SAN JOSE, CALIFORNIA

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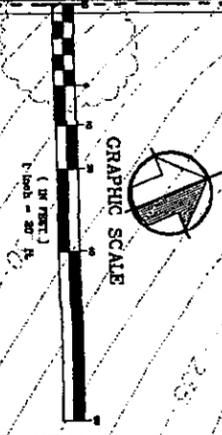
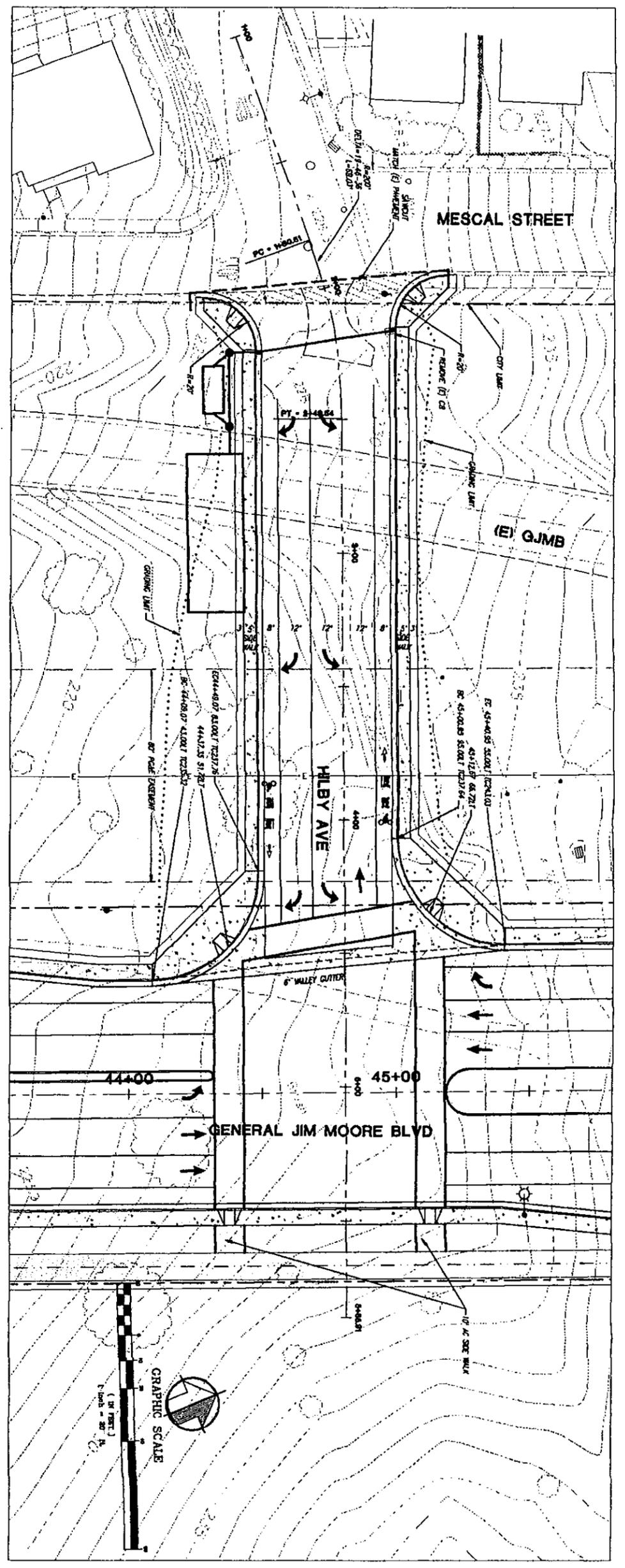
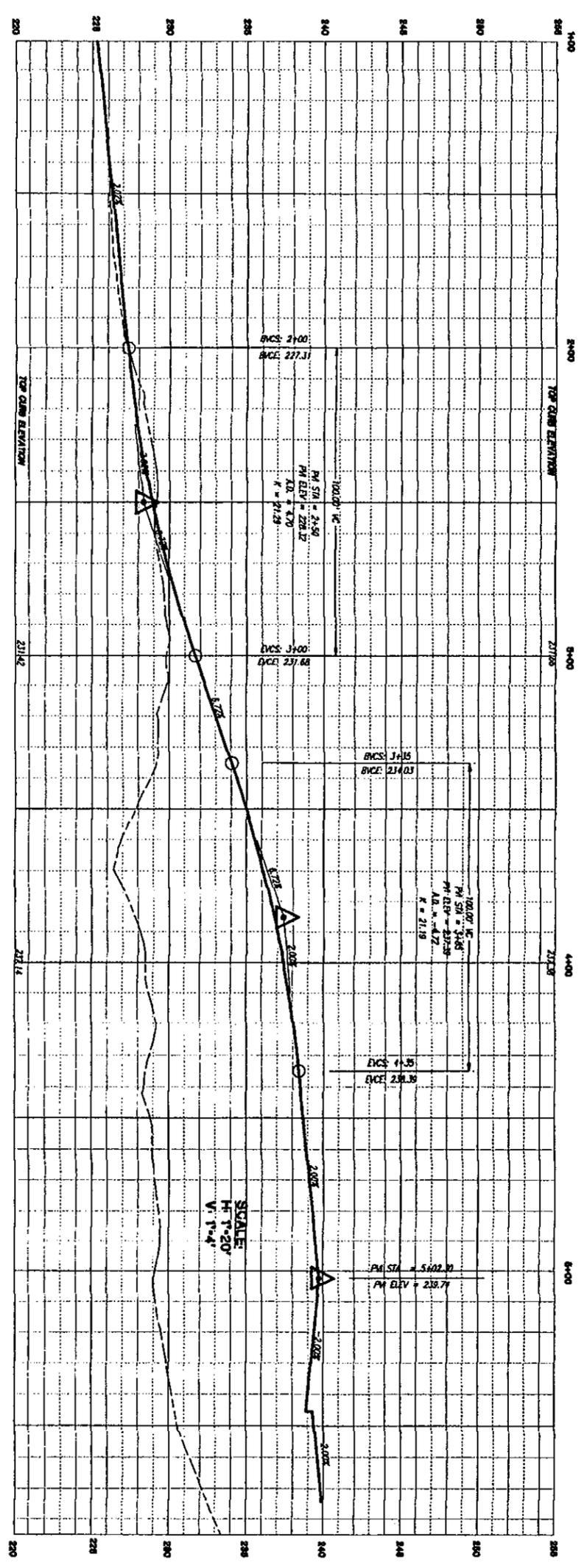
FORT ORD REUSE AUTHORITY
GENERAL JIM MOORE BLVD.
PLAN AND PROFILE

Monterey Monterey California

CDA
CREGAN+D'ANGELO
 Consulting Civil and Structural Engineers
 225 CANNERY ROW, SUITE 110
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 FARMFIELD • MONTEREY • PLEASANTON • SAN FRANCISCO • SAN JOSE, CALIFORNIA

DESIGNED BY	C+D	DATE		DESCRIPTION	BY	DATE	DESCRIPTION	BY
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SCALE	AS NOTED							

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FORT ORD REUSE AUTHORITY HILBY AVENUE PLAN AND PROFILE		 Consulting Civil and Structural Engineers CARRIGAN + D'ANGELO 225 CANNERY ROW, SUITE 111 MONTEREY, CALIFORNIA 93940 TEL: (831) 373-1333 FAX: (831) 373-0733		DESIGNED BY: CAD DRAWN BY: SW CHECKED BY: SK/MPB DATE: MAR 2005 ROAD: AS NOTED		SHEET NUMBER: C-17 OF 1 SHEETS DRAWING NO.: 703019		MONTEREY, CALIFORNIA		FARFIELD • MONTEREY • PLEASANTON • SAN FRANCISCO • SAN JOSE, CALIFORNIA		REV. DATE DESCRIPTION BY: SCL DATE DESCRIPTION BY:	
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GENERAL NOTES

1. ALL STAKING AND DISTANCES INDICATED ON THE DRAWINGS ARE BASED ON HORIZONTAL DISTANCES IN FEET.
2. THE CONTRACTOR SHALL NOTIFY THE ROMA REPRESENTATIVE AT LEAST 2 WORKING DAYS IN ADVANCE OF ANY WORK WHICH WILL REQUIRE THE RESERVATION SERVICES.
3. AT LEAST 2 WORKING DAYS PRIOR TO ANY EXCAVATION WORK, THE CONTRACTOR SHALL CALL UNDERGROUND SERVICE ALERT AT 1-800-482-2144 FOR LOCATING AND MARKING UNDERGROUND UTILITIES IN THE AREA OF THE WORK.
4. THE EXISTING UTILITIES SHOWN AND INDICATED ON THE DRAWINGS ARE APPROXIMATE AND FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES AND SELECTED FIELD LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION OF EXISTING UNDERGROUND UTILITIES, WHETHER INDICATED ON THE DRAWINGS OR NOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES. ALL UTILITIES SHALL BE PROTECTED BY THE CONTRACTOR. THE CONTRACTOR SHALL RESTORE ALL UTILITIES TO ORIGINAL OR BETTER CONDITION. THE CONTRACTOR SHALL RESTORE NECESSARY TEMPORARY UTILITY SERVICES AND SHALL RESTORE PERMANENT UTILITY SERVICES INDICATED BY THE CONSTRUCTION AGENT.
5. THE CONTRACTOR SHALL EXPOSE ALL EXISTING UTILITY LINES AT LEAST ONE WORKING DAY BEFORE ANY EXCAVATION TO PREVENT DAMAGE TO EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING FOR THE PRESENCE OF CONTAMINATED SOIL AND/OR GROUNDWATER DURING THE COURSE OF THE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ROMA REPRESENTATIVE IF ANY SUSPECT MATERIALS ARE ENCOUNTERED. CONTACT SHALL BE MADE IMMEDIATELY BY TELEPHONE, WITH WRITTEN NOTIFICATION WITHIN 3 WORKING DAYS.
7. ALL TRUCKING OPERATIONS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 8 (CAL/OSHA).
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO OR OFF THE PROJECT SITE AS A RESULT OF CONSTRUCTION ACTIVITIES INCLUDING THE LACK OF DUST CONTROL AND TRAFFIC CONTROL.
9. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL CERTIFY THAT ALL WORK WAS PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. WORKMAN SHALL BE DECLARED AND PRESENTED TO THE ENGINEER IN WRITING UPON COMPLETION OF CONSTRUCTION. IN THE EVENT OF ANY CHANGES TO THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE ROMA REPRESENTATIVE IMMEDIATELY.
10. THE ROMA REPRESENTATIVE WILL NOT DIRECTLY CONTROL THE PHYSICAL ACTIVITIES OF THE CONTRACTOR OR ANY SUBCONTRACTORS. CONTROL WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR WORKING CONDITIONS ON THE JOB SITE INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY TO ALL WORKERS AND VISITORS TO THE WORKING SITES.
11. CONTRACTORS SHALL VERIFY WORK IN FIELD AND SHALL NOTIFY IMMEDIATELY AS TO THE ACCORDANCE BETWEEN WORK SET FORTH ON THESE PLANS AND THE WORK PERFORMED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ROMA REPRESENTATIVE PRIOR TO START OF CONSTRUCTION.
12. EXCEPT WHEN A LINE CLOSURE IS IN EFFECT IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED TRAFFIC CONTROL PLAN, NO VEHICLES OPERATED BY THE CONTRACTOR'S OPERATIONS SHALL BE ALLOWED TO PARK ON THE SHOULDER OF GENERAL EUCALYPTUS ROAD AT ANY TIME.
13. ANY AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO ORIGINAL CONDITIONS AND HYDROLOGICALLY SO AS TO RESTORE NATURAL DRAINAGE. THIS INCLUDES ALL CUT OR FILL SLOPES.
14. CONTRACTOR IS RESPONSIBLE FOR OBTAINING PERMISSION FOR WATER USE AND LETTING FROM MARINA COAST WATER DISTRICT - 11 RESERVATION REQ. MARINA CA STATE PHONE (831)384-4131.
15. CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES ON EUCALYPTUS ROAD IN COMPLIANCE WITH THE TRAFFIC CONTROL PLAN AND CONTRACT DOCUMENTS.
16. CONSTRUCTION OF EUCALYPTUS ROAD SHALL COMPLY WITH ALL 2002 STANDARD PLANS AND SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, STATE OF CALIFORNIA, AND THE CITY OF SEASIDE STANDARD PLANS. IN PARTICULAR THE FOLLOWING CLAUSE STANDARD PLANS ARE APPLICABLE:
 - 1. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 2. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 3. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 4. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 5. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 6. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 7. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 8. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 9. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 10. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 11. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 12. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 13. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 14. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 15. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 16. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 17. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 18. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 19. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 20. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 21. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 22. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 23. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 24. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 25. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 26. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 27. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 28. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 29. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 30. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 31. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 32. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 33. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 34. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 - 35. PRESENT WORKING AREAS - A244, B, C, D, E, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
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THE FOLLOWING CITY OF SEASIDE STANDARD PLANS ARE NOTED AND THE CITY OF SEASIDE STANDARD PLANS SHALL GOVERN OVER CALIFORNIA STANDARD PLANS:

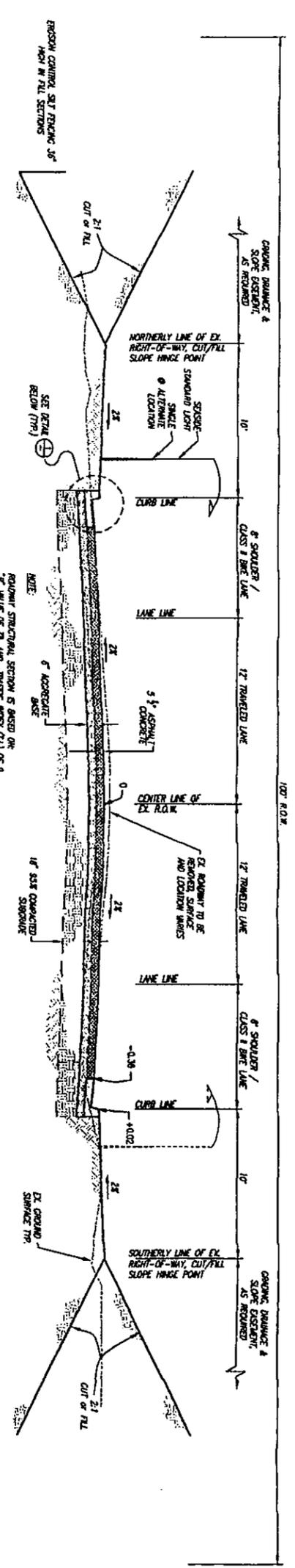
- CARG AND GUTTER THE A AND CARG THE B
- CATCH BASIN
- MANHOLE FRAME AND COVER
- WATER LINES, VALVES, WATER APPURTENANCES AND SURFACE STREETS SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND STANDARD PLANS OF THE MARINA COAST WATER DISTRICT.

ALL CONCRETE, REGARDLESS OF USE, SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI.

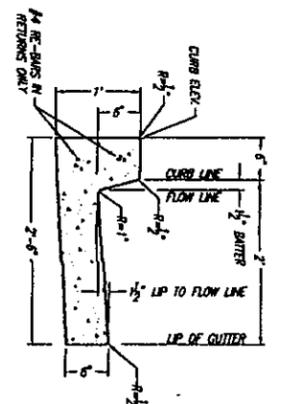
EROSION CONTROL NOTES

1. THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED DURING THE RAINY SEASON OCTOBER 15th TO APRIL 15th. BY OCTOBER 15th, GRADING AND INSTALLATION OF STORM DRAINAGE AND EROSION AND SEDIMENT CONTROL FACILITIES SHALL BE COMPLETED. NO CHANGES SHALL OCCUR BETWEEN OCTOBER 15th AND APRIL 15th WITHOUT WRITTEN APPROVAL FROM THE OWNER.
2. CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN TO MEET FIELD CONDITIONS SHALL BE MADE ONLY WITH THE APPROVAL OF, OR AT THE DIRECTION OF, THE OWNER.
3. DURING THE RAINY SEASON, PUBLIC MONITORING SHALL BE KEPT CLEAR OF DIRT, MUD, AND DEBRIS. THE SITE SHALL BE MAINTAINED SO THAT A MINIMUM OF STORM WATER RUNOFF ENTERS THE STORM DRAINAGE SYSTEM AND PUBLIC ROWWAYS. THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. THIS PLAN SHALL BE UPGRADED AND REVISITED FOR APPROVAL FROM TO OCTOBER 15th OF EACH SUBSEQUENT YEAR UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND ACCEPTED BY THE CITY.
4. NO STORM RUNOFF SHALL BE ALLOWED TO DRAIN DIRECTLY INTO THE EXISTING UNDERGROUND STORM SYSTEM BEFORE THE DRAINAGE SYSTEM IS INSTALLED.
5. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE MAINTAINED UNTIL STABILIZED AREAS ARE ESTABLISHED. CHANGES TO THE EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS, BUT ONLY WITH THE APPROVAL OF, OR AT THE DIRECTION OF, THE OWNER. GENERAL NOTES CONTAIN:
6. THIS PLAN MAY NOT COVER ALL SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THE PLAN IN THE FIELD SUBJECT TO THE APPROVAL OF THE OWNER.
7. THE EROSION AND SEDIMENTATION CONTROL PLAN COVERS ONLY THE FIRST WINTER DURING WHICH CONSTRUCTION IS TO TAKE PLACE. PLANS ARE TO BE RESUBMITTED PRIOR TO OCTOBER 15th OF EACH SUBSEQUENT YEAR UNTIL THE SITE TEMPORARY STORM WATER FACILITIES AND AT CONIC DITCH.
8. STORM WATER SHALL BE PLACED WITH ENDS TRAP/TREATING AROUND ALL SITS.
9. EACH STORM WATER FACILITY SHALL BE EMBEDDED IN THE SOIL IMMEDIATELY TO 4 INCHES IF IT IS INSTALLED OVER SOIL.
10. SLOPES FILLED WITH 1/4" CRUSHED ROCK CAN BE USED IN LIEU OF CONIC BLOCKS AT SOE OPENING CATCH BASIN AFTER CONCRETE 1'-DITCHES ARE COMPLETED (SEE 2 TO 4 BINS PER OPENING).
11. RUSTAL STRAW MATS AT ALL TOE OF SLOPE WITH GRASSING LINES.
12. STRAW MATS AND CONIC BLOCKS SHALL BE REPAIRED WHEN THEY HAVE SERVED THEIR PURPOSE AND REGENERATION IS ESTABLISHED SO AS NOT TO BLOCK OR IMPURE STORM FLOW OR DAMAGE.
13. EROSION CONTROL IMPROVED:
14. ALL GRADING AREAS SHALL BE IMPROVED, CUT AND FILL SLOPES STEEPER THAN 10% WITH HEIGHTS OF 3 FEET OR GREATER SHALL BE IMPROVED BEFORE SEPTEMBER 15.
15. THE IMPROVED AREAS SHALL BE (INCLUDES SHOW ARE PER ACRE OF SLOPE):
 - FERTILIZER = 500 POUNDS 16-6-6
 - CHEMICAL INERTER = 2000 POUNDS WOOD CHIPS/SLICE
 - 80 POUNDS ORGANIC BINDER OR PER CITY REQUIREMENTS
 - SEED, GRASSLAND EROSION CONTROL BLEND "CENTRAL COASTAL MIX"
 - 50% HUMULUS 62 FIBERGLASS
 - 20% CALIFORNIA CUTS
 - 15% BAYO BROWNESS
 - 15% OAKLEAF CLOVER
 - 15% LUNA WITCH
 - 5% CALIFORNIA FIELD FLOWERS
 - SEED 75 POUNDS/ACRE
 - MAINTENANCE NOTES:
16. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REPORT AND REPAIR ALL EROSION CONTROL FACILITIES AT THE END OF EACH WORK DAY DURING THE RAINY SEASON.
17. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT TEMPORARY MEASURES INSPECTORY TO OWNER.

<p style="text-align: center;">FORT ORD REUSE AUTHORITY GENERAL NOTES AND DETAILS EUCALYPTUS ROAD</p> <p style="text-align: center;">Monterey County California</p>	 <p style="font-size: small;">Consulting Civil and Structural Engineers</p> <p style="font-size: x-small;">225 CANNERY ROW, SUITE H MONTEREY, CALIFORNIA 93940 TEL: (831)372-1343 FAX: (831)372-0733</p> <p style="font-size: x-small;">FARFIELD • MONTEREY • PLEASANTON • SAN FRANCISCO • SAN JOSE, CALIFORNIA</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small;">DESIGNED BY</td> <td style="font-size: x-small;">P.J.W.</td> </tr> <tr> <td style="font-size: x-small;">DRAWN BY</td> <td style="font-size: x-small;">H.R.P.</td> </tr> <tr> <td style="font-size: x-small;">CHECKED BY</td> <td style="font-size: x-small;">S.K.</td> </tr> <tr> <td style="font-size: x-small;">DATE</td> <td style="font-size: x-small;">MAR 2005</td> </tr> <tr> <td style="font-size: x-small;">SCALE</td> <td style="font-size: x-small;">AS NOTED</td> </tr> <tr> <td style="font-size: x-small;">REV.</td> <td style="font-size: x-small;">DATE</td> </tr> <tr> <td style="font-size: x-small;">DESCRIPTION</td> <td style="font-size: x-small;">BY</td> </tr> </table>	DESIGNED BY	P.J.W.	DRAWN BY	H.R.P.	CHECKED BY	S.K.	DATE	MAR 2005	SCALE	AS NOTED	REV.	DATE	DESCRIPTION	BY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small;">60% DESIGN SUBMITTAL</td> <td style="font-size: x-small;">DATE</td> <td style="font-size: x-small;">BY</td> </tr> <tr> <td style="font-size: x-small;">30% DESIGN SUBMITTAL</td> <td style="font-size: x-small;">DATE</td> <td style="font-size: x-small;">BY</td> </tr> <tr> <td style="font-size: x-small;">CONSTRUCTION</td> <td style="font-size: x-small;">DATE</td> <td style="font-size: x-small;">BY</td> </tr> </table>	60% DESIGN SUBMITTAL	DATE	BY	30% DESIGN SUBMITTAL	DATE	BY	CONSTRUCTION	DATE	BY
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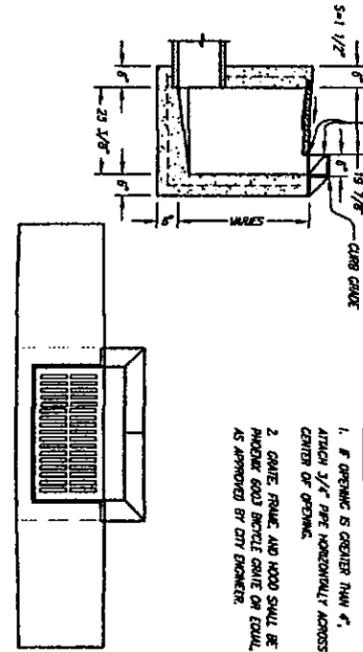


TYPICAL SECTION - EUCALYPTUS ROAD
 STA. 9+37.01 TO STA. 9+57.29 TYP.
 SCALE: 1" = 4'

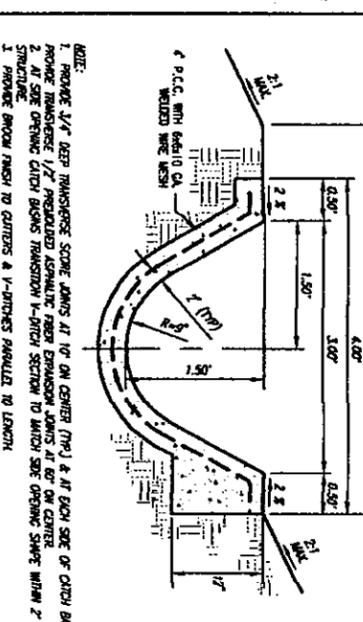


CURB AND GUTTER (PER CITY OF SEASIDE STANDARDS)
 NO SCALE SEE STANDARD PLAN SD-01

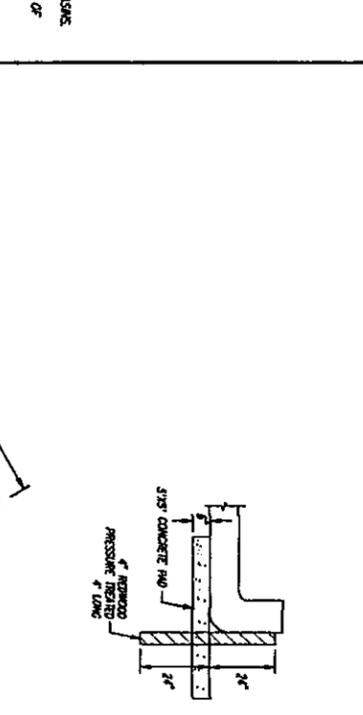
- NOTE:**
1. CLASS "B" CONCRETE SHALL BE USED.
 2. 1/2" CURB EMBOSSED JOINTS AT 20' O.C. TO COMPARE WITH THOSE IN STANDARD.
 3. FLOW LINE SHALL BE TESTED FOR PAVING BY CHESTNUT FLOWING A SMALL QUANTITY OF WATER ALONG EACH GUTTER SECTION. ANY PAVING SHALL BE CORRECTED BY REWORKING THE FLOWLINE BEFORE THE CONCRETE HARDENS.
 4. FORMS SHALL BE THE FULL DEPTH SHOWN.
 5. SUB-CURVE SHALL BE COMPACTED TO A MINIMUM DENSITY OF 98%.



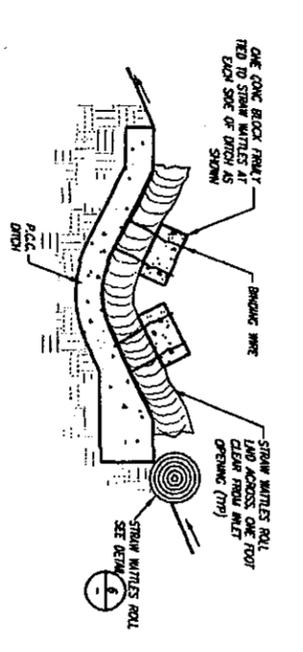
CATCH BASIN (PER CITY OF SEASIDE STANDARDS)
 NO SCALE SEE STANDARD PLAN SD-01



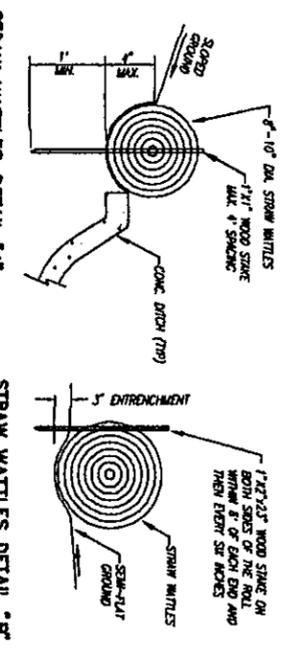
LITCH DETAIL
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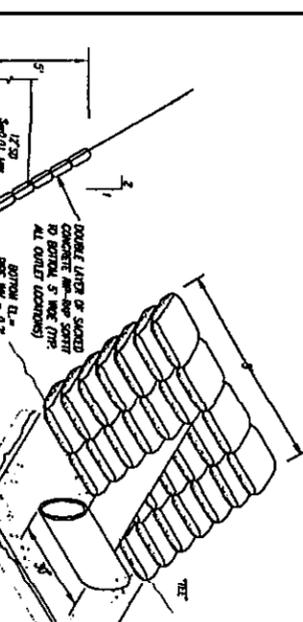
STORM DRAIN OUTLET DETAIL
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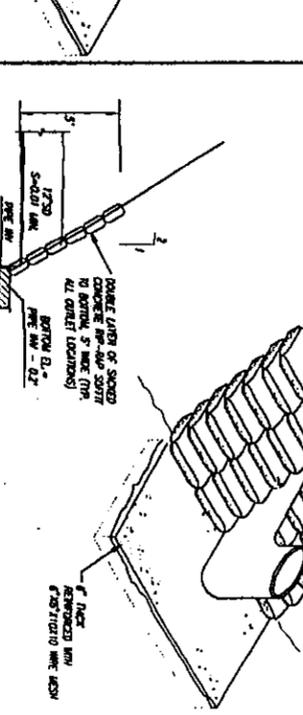
STRAW WATTLES AT INLET OPENING AND CONC. DITCH
 NO SCALE



STRAW WATTLES DETAIL "A"
 NO SCALE

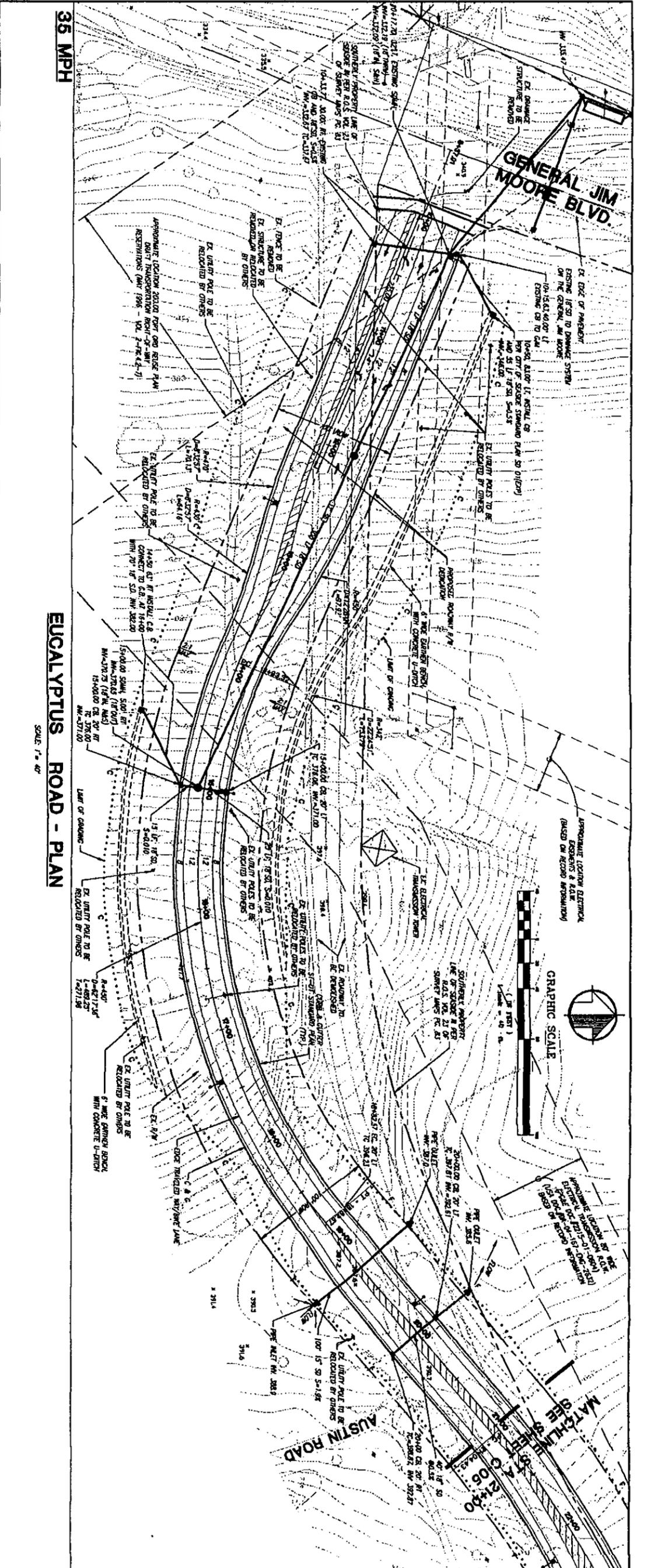
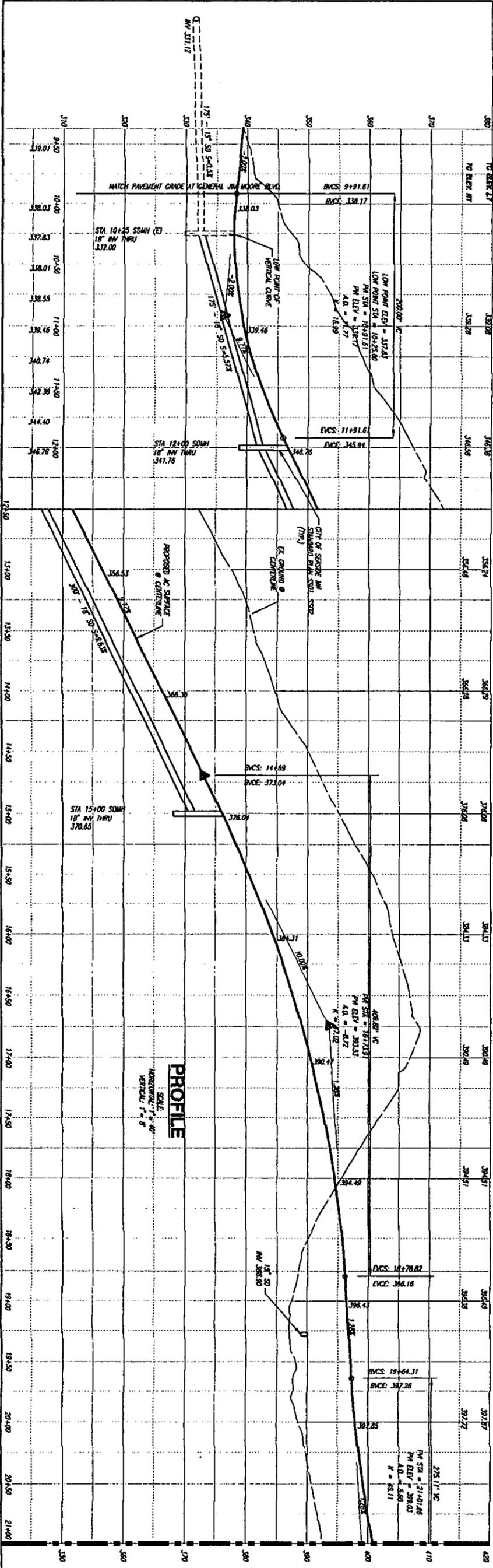


STRAW WATTLES DETAIL "B"
 NO SCALE



STORM DRAIN INLET DETAIL
 NO SCALE

FORT ORD REUSE AUTHORITY SECTIONS AND DETAILS EUCALYPTUS ROAD Monterey County California		CRIBGAN+D'ANGELO Consulting Civil and Structural Engineers 228 CANNERY ROAD, SUITE 14 MONTEREY, CALIFORNIA 93940 TEL: (831) 373-1333 FAX: (831) 373-0733 FAIRFIELD • MONTEREY • PLEASANTON • SAN FRANCISCO • SAN JOSE, CALIFORNIA	DESIGNED BY: P.A.W. DRAWN BY: H.R.P. CHECKED BY: S.K. DATE: MAR 2005 SCALE: AS NOTED	<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>CHK.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>11-20-04</td> <td>60% DESIGN SUBMITTAL</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>11-20-04</td> <td>50% DESIGN SUBMITTAL</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY	CHK.	DATE	DESCRIPTION	1	11-20-04	60% DESIGN SUBMITTAL					2	11-20-04	50% DESIGN SUBMITTAL				
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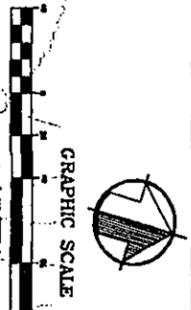
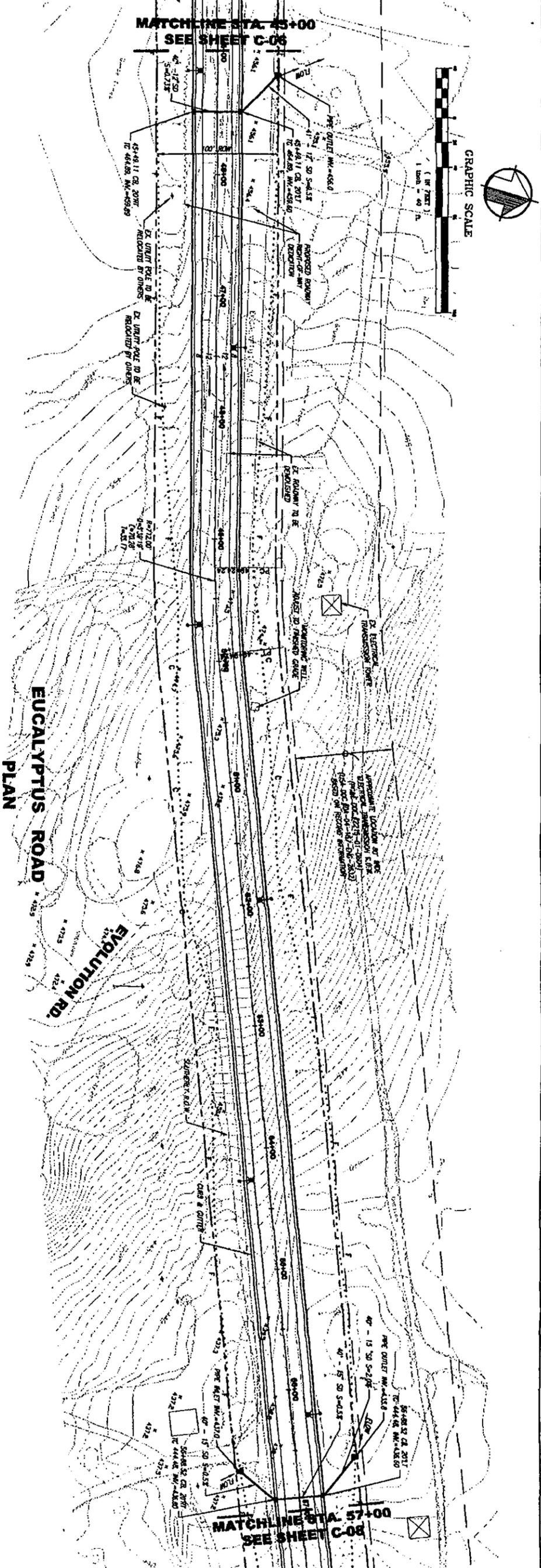
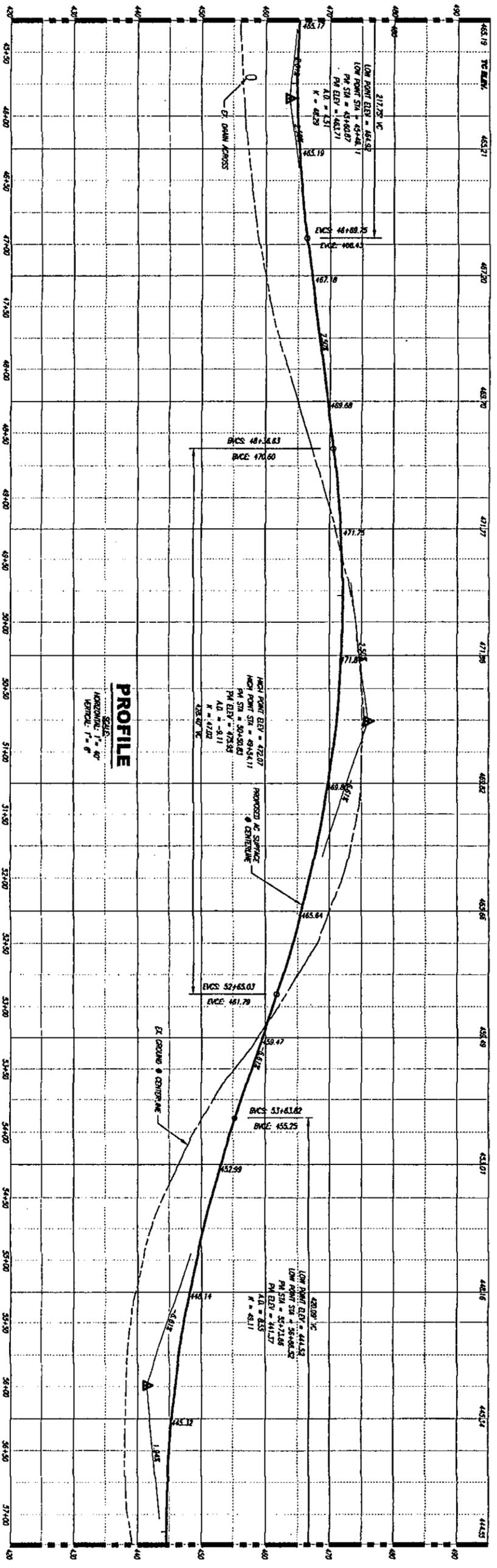


FORT ORD REUSE AUTHORITY
PLAN & PROFILE
EUCALYPTUS ROAD IN THE CITY OF SEASIDE
STA. 9+37.01 TO 21+00
 Monterey County California

CREGAN+D'ANGELO
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REV.	DATE	DESCRIPTION
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2	MAR 2005	ISSUE FOR PERMITS
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4	MAR 2005	ISSUE FOR PERMITS
5	MAR 2005	ISSUE FOR PERMITS
6	MAR 2005	ISSUE FOR PERMITS
7	MAR 2005	ISSUE FOR PERMITS
8	MAR 2005	ISSUE FOR PERMITS
9	MAR 2005	ISSUE FOR PERMITS
10	MAR 2005	ISSUE FOR PERMITS

35 MPH



FORT ORD REUSE AUTHORITY
 PLAN & PROFILE
 EUCALYPTUS ROAD
 STA. 45+00 TO 57+00
 Monterey County California

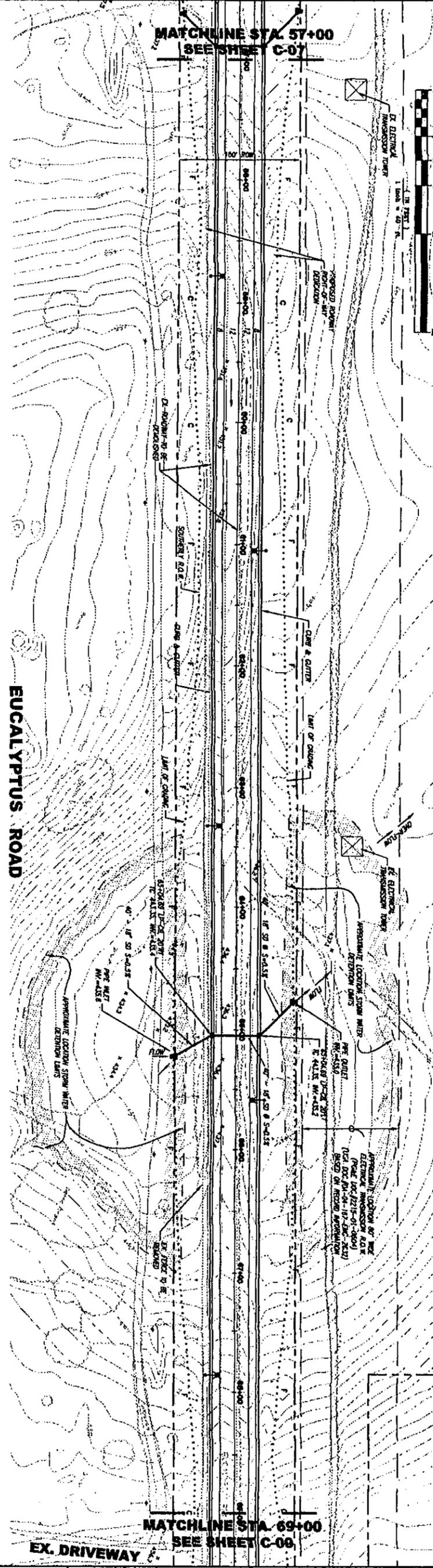
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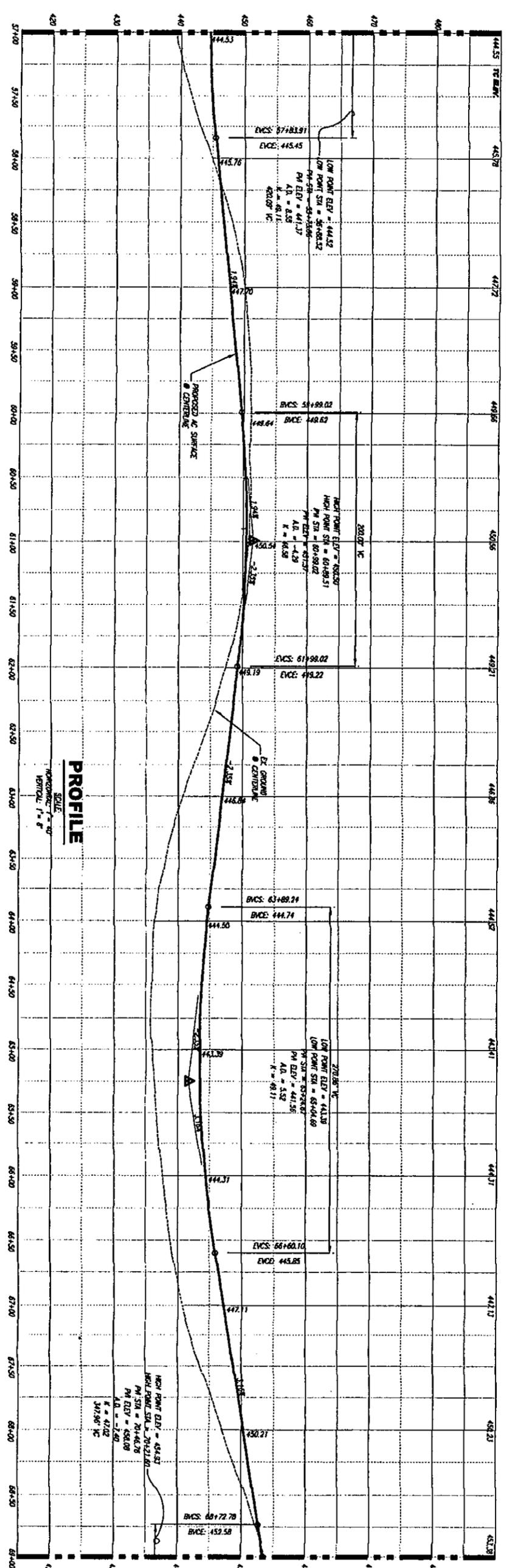
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EUCALYPTUS ROAD

PLAN
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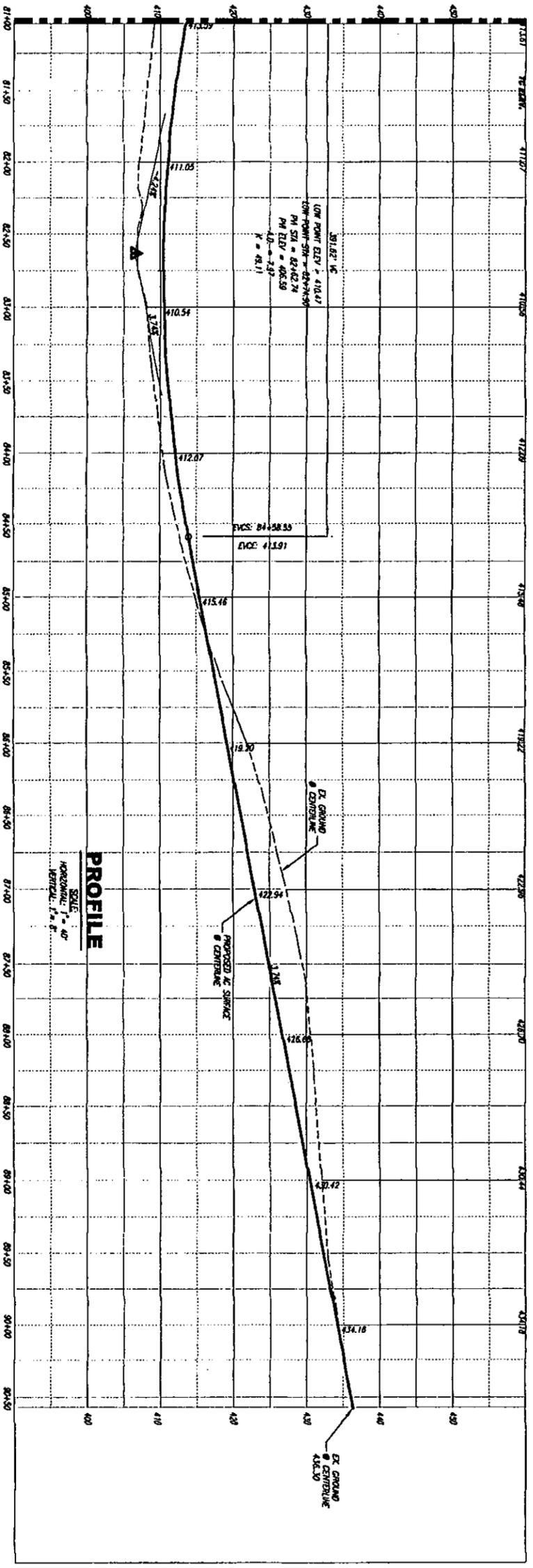
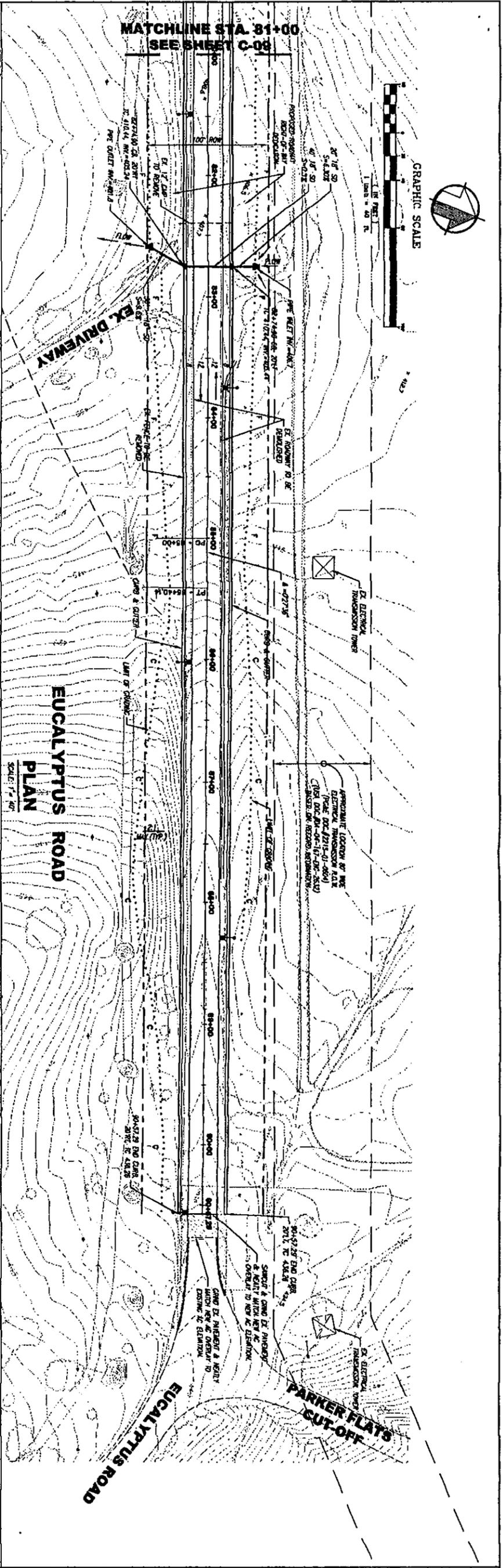


PROFILE

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PROFILE

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HORIZONTAL: 1" = 40'
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Appendix C

Biological Resources Assessment
(Zander Associates)

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**BIOLOGICAL RESOURCES ASSESSMENT
PHASE II
GENERAL JIM MOORE BOULEVARD/EUCALYPTUS ROAD IMPROVEMENT
PROJECT**

Fort Ord, California

Prepared for:

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November 2004

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1.0 INTRODUCTION

The Fort Ord Reuse Authority (FORA) is proposing improvements to General Jim Moore Boulevard and Eucalyptus Road as part of a larger series of transportation improvements required to implement the circulation elements of the *Fort Ord Reuse Plan* and the *City of Seaside General Plan*, and mitigate the impacts of the development of these plans. The first phase of improvements focused on General Jim Moore Boulevard, beginning approximately 1,300 feet north of the intersection of Coe Avenue/Eucalyptus Road and terminating at Normandy Road (approximately 0.84 mile). The second phase of improvements focuses on Eucalyptus Road, beginning at the intersection of General Jim Moore Boulevard and continuing approximately 8,057 linear feet and General Jim Moore Boulevard from approximately 1,300 feet north of Eucalyptus Road to 700 feet north of State Highway 218. This report addresses the Phase II project and provides a description of the affected environment, identifies project effects and recommends mitigation measures, where appropriate.

1.1 Project Description

The Phase II project is located in the western portion of former Fort Ord and is focused along approximately 8,057 linear feet of Eucalyptus Road and 12,800 linear feet of General Jim Moore Boulevard (Figure 1). Proposed roadway improvements along Eucalyptus Road include widening and paving the existing dirt road to a two-lane roadway with six-foot wide shoulders/bike lanes on each side, installation of curbs and gutters, and left- and right-turn lanes to General Jim Moore Boulevard at the approach to this intersection. The limit of grading varies from 0 to 160 feet outside of the existing edges of the dirt roadway. Approximately 732,000 sq. ft. (17 acres) would be disturbed by the proposed improvements along Eucalyptus Road with grading of 170,000 cubic yards of cut and 55,000 cubic yards of fill.

General Jim Moore Boulevard would be improved to a four-lane divided roadway with 8-foot-wide shoulders and with a median that would vary from four feet to 18 feet to accommodate left turn lanes along the length of the roadway. Improvements also include installation of curb and gutter, six-foot sidewalks on both side of the street, a Class I bike lane on the east side of the road and intersection improvements to cross streets. Along General Jim Moore Boulevard, approximately 2,228,000 sq. ft. (52 acres) would be disturbed by the proposed improvements with grading of 280,000 cubic yards of cut and 246,000 cubic yards of fill.

1.2 The HMP

The *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord* (HMP) (April 1997) establishes a habitat conservation area and corridor system and parcel-specific land use categories and management requirements for all lands on former Fort Ord. Four general categories of parcel-specific land use are identified: habitat reserve, habitat corridor, development with reserve areas or restrictions, and development with no restrictions. Resource conservation and management requirements and responsible parties for each parcel or group of parcels with habitat designations are discussed in Chapter 4 of the HMP.

A general goal of the HMP is to promote preservation, enhancement and restoration of habitat while allowing implementation of a community-based reuse plan that supports economic recovery after closure of Fort Ord. The HMP assumes a reuse development scenario for the entire base that will result in the removal of up to 6,300 acres of existing vegetation and wildlife habitat. Losses to 18 special-status species (HMP Species) are also accounted for by the HMP. The establishment of approximately 16,000 acres of habitat reserves with about 400 additional acres of connecting habitat corridors is the primary measure to minimize the impacts of reuse on HMP Species. The HMP further conditions development on approximately 2,200 additional acres by requiring reserve areas or restrictions on those lands.

Phase II of the General Jim Moore Boulevard / Eucalyptus Road Improvement Project is located within parcels designated as development in the HMP. These parcels have no management restrictions placed upon them and according to the HMP, the biological resources found in these parcels are not considered essential to the long-term preservation of sensitive species at former Fort Ord.

1.3 Methodology

Zander Associates conducted field surveys of the project area on the 16th and 23rd of April 2004. For Eucalyptus Road, our study area included an approximately 230 foot wide strip paralleling the existing road. For General Jim Moore Boulevard, our study area consisted of an approximately 350 foot wide area measured from the power lines east of the existing roadway. The study areas were determined using the limit of grading as indicated on the improvement plans provided by Creegan + D'Angelo dated March 2004. The focus of the April surveys was to characterize the habitat types within the study area and to map locations of special-status plant species, specifically sand gilia and Monterey spineflower. In August 2003, Zander Associates surveyed the portion of the project area previously reported to contain seaside bird's beak - near the intersection of General Jim Moore Boulevard and South Boundary Road - to confirm the species was still present and to generally map the extent of the population. No surveys for seaside bird's beak were conducted in 2004 and no species-specific surveys for special status animals were conducted for this project.

Prior to conducting field surveys, we reviewed the *Flora and Fauna Baseline Study of Fort Ord, California* (U.S. Army Corps of Engineers 1992), the *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord, California* (U.S. Army Corps of Engineers 1997), and post-1992 survey data compiled by the Army to determine the occurrence or potential for occurrence of special status species and habitats within and adjacent to the study area. This information was used in combination with our field assessment to evaluate the likelihood for specific species to be present where directed surveys were not possible.

The improvement plans provided by Creegan + D'Angelo were used to locate positions in the field, to delineate the extent of the various habitat types observed, and to delineate the location of special status plant species observed. The extent of the habitat types and the estimated extent of occupied habitat for the special status plant species was calculated using CAD.

2.0 AFFECTED ENVIRONMENT

Eucalyptus Road is a paved road situated largely within an undeveloped wildland area and the proposed improvements would occur at a maximum of 160 feet from the edge of asphalt on either side of the road. The project area on the north side of Eucalyptus Road consists of relatively intact habitat while the south side of Eucalyptus Road has been disturbed as a result of previous Army training activities. General Jim Moore Boulevard is situated largely within a developed urban area but the majority of the proposed improvements would occur up to 265 feet east of the existing roadway within undeveloped wildland areas.

Zander Associates identified two primary habitat types within the project area: maritime chaparral and coast live oak woodland. The composition of the maritime chaparral varies from relatively degraded habitat to mature stands with a dense cover of tall shrubs interspersed with coast live oak trees. Areas of degraded and mature chaparral are described separately below and the location and extent of each type is delineated on Plate 1, along with coast live oak woodland and the remaining maritime chaparral.

2.1 Maritime Chaparral

Maritime chaparral is characterized by a wide variety of evergreen, sclerophyllus (hard-leaved) shrubs occurring in moderate to high density on sandy, well-drained substrates within the zone of coastal fog. This community is primarily dominated by shaggy-barked manzanita (*Arctostaphylos tomentosa* ssp. *tomentosa*) with chamise (*Adenostoma fasciculatum*), sandmat manzanita (*Arctostaphylos pumila*), Monterey ceanothus (*Ceanothus cuneatus* var. *rigidus*), and false heather (*Ericameria ericoides*). Coast live oak trees (*Quercus agrifolia*) are interspersed with the shrubs in several sites within the project area. Maritime chaparral is the dominant habitat type in the project area covering approximately 42.3 acres.

Maritime chaparral has the potential to support a diversity of wildlife. The fossorial black legless lizard takes advantage of the loose friable sandy soils found in maritime chaparral for burrowing deep in the sand and leaf litter beneath plants. California horned lizards inhabit the warm, sunny, open sandy areas and patches of loose soil where the lizard can bury itself. The Monterey dusky-footed woodrat can typically be found within the denser chaparral with moderately dense understory growth and abundant dead wood for nest construction. The oak trees present could provide roosting and nesting sites for a variety of birds.

2.2 Mature Maritime Chaparral

The mature maritime chaparral consists of the same composition of species but coast live oaks are co-dominant and the shrubs are dense and about 9 feet in height. There are very few breaks in the canopy layer and therefore few opportunities for low-growing shrubs or small annual herbs to establish in the understory. Mature maritime chaparral comprises approximately 4.3 acres of the study area and is located primarily north of Eucalyptus Road. Wildlife expected to use this habitat type are similar to those described above for maritime chaparral.

2.3 Degraded Maritime Chaparral

Degraded maritime chaparral describes areas of maritime chaparral that have undergone severe disturbance, resulting in soil compaction, lower densities of chaparral species and an abundance of non-native annuals, such as ripgut brome (*Bromus diandrus*), wild oat (*Avena fatua* and *barbata*), and filarees (*Erodium sp.*). Degraded maritime chaparral comprises approximately 13 acres and is abundant in the study area south of Eucalyptus Road and west of the existing General Jim Moore Boulevard. The area south of Eucalyptus Road contains numerous dirt roads and extensive soil compaction and has been disturbed for grading, topsoil removal, and training exercises. The vegetation on the south side has also been cut for unexploded ordnance removal by the Army.

Degraded maritime chaparral may support some of the wildlife species found in intact maritime chaparral, but it provides a lower quality habitat as there is more soil compaction and less cover in the form of an understory with leaf litter and dead wood. There are patches of loose friable sandy soils and an abundance of warm, sunny, open areas that could be inhabited by the fossorial black legless lizard or the California horned lizard.

2.4 Coast Live Oak Woodland

There are two stands of coast live oak woodland within the project area; one adjacent to the south side of Eucalyptus Road and the other on the east side of General Jim Moore Boulevard in the southernmost portion of the project area. In both stands, the canopy of coast live oak trees is fairly continuous and the understory has been subjected to varying levels of disturbance from previous Army training activities and ordnance removal. Along Eucalyptus Road, the understory is comprised of poison oak (*Toxicodendron diversilobum*), California blackberry (*Rubus ursinus*), few shaggy-barked manzanita, and numerous non-native herbs and grasses. Where there has been disturbance, the understory has been heavily invaded by non-native herbs and grasses. Additionally, in preparation for ordnance removal, the Army has cut the understory and has limbed the oak trees up to about 10 feet from ground level.

The oak woodland next to General Jim Moore Boulevard has an understory comprised of maritime chaparral species such as shaggy-barked manzanita, sandmat manzanita (*Arctostaphylos pumila*), monkeyflower (*Mimulus aurantiacus*), coffeeberry (*Rhamnus californica*) and mock heather (*Ericameria ericoides*). Monterey spineflower can be found within disturbed openings in the understory. Areas of thicker canopy have poison oak, California blackberry and numerous non-native herbs and grasses as components of the understory.

Coast live oak woodland comprises 3.6 acres of the total study area. Along Eucalyptus Road this habitat type is not extensive, but it is contiguous with a larger intact oak woodland to the south that provides valuable habitat for a variety of wildlife species. Oak trees serve as nesting sites and provide cover for many birds and mammals, including the Monterey dusky footed woodrat. Acorns are a good food source for several animal species, including the California quail, western gray squirrel and black-tailed deer. Other representative animal species of oak dominated forests include arboreal salamander, western screech owl, scrub jay, and Virginia opossum. Red-tailed

hawks and other raptors may use the scattered trees around the woodland edges as perching and scanning points and other bird species may nest in these trees.

2.5 Special Status Species

For the purpose of this assessment, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS); those listed or proposed for listing as rare, threatened, or endangered by the California Department of Fish and Game (CDFG); plants occurring on lists 1B or 2 of the California Native Plant Society's *Inventory of Rare and Endangered Plants of California, Sixth Edition* (2001); animals designated as "Species of Special Concern" (CSC) by the CDFG; all HMP species. The *Flora and Fauna Baseline Study of Fort Ord, California* (U.S. Army Corps of Engineers 1992) documented eight special status plants and ten special status animals as occurring or potentially occurring within the Eucalyptus Road project area. Additionally, in its recent evaluation of actions that may affect California tiger salamander on former Fort Ord, the Army includes a portion of the project area within potential upland habitat for the salamander. Directed surveys for special status plants were conducted in the study area for this assessment. No surveys for special status animals were conducted but the habitat was evaluated for the potential to support these species. Following are the results of our surveys and habitat evaluation with respect to specific special status species.

2.5.1 Plants

The eight special status plant species documented in the flora and fauna baseline study as occurring within or adjacent to the General Jim Moore Boulevard project area are sand gilia (*Gilia tenuiflora ssp. arenaria*), Monterey spineflower (*Chorizanthe pungens* var. *pungens*), seaside bird's beak (*Cordylanthus rigidus* var. *littoralis*), sandmat manzanita, Eastwood's ericameria, wedge-leaved horkelia (*Horkelia cuneata ssp. sericea*), coast wallflower (*Erysimum ammophilum*) and Monterey ceanothus. Of these eight species, six were identified within the study area - sand gilia, Monterey spineflower, seaside bird's beak, sandmat manzanita, coast wallflower, and Monterey ceanothus. Following is a discussion of each of the species observed within the study area.

Sand gilia (*Gilia tenuiflora ssp. arenaria*)

Sand gilia is a state-listed threatened species and a federally listed endangered species. It is a small annual herb that occurs on sandy soils in openings in coastal dunes and scrub and in maritime chaparral. Zander Associates found this species throughout the project area. Along Eucalyptus Road there are about 580 sand gilia plants occupying approximately 0.03 acre. These plants all occur within less mature maritime chaparral on the north side of Eucalyptus Road with the exception of one plant that was found on the edge of coast live oak woodland on the south side of Eucalyptus Road. Along General Jim Moore Boulevard there are about 730 sand gilia plants occupying approximately 0.97 acre. These plants are all found within maritime chaparral on the east side of the existing General Jim Moore Boulevard with the most dense occurrences in the area beginning just south of Broadway Road and extending to just north of San Pablo Avenue.

Sand gilia is an annual plant and therefore the size and location of the population can fluctuate from year to year. Based on the 2004 surveys conducted by Zander Associates, there were about 1,310 sand gilia occupying approximately 1.0 acre within the study area (Plate 2).

Monterey spineflower (*Chorizanthe pungens* var. *pungens*)

Monterey spineflower is a federally listed threatened species. It occurs on sandy soils within coastal dune, coastal scrub, maritime chaparral, grassland, and other plant communities. Zander Associates found spineflower throughout the study area in maritime chaparral within vegetation clearings or in areas of intermittent disturbance, such as around electrical towers and on the edges of a dirt trail. Zander Associates mapped the extent of spineflower occurrences and estimated densities within each polygon as follows; < 5% cover = low density, > 5% but < 25% cover = medium density, and > 25% cover = high density. Monterey spineflower is an annual plant and therefore the size and location of the population can fluctuate from year to year. Based on the 2004 surveys conducted by Zander Associates, Monterey spineflower occupied approximately 18.2 acres within the project area; 4.9 acres of low density, 3.5 acres of medium density and 9.8 acres of high density (Plate 2).

In its designation of critical habitat for Monterey spineflower (Federal Register May 29, 2002), the U.S. Fish and Wildlife Service (USFWS) excluded areas designated as development in the HMP for Fort Ord. The portions of Eucalyptus Road and General Jim Moore Boulevard that are the focus of this project lie within HMP-designated development areas. Consequently, the project area is not within designated critical habitat for Monterey spineflower.

Seaside bird's beak (*Cordylanthus rigidus* var. *littoralis*)

Seaside bird's beak is a state-listed threatened species. It is an annual herb that is hemiparasitic, acting as a parasite by attaching its roots to a host plant while producing some of its own chlorophyll. It flowers in the summer and is insect pollinated to produce small seeds that are dropped or shaken by wind from their capsule. This species is found in sandy soils of stabilized dunes, maritime chaparral, and coastal scrub habitats at former Fort Ord.

No directed surveys for seaside bird's beak were conducted in the project area in 2004. However, based on information from the Army and previous surveys conducted by Zander Associates in 2001 and 2003, several plants are known to occur adjacent to the roadway near the intersection of General Jim Moore Boulevard and South Boundary Road (Plate 2). The extent of this occupied habitat was estimated based on surveys conducted in 2003 and is approximately 0.8 acre.

Sandmat manzanita (*Arctostaphylos pumila*)

Sandmat manzanita is a low-statured perennial shrub that is considered rare, threatened, or endangered in California by the California Native Plant Society (CNPS List 1B). This species has no state or federal status, but it is an HMP species. It typically occurs in sandy soils within chaparral or woodland plant communities. Zander Associates found sandmat manzanita to be a

primary component of the maritime chaparral throughout the project area and therefore did not map specific occurrences.

Coast wallflower (*Erysimum ammophilum*)

Coast wallflower is an annual or biennial herb that flowers in spring. It is considered rare, threatened, or endangered in California by the California Native Plant Society (CNPS List 1B) and it is an HMP species. Coast wallflower is insect pollinated, likely by bees and butterflies, and produces seed that is dropped or shaken by wind from the fruit. The species tends to colonize stabilized open sandy areas and is found in the coastal dunes of Monterey Bay and Santa Rosa Island (San Diego County), and in the coastal scrub on former Fort Ord. Populations are subject to fluctuation in numbers and location in any given year. Two patches of coast wallflower were found within the project area on the east side of General Jim Moore Boulevard. The patches of 12 and 50 individuals occur within 450 feet of each other within intact maritime chaparral habitat.

Monterey ceanothus (*Ceanothus rigidus*)

Monterey ceanothus is considered rare, threatened, or endangered in California by the California Native Plant Society (CNPS List 1B) and it is an HMP species. It is an evergreen shrub that occurs on sandy hills and flats, and is common throughout the maritime chaparral habitat on former Fort Ord. Monterey ceanothus is a primary component of the maritime chaparral habitat in the project area and therefore the locations of individual plants were not mapped.

2.5.2 *Animals*

The ten special status animal species identified in the flora and fauna baseline study as potentially occurring within the project area include; black legless lizard, coast horned lizard, Monterey dusky footed woodrat, Monterey ornate shrew, loggerhead shrike, horned lark, northern harrier, burrowing owl, golden eagle, and prairie falcon. The Army recently identified potential upland habitat for California tiger salamander in the southern portion of the project area along General Jim Moore Boulevard, south of Broadway Avenue.

California tiger salamander (*Ambystoma californiense*)

The Central California population of California tiger salamander (CTS) was listed as threatened by the U.S. Fish and Wildlife Service on August 4, 2004. The animal is also a CSC species and an HMP species. CTS breed in seasonal pools in grasslands and lowland hills, but spend most of their life in subterranean refugia in nearby upland habitat, commonly using small mammal burrows for that purpose. CTS are known to move long distances (± 1 km) between aestivation sites and breeding pools. For successful breeding, CTS require seasonal pools that hold water for a minimum of four months, to allow CTS larval metamorphosis to occur. Because CTS adults may take 4 to 5 years to reach sexual maturity, during which time they are using upland habitat, 95-99% of their life cycle is spent on land, and suitable upland habitat is critical to the survival of the species. Presence of the species is most readily determined by springtime pond surveys or by rainy season drift fencing, pit traps and nighttime observations.

There is no suitable breeding habitat for CTS within the project area but the Army identified potential breeding habitat for CTS within 1 kilometer of the site at the Frogpond Natural Area owned by the Monterey Peninsula Regional Park District. In its evaluation of Army actions that may affect CTS, the Army identified lands within a 2-kilometer radius of known and potential breeding habitat for CTS as potential upland habitat for the species. In this evaluation, lands within the project area, primarily south of Broadway Road, are identified by the Army as potential upland habitat for CTS.

California black legless lizard (*Aniella pulchra nigra*)

The black legless lizard is a CSC species and an HMP species. Legless lizards are fossorial animals that burrow in sand and leaf litter beneath plants and feed on insects and other invertebrates. The black legless lizard is found in loose, friable sandy soils in a variety of habitat types. At former Fort Ord, it is closely associated with the Baywood Sands and Oceano soils with native dune vegetation, coastal scrub, maritime chaparral, oak woodlands, oak savanna and grasslands. Within the project area the various maritime chaparral habitats and coast live oak woodland are potential habitat for black legless lizard and some sites within the urban / ruderal areas, where the soils are less compacted, could be suitable for this species.

California horned lizard (*Phrynosoma coronatum frontale*)

This lizard is also a CSC species but is not an HMP species. California horned lizards inhabit open country, especially sandy areas, washes, flood plains, and wind-blown deposits in a wide variety of habitats, including shrublands, woodlands, riparian habitats and annual grassland. Warm, sunny, open areas are a main habitat requirement, along with patches of loose soil where the lizard can bury itself. The California horned lizard is known to occur in many habitat types on former Fort Ord, and it may be present in the project area where the soils are not compacted and where there are remnants of native vegetation.

Monterey dusky-footed woodrat (*Neotoma fuscipes luciana*)

The Monterey dusky-footed woodrat is a California Species of Special Concern (CSC). It is restricted to western and central Monterey County and northwestern San Luis Obispo County. This subspecies is typically found within dense chaparral or oak woodland habitats with moderately dense understory growth and abundant dead wood for nest construction. The coast live oak woodland and mature maritime chaparral could provide habitat for Monterey dusky-footed woodrat.

Monterey ornate shrew (*Sorex ornatus salerius*)

Monterey ornate shrew is a CSC species and an HMP species. It occupies a variety of mostly moist riparian woodland habitats. Little is known about this species, since it is difficult to locate and does not survive well in traps due to very high metabolic rates. Shrews are often short-lived (less than a year), and several generations may occur in a single year. There are no riparian areas

in the project area and the coast live oak woodlands are relatively dry reducing the likelihood that shrews are present.

Special-status birds

The Migratory Bird Treaty Act (16 USC 703) prohibits the taking, hunting, killing, selling, purchasing, etc. of migratory birds, parts of migratory birds, and their eggs and nests. As used in the act, the term "take" is defined as meaning, "to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires." Most native bird species in the vicinity of the study area, including those described above, are covered by this act. The California Fish and Game Code (Section 3511) also provides protection for certain species as listed in the Section. Section 3503.5 of the Fish and Game Code specifically protects the nests and eggs of birds-of-prey and essentially overlaps with the Migratory Bird Treaty Act.

Several special-status bird species suspected to occur in the vicinity could forage and/or nest in the project area. The California horned lark (*Eremophila alpestris actia*) is a ground-nester and the California burrowing owl (*Athene cunicularia*) nests in abandoned ground squirrel burrows. The northern harrier (*Circus cyaneus*) also nests on the ground in marsh vegetation or tall dense grass. All of these are CSC species and their nesting habitat is of primary concern. No evidence of horned lark or northern harrier nests or burrowing owl activity was observed in the project area during our surveys and these species are not expected to nest in the vicinity due to the amount of ground and vegetation disturbance.

The loggerhead shrike (*Lanius ludovicianus*) is a CSC species that prefers open woodland habitats with scattered trees, shrubs, posts, fences, or other perches. Nests are usually built in trees and shrubs; however, structures such as telephone poles and abandoned buildings are also used. This species could utilize the coast live oak woodland habitat in the project area.

The golden eagle (*Aquila chrysaetos*) is a CSC species and is also provided protection under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act (16 USC 668). Nests are usually constructed on cliffs or in large trees in open areas and eagles are relatively site-faithful, often reusing old nests. No active golden eagle nests are known to occur in the vicinity of the project area and due to the amount of disturbance, golden eagles are not expected to nest in or nearby the project area.

The prairie falcon (*Falco mexicanus*) is a CSC species and its nesting habitat is of primary concern. Prairie falcons are scarce and local residents of open and dry interior country of southern and eastern Monterey County. They nest on cliffs, in rock fissures or crevices and forage in grasslands and oak savanna habitats. There is no suitable nesting habitat for the prairie falcon in the project area.

Special-status bats

There are four special-status bat species with ranges in Monterey County that are known to utilize buildings or trees for roosts. These species include: Townsend's western big-eared bat (*Plecotus townsendii*), pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis*), and

long-legged myotis (*Myotis volans*). All of these bats are CSC species. The coast live oak woodland within the project area could provide suitable roosting habitat for these bat species. Although, due to the level of disturbance for ordnance clearing, etc., it is unlikely that bats would roost in or nearby the project area.

3.0 PROJECT EFFECTS

The assessment of potential effects on biological resources presented in this section is based on the Improvement Plans prepared by Creegan + D'Angelo dated March 2004 and the project description provided by Pacific Municipal Consultants. Impacts on biological resources resulting from implementation of this phase of the General Jim Moore Boulevard / Eucalyptus Road Improvement Project were considered significant if they would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any special-status species.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans or by CDFG or USFWS.
- Interfere substantially with the movement of any resident or migratory fish or wildlife species.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.
- Conflict with the "take" provisions in the federal or state endangered species law.
- Result in losses greater than those anticipated in the *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord* (April 1997).

Implementation of Phase II of the General Jim Moore Boulevard / Eucalyptus Road widening and improvement project would result in the removal of all vegetation within the designated clearing limits but not exceeding 160 feet of both sides of the existing Eucalyptus Road alignment for approximately 8,057 linear feet and removal of vegetation within an approximate 250-foot-wide corridor paralleling 12,800 linear feet of General Jim Moore Boulevard. This would result in the direct loss of approximately 42.3 acres of maritime chaparral, 4.3 acres of mature maritime chaparral, 13.1 acres of degraded maritime chaparral, and 3.6 acres of coast live oak woodland. Additionally, there would be direct loss of several special status plant species: approximately 1.0 acre of sand gilia, 18.2 acres of Monterey spineflower, 0.8 acre of seaside bird's beak, 62 plants of coast wallflower and several plants of sandmat manzanita and Monterey ceanothus. A summary of the project effects is provided in Table 1 and the extent of habitat and species impacts within the limit of disturbance is depicted graphically on Plates 1 and 2, respectively.

Table 1: Summary of Project Effects

Habitats to be Removed	Maritime Chaparral	42.3 acres
	Mature Maritime Chaparral	4.3 acres
	Degraded Maritime Chaparral	13.1 acres
	Coast Live Oak Woodland	3.6 acres

Special Status Plants to be removed	Sand gilia		1.0 acre (1,310 plants)
	Monterey spineflower	High Density	9.8 acres
		Medium Density	3.5 acres
		Low Density	4.8 acres
	Seaside bird's beak		0.8 acre
Coast wallflower		62 plants	

Because the project area is within HMP designated development parcels, the loss of habitats and special status species were anticipated and are mitigated through the set aside and management of over 16,000 acres on former Fort Ord for habitat conservation. The HMP is a base-wide strategy to insure that adequate habitat reserves are established that support the full range of HMP species to sustain those species and to compensate for losses from development and reuse of the base. The HMP has been approved by the USFWS as the basis for consultation with the Army under the federal Endangered Species Act and has been signed by various participatory agencies, organizations and jurisdictions. Considering all of these factors, with implementation of the HMP, the loss of maritime chaparral, oak woodland, and the component species of these habitats for the project is not significant. Sandmat manzanita and Monterey ceanothus are major components of the extensive areas of maritime chaparral that will be set aside and managed for habitat conservation on former Fort Ord and therefore the project area will not have an adverse effect on these species.

The majority of recorded occurrences of coast wallflower on former Fort Ord are within the Fort Ord Dunes State Park, the Fort Ord Natural Reserve and the Natural Resource Management Area and because coast wallflower is an HMP species, management activities within these areas will address the conservation of these populations. Consequently, the loss of 62 plants of coast wallflower for the General Jim Moore Boulevard / Eucalyptus Road Improvements is not expected to adversely affect the species.

The removal of trees associated with the oak woodland habitat will be subject to the conditions in the City of Seaside Municipal Code Chapter 8.54 and mitigation may be required. A specific count of the species and number of trees to be removed will likely be necessary to determine mitigation for this tree loss. From a biological resources perspective, the loss of trees within the project area is not considered significant unless tree removal were to result in the disturbance or abandonment of any active migratory bird or raptor nest, or maternity roost of special status bat species

Sand gilia and Monterey spineflower are both federally listed species that will be affected by the project. Under the federal Endangered Species Act (ESA), any activity with a federal nexus such as this one (e.g. EDA funding, Army authorization) that may affect a federally listed plant or animal requires consultation (Section 7) with the U.S. Fish and Wildlife Service (USFWS). Considering that 1) the General Jim Moore Boulevard / Eucalyptus Road Improvements are within HMP designated development parcels, 2) the Army has already consulted with the USFWS on the closure and reuse of Fort Ord and the USFWS issued a biological opinion on the Army's actions relative to Monterey spineflower and sand gilia, and a biological opinion addressing the loss of critical habitat for Monterey spineflower (1-8-01-F-70R), there should be

no need for any further consultation with USFWS. However, the federal entities involved with the project may elect to confirm with USFWS that the project conforms with all provisions of the previous Biological Opinions prior to proceeding.

Sand gilia is also a state-listed species as is seaside bird's beak. Removal of plants of these species will require incidental take authorization under the California Endangered Species Act (CESA). Currently, the principal parties that have or will be acquiring land at former Fort Ord are in the process of preparing a Habitat Conservation Plan (HCP) and Implementing Agreement (IA), which will provide the basis for issuance of basewide incidental take authorizations from both the USFWS and California Department of Fish and Game (CDFG). However, if the HCP and IA are not fully executed prior to initiation of construction of Phase II of the General Jim Moore Boulevard/ Eucalyptus Road Improvements, then independent authorization for incidental take for sand gilia and seaside bird's beak will be required.

While there is precedent for obtaining individual incidental take authorizations for state-listed plants on former Fort Ord, CDFG is discouraging such applications and is recommending that projects affecting these species be addressed through execution of the HCP. Should an applicant choose to pursue an individual take authorization, mitigation for the loss of plants and suitable habitat for the plants will need to be provided. Based on the data provided by the Army and reconnaissance surveys conducted in 2003, Zander Associates estimates that about 0.8 acre of seaside bird's beak habitat could be affected by the project. Further discussion of this mitigation is provided in Section 4.0 below.

Potential upland habitat for the federally listed California tiger salamander has been identified within the southern portion of the project area. As described above, under the federal ESA, any activity with a federal nexus such as this one that may affect a federally listed plant or animal requires consultation (Section 7) with the USFWS. Although the HMP addresses impacts to CTS, the *Biological and Conference Opinion on the Closure and Reuse of Fort Ord, Monterey County, California* (1-8-99-F/C-39R) did not include a provision for incidental take of CTS because the species was not listed or proposed for listing at that time. The Army is currently re-initiating consultation with the USFWS to address incidental take of CTS for Army pre-disposal and property transfer actions and is requesting USFWS issue a Non-Jeopardy Biological Opinion. Road improvements such as General Jim Moore Boulevard and Eucalyptus Road will be addressed in the Biological Opinion the Army is requesting.

The black legless lizard and California horned lizard may be present in the study area. The black legless lizard is not federally- or state-listed, but it is designated as a Species of Special Concern by CDFG. Loss of potential habitat for the black legless lizard is anticipated, and mitigation is provided through the set-aside and management of habitat reserve areas within the boundaries of the former Fort Ord as described in the April 1997 HMP. The California horned lizard can be relatively mobile, and as such is likely to avoid the construction areas and construction equipment. No substantial loss of habitat for this species is expected to result from project construction.

Potential habitat for the Monterey dusky footed woodrat and Monterey ornate shrew is identified within the project area. However, the project is not expected to result in a substantial loss of

habitat for either of these species. The oak woodland provides potential nesting habitat for a variety of special-status and migratory birds and potential roosting sites for special-status bats. Active nests of birds-of-prey and other migratory birds are protected under the Migratory Bird Treaty Act and under Section 3503.5 of the Fish and Game Code. Construction activities within or adjacent to the oak woodland habitat could disturb active nests through direct removal (if trees are to be removed) or by causing abandonment by the adults. Established roosts of special-status bat species are of concern to CDFG and if active roosts are present in the oak woodlands, these could be disturbed during tree removal and/or construction activities.

4.0 MITIGATION MEASURES

If the HCP and IA are not fully executed prior to initiation of construction, then a pre-construction survey should be conducted by a qualified biologist and independent authorization for incidental take for sand gilia and seaside bird's beak should be obtained from CDFG. The incidental take authorization will likely require mitigation for the loss of plants and suitable habitat for sand gilia and seaside bird's beak. FORA is currently undertaking efforts to mitigate sand gilia losses for other road improvement projects on the former Landfill. Mitigation would follow what was approved with the issuance of take authorizations for previous road projects and would result in the creation of suitable habitat at a replacement ratio determined by the biologist hired to perform the pre-construction survey and consistent with California Department of Fish and Game requirements. This mitigation will not need to be implemented if there is an approved base wide Habitat Conservation Plan in place.

To obtain incidental take authorization for seaside bird's beak, the actual extent of seaside bird's beak habitat and the number of individuals to be removed should be determined through appropriately timed directed surveys in summer 2005. Based on CDFG recommendations for previous mitigation proposals for seaside bird's beak, both the area impacted as well as the number of individuals lost should be mitigated at an appropriate replacement ratio as determined by the biologist hired to perform the time-directed surveys. Zander Associates previously identified potential mitigation areas for seaside bird's beak on former Fort Ord on land to be transferred to the Bureau of Land Management, specifically on a former range site (Range 45). This site was identified because it has sandy substrates similar to those known to support seaside bird's beak and is on land that will be transferred to BLM for habitat restoration and management. The site is approximately 5 acres and could provide enough area to accommodate the required project mitigation. This mitigation will not need to be implemented if there is an approved base wide Habitat Conservation Plan in place.

To address incidental take of CTS, the project will be required to comply with the conditions in the Biological Opinion to be issued to the Army by the USFWS as described in Section 3.0. Only those conditions relevant to the project area would apply.

To comply with the Migratory Bird Treaty Act and the California Fish and Game Code relative to active bird nests and special status bat maternity roosts, the following measures should be implemented:

Migratory birds: If construction activities are initiated after August 1 and before January 15 (outside of the typical nesting season for the birds-of-prey and migratory birds that may nest in the study area), then pre-construction surveys for active nests should not be necessary. If activities are initiated before August or after January, then pre-construction surveys for active nests within a certain radius of proposed activities are recommended. If active nests are found and the biologist determines that construction activities would remove the nest or have the potential to cause abandonment, then those activities should be avoided until the young have fledged as determined through monitoring of the nest. Once the young have fledged, construction activities can resume in the vicinity.

Special-status bats: Prior to tree removal in the coast live oak woodland, a qualified biologist shall survey the trees for presence of roosting bats. If special-status bat species are present, the following measures should be implemented.

- Tree removal should not occur if maternity bat roosts are present (between April 15 and August 1) in the trees to be removed.
- No tree removal should occur within 300 feet of the maternity roost until all young bats have fledged – as determined by a qualified biologist.
- If special-status bats are present but there is not an active maternity roost, a Memorandum of Understanding (MOU) with the CDFG should be obtained in order to remove the animals prior to tree removal. Alternate habitat may need to be provided if bats are to be excluded from maternity roosts. A roost with comparable spatial and thermal characteristics should be constructed as directed by a qualified biologist. In the event that adult bats need to be handled and relocated, a qualified biologist should prepare and implement a relocation plan subject to approval by CDFG that includes relocating all bats found on-site to an alternate suitable habitat. A Mitigation and Monitoring Plan that mitigates for loss of bat roosting habitat should be prepared by a qualified biologist and approved by CDFG prior to tree removal.

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Appendix D

Finding of No Significant Impact (FONSI) and
Proposed Mitigated Negative Declaration (ND)

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FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Based upon the analysis provided in the attached Environmental Assessment (EA)/Initial Study (IS) for Phase I of the General Jim Moore Boulevard Roadway Project, the proposed action would have no significant impact on human health and the physical environment. All potential significant environmental impacts would be reduced to less-than-significant levels by incorporating required mitigation measures as part of the proposed action.

Description of the Proposed Action

General Jim Moore Boulevard

The proposed action/project involves improving and realigning General Jim Moore Boulevard from approximately 1,300 feet north of the Eucalyptus Road/Coe Avenue intersection to 700 feet north of State Highway 218 for a total of approximately 12,800 linear feet. General Jim Moore Boulevard would be realigned from its current location to an alignment east of the existing Pacific Gas and Electric Company (PG&E) easement for high voltage overhead power lines. Realignment would be from a point approximately 900 feet south of the Eucalyptus Road/Coe Avenue intersection to 1,900 feet north of State Highway 218 for a total realignment length of 9,400 linear feet.

General Jim Moore Boulevard will be improved as a four-lane divided arterial roadway with a center median 18 feet wide reducing to four feet at left turn pockets at intersections. The proposed roadway will include eight-foot wide shoulders; construction of new intersections at South Boundary Road, Del Rey Oaks Resort, Broadway Avenue with an extension of Broadway Avenue to the realigned General Jim Moore Boulevard and Eucalyptus Road/Coe Avenue intersection; intersection improvements at Hilby Avenue and San Pablo Avenue for future use; installation of concert curb and gutter, six foot sidewalks of the east side of General Jim Moore Boulevard. Street lights will be installed throughout the total length of the roadway improvements in the median and behind the curbs at the intersection. The median will be irrigated and planted with trees throughout the project length.

- **South Boundary Road/General Jim Moore Boulevard Intersection.** The intersection of South Boundary Road with General Jim Moore Boulevard would be relocated 300 linear feet to the north of its existing alignment. This realignment and conversion would allow additional space for a right turn lane leading from State Highway 218 to the proposed South Boundary Road intersection with General Jim Moore Boulevard.
- **Del Rey Oaks Resort/General Jim Moore Boulevard Intersection.** Del Rey Oaks Resort is planned for access to future development east of General Jim Moore Boulevard. The roadway would eventually be constructed by the City of Del Rey Oaks as a two-lane roadway with a right and left turn lane on to

General Jim Moore Boulevard. Roadway improvements by the City of Del Rey Oaks, could include six-foot wide shoulders/bike lanes on each side of the roadway and the installation of curb and gutter.

- **Hilby Avenue/General Jim Moore Boulevard Intersection.** FORA will construct an intersection on General Jim Moore Boulevard at the Hilby Avenue/General Jim Moore Boulevard intersection. However, due to the realignment of General Jim Moore Boulevard east of its existing alignment, it will be necessary to create a connection to Hilby Avenue by constructing approximately 210 linear feet of roadway between General Jim Moore Boulevard and the existing Hilby Avenue endpoint in the future. This connector road would not be constructed by the City of Seaside at a later date, but is included within the EA/IS for the purpose of environmental review. The roadway would be improved as a two-lane roadway with a right turn lane on to General Jim Moore Boulevard. Roadway improvements include six-foot wide shoulders/bike lanes on each side of the roadway and the installation of curb and gutter.
- **Broadway Avenue/General Jim Moore Boulevard Intersection.** Due to the realignment of General Jim Moore Boulevard, it will be necessary to create a connection to Broadway Avenue by constructing approximately 200 linear feet of roadway between General Jim Moore Boulevard and the existing Broadway Avenue endpoint intersection. The roadway would be improved as a four-lane roadway with a right turn lane on to General Jim Moore Boulevard. Roadway improvements include, six-foot wide shoulders/bike lanes on each side of the roadway and the installation of curb and gutter.
- **San Pablo Avenue/General Jim Moore Boulevard Intersection.** FORA will construct an intersection on General Jim Moore Boulevard at the San Pablo Avenue/General Jim Moore Boulevard intersection. Due to the realignment of General Jim Moore Boulevard, it will be necessary to create a connection to San Pablo Avenue by constructing approximately 200 linear feet of roadway between General Jim Moore Boulevard and the existing San Pablo Avenue endpoint intersection in the future. This connector road would not be constructed by the City of Seaside at a later date, but is included within the EA/IS for the purpose of environmental review. The roadway would be improved as a two-lane roadway with a right turn lane on to General Jim Moore Boulevard. Roadway improvements include six-foot wide shoulders/bike lanes on each side of the roadway and the installation of curb and gutter.
- **Coe Avenue/Eucalyptus Road/General Jim Moore Boulevard Intersection.** The proposed project includes upgrading the Coe Avenue/Eucalyptus Road intersection with General Jim Moore Boulevard. Where Coe Avenue meets General Jim Moore Boulevard, the intersection would be reconfigured to

meet with the realigned General Jim Moore Boulevard and provide access to Eucalyptus Road directly across the street from Coe Avenue. Coe Avenue would require approximately 700 linear feet of reconfigured roadway and demolition of the roadway within the old alignment. This intersection would include six-foot wide shoulders/bike lanes on each side of the roadway and the installation of curb and gutter. The closest 200 linear feet of Coe Avenue to the intersection would be improved as a four-lane roadway.

Eucalyptus Road

The proposed action/project involves improving Eucalyptus Road along its current alignment starting at the intersection with General Jim Moore Boulevard and continuing for approximately 9,100 linear feet east. The roadway would be improved as a two-lane arterial roadway with six-foot wide shoulders/bike lanes on each side of the roadway. Roadway improvements include the installation of curbs and gutters. The roadway includes left and right-turn lanes to General Jim Moore Boulevard at the approach to this intersection.

Project Alternatives Considered

Alternatives to the proposed action/project are limited as the proposed action/project is the result of necessary roadway improvements identified in the Fort Ord Reuse Plan.

Alternative 1 - No Action

Under the No-Action Alternative, General Jim Moore Boulevard and Eucalyptus Road would remain in their current condition and alignment. Under this alternative, the project roadways would be subject to increasing congestion as development occurs in accordance with the *Fort Ord Reuse Plan*. By 2008, transportation levels of service (LOS) would degrade to 'E' on most project roadway segments. The No Action Alternative also would not meet the project objective of improving the roadways consistent with the circulation plans of the *Fort Ord Reuse Plan*. Under the No Action Alternative, the project roadways would not meet current safety standards, including adequate intersections, turning lanes, shoulder width, and bicycle lanes.

In summary, the No Action Alternative was rejected because it would result in unacceptable levels of traffic congestion, would not meet the project objective of implementing the governing circulation plans, and would result in the project roadways continuing to not meet minimum roadway safety standards.

Alternative 2 – Revised Project Design

The second alternative to the proposed action/project consists of leaving the existing roadway alignment in its existing configuration, which is currently two lanes on General Jim Moore Boulevard and Eucalyptus Road, but repaving and improving the roadway to current safety standards, installing an 18-foot wide median and eight-

foot wide shoulders, installing curb and gutters and an underground percolation system, installing a six-foot wide sidewalk on both sides of the street, and construction of a Class I bike lane on the east side of General Jim Moore Boulevard.

This alternative would provide additional alternative transportation options for residents and commuters within the former Fort Ord with the installation of bike lanes and sidewalks along the proposed roadway alternative. In the short-term, the improved safety, drainage, and alternative transportation improvements would provide an improvement to the overall roadway alignment, however by the year 2008, with the planned redevelopment of the former Fort Ord, the level of service along this roadway would reach unacceptable levels of service, LOS E or worse. In addition, this alternative would not be consistent with the *Fort Ord Reuse*.

In summary, the Revised Project Design Alternative was rejected because it would result in unacceptable levels of traffic congestion, would not meet the project objective of implementing the governing circulation plans, and would result in the project roadways continuing to not meet minimum roadway safety standards.

Alternative 3 – Revised Project Design

The third alternative to the proposed action/project consists of leaving General Jim Moore Boulevard in its existing alignment, which is currently two lanes on General Jim Moore Boulevard and Eucalyptus Road, but repaving and improving it to four lanes as described in the project description. The only difference between the proposed project and this alternative would be that the original alignment would be used rather than moving the roadway to the east as is currently proposed.

This alternative would provide additional vehicular capacity and additional alternative transportation options for residents and commuters within the former Fort Ord with the installation of bike lanes and sidewalks along the proposed roadway alternative. The improved safety, drainage, and alternative transportation improvements would provide an improvement to the overall roadway alignment and would minimize impacts to natural resources by using the existing alignment rather than realigning it. However, the additional noise created by the roadway construction and operation in close proximity to the existing residential areas would likely result in a substantial permanent increase in ambient noise levels at these sensitive receptors that would require the construction of sound walls that would result in a secondary visual impact.

In summary, Alternative #3 was rejected because it would result in a greater range of long-term health and safety impacts.

Alternative 4 – Relocation of Class I Bikeway

Alternative #4 consists of developing the proposed action/project as currently proposed but relocating the Class I bikeway from the currently undeveloped area to the east of the proposed alignment of General Jim Moore Boulevard to the existing

alignment of General Jim Moore Boulevard. The existing alignment is currently proposed to serve as an access road to utilities with no plans for demolition.

This alternative would allow for a bike path on the side of the road closest to existing residential development and schools, it would eliminate the need to disturb previously undisturbed soil resulting in less grading, and it would allow for an ongoing use of the abandoned roadway with a specific organization responsible for its upkeep. However, the realignment of the Class I bikeway would result in reduced visibility of the trail from the roadway and subsequently, difficulty in policing and safety. In addition, the alignment associated with this alternative would result in excessive slopes (greater than ten percent) on portions of the bike path and multiple conflicts with cross-streets, which are discouraged by the Transportation Agency for Monterey County and the California Department of Transportation (Caltrans) Design Manual.

Finding

The analysis provided in the attached EA/IS determines the proposed action is not a major federal/state action that would significantly affect the environment, and does not require the preparation and distribution of an Environmental Impact Statement. All potentially significant environmental impacts would be reduced to less-than-significant levels with appropriate mitigation measures as identified in the EA/IS document.

Public Availability and Comment Period

The EA/IS document is available for public review at the following locations:

- City of Seaside Public Library
- Presidio of Monterey directorate of Environmental and Natural Resources, Gigling Road, Building #4463, Presidio of Monterey Annex

The public review/comment period will extend 30 days from the date of notification in the local newspaper. Please submit comments by January 25, 2005 to the following address:

Commander, DLIFLC & POM
Mail Stop ATZP-EP (ATTN: Mr. Robert Guidi)
Presidio of Monterey
Monterey, CA 93944-5006

Date: _____
Michael R. Simone, Colonel, Installation Commander

Date: _____
Michael A. Houlemard, Jr., Executive Officer, FORA

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PROPOSED MITIGATED NEGATIVE DECLARATION

Lead Agency: Fort Ord Reuse Authority (FORA)
Contact: James Arnold, Senior Project Manager

Project Sponsors: Fort Ord Reuse Authority
100 12th Street
Marina, CA 93933
Tel: (831) 883-3672

Project Name: The General Jim Moore Boulevard and Eucalyptus Road Roadway Improvement Project

Project Location: Fort Ord is a former U. S. Army infantry base located in Monterey County, about five miles northeast of the City of Monterey. The former base covers nearly 28,000 acres and is surrounded by the cities of Marina, Monterey, Del Rey Oaks, Seaside, and Sand City, and unincorporated lands in Monterey County.

The proposed action/project would be located within the City of Seaside, City of Del Rey Oaks, and Monterey County planning boundaries in the southern portion of the former Fort Ord along General Jim Moore Boulevard, approximately 1,300 feet north of the Eucalyptus Road/Coe Avenue intersection to approximately 700 linear feet north of State Highway 218, which is a distance of approximately 12,800 linear feet. The proposed action/project also involves improving Eucalyptus Road along its current alignment starting at the intersection with General Jim Moore Boulevard and continuing for approximately 9,100 linear feet to the east.

Project Description: The proposed action/project involves improving and realigning portions of General Jim Moore Boulevard and Eucalyptus Road.

General Jim Moore Boulevard

The proposed action/project involves improving and realigning General Jim Moore Boulevard from approximately 1,300 feet north of the Eucalyptus Road/Coe Avenue intersection to 700 feet north of State Highway 218 for a total of approximately 12,800 linear feet. General Jim Moore Boulevard would be realigned from its current location to an alignment east of the existing Pacific Gas and Electric Company (PG&E) easement

for high voltage overhead power lines. Realignment would be from a point approximately 900 feet south of the Eucalyptus Road/Coe Avenue intersection to 1,900 feet north of State Highway 218 for a total realignment length of 9,400 linear feet.

General Jim Moore Boulevard will be improved as a four-lane divided arterial roadway with a center median 18 feet wide reducing to four feet at left turn pockets at intersections. The proposed roadway will include eight-foot wide shoulders; construction of new intersections at South Boundary Road, Del Rey Oaks Resort, Broadway Avenue with an extension of Broadway Avenue to the realigned General Jim Moore Boulevard and Eucalyptus Road/Coe Avenue intersection; intersection improvements at Hilby Avenue and San Pablo Avenue for future use; installation of concert curb and gutter, six foot sidewalks of the east side of General Jim Moore Boulevard. Street lights will be installed throughout the total length of the roadway improvements in the median and behind the curbs at the intersection. The median will be irrigated and planted with trees throughout the project length.

Eucalyptus Road

The proposed action/project involves improving Eucalyptus Road along its current alignment starting at the intersection with General Jim Moore Boulevard and continuing for approximately 9,100 linear feet east. The roadway would be improved as a two-lane arterial roadway with six-foot wide shoulders/bike lanes on each side of the roadway. Roadway improvements include the installation of curbs and gutters. The roadway includes left and right-turn lanes to General Jim Moore Boulevard at the approach to this intersection.

Public Review Period: Begins – March 18, 2005
Ends – April 18, 2005

Address Where Copy of Initial Study is Available for Public Review:

- Monterey County Free Library, Seaside Branch, 550 Harcourt Avenue, Seaside, CA 93955
- Fort Ord Reuse Authority, 100 12th Street, Building 2880, Marina, CA 93933

- Presidio of Monterey, Directorate of Environmental and Natural Resources, Gigling Road, Building #4463, Presidio of Monterey Annex

Address Where Written Comments Should be Sent:

James M. Arnold
Senior Project Manager
Fort Ord Reuse Authority
100 12th Street, Building 2880
Marina, CA 93933

The proposed action/project would not have a significant effect on the environment as it has been found:

- (A) That said project would not have the potential to significantly degrade the quality of the environment.
- (B) That said project will have no significant impact on long-term environmental goals.
- (C) That said project will have no significant cumulative effect upon the environment.
- (D) That said project will not cause substantial adverse effects on human beings, either directly or indirectly.

MITIGATION MEASURES

Aesthetics

MM-1 FORA shall prepare detailed lighting plans indicating the locations and type of fixtures to be used and demonstrating that exterior lighting maintains acceptable non-intrusive levels. Lighting plans shall also incorporate baffles and lens cut-offs to direct lighting downward and to minimize the unwanted spillover of light. All external lighting shall be noted on final improvement plans prior to implementation of the proposed action/project.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

Air Quality

MM-2

FORA shall include a dust control plan in all construction documents for the proposed action/project, to include all of the following measures to adequately control dust. If any debris or soil is to be removed from the project area, the debris and soil shall be covered while in transit to avoid safety hazards. If all of the following measures are not implemented, grading shall be limited to 2.2 acres per day during earthmoving efforts (grading and excavation) or 8.1 acres per day during minimal earthmoving (finish grading) as a potential threshold of significance by the Monterey Bay Unified Air Pollution Control District:

- (a) Water all active portions of the construction site at least twice daily;
- (b) Suspend all excavation and grading operations when wind speeds exceed 15 miles per hour averaged over one hour, or when watering activities are inadequate to control airborne dust;
- (c) Replace ground cover or apply MBUAPCD-approved chemical soil stabilizers according to manufacturer's specifications to all inactive portions of the construction site (previously graded areas inactive for four days or more), when airborne dust conditions are visible;
- (d) Apply water two times daily or Monterey Bay Unified Air Pollution Control District approved chemical stabilizers according to manufacturer's specifications to all inactive portions of the construction site (previously graded areas inactive for four days or more), when airborne dust conditions are visible;
- (e) Sufficiently water and securely cover all material transported off site while in transit and adjust on-site loads as necessary to prevent airborne dust conditions. Haul trucks shall maintain enough freeboard to prevent airborne dust conditions;
- (f) Plant vegetative groundcover in, or otherwise stabilize disturbed areas as soon as grading and construction activities in those areas are completed;
- (g) Cover or apply approved Monterey Bay Unified Air Pollution Control District stabilizers to material stockpiles that remain inactive for more than 72 consecutive hours;
- (h) Provide dust free stabilized surfaces at the exit of construction sites for all exiting trucks;

- (i) Sweep adjacent public streets at the end of each day if visible soil material is carried out from the construction site;
- (j) Limit traffic speed on all unpaved roads to 15 miles per hour or less;
- (k) Post a publicly visible sign that specifies the telephone number of the on-site contractor and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action by the end of the same day if the complaint is received by 12:00 noon and within 24 hours if the complaint is received later than 12:00 noon. The phone number of the MBUAPCD shall be visible to ensure compliance with Rule 402 (Nuisance); and
- (m) The grading contractor shall appoint a qualified site monitor to ensure that the plan is implemented.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FOR A

MM-3

To limit diesel emissions, FORA shall limit the pieces of diesel-powered construction equipment used at any one time and limit the hours of operation for heavy-duty equipment as feasible. Gasoline-powered equipment will be used as an alternative to diesel whenever possible and when comparable equipment and technology is available.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

Biological Resources

MM-4

If the Habitat Conservation Plan and Implementation Agreement are not fully executed prior to initiation of construction, then a preconstruction biological survey shall be performed by a Qualified Biologist and independent authorization for incidental take for sand gilia and seaside bird's beak shall be obtained from the California Department of Fish and Game. The incidental take authorization will likely require mitigation for the loss of plants and suitable habitat for sand gilia and seaside bird's beak. FORA is currently undertaking efforts to mitigate sand gilia losses for other road improvement projects on the former Landfill. Mitigation would follow what was approved with the issuance of take authorizations for previous road projects and result in an appropriate replacement ratio and creating suitable habitat as determined by the biologist hired to perform the

preconstruction survey and consistent with California Department of Fish and Game requirements. This mitigation will not need to be implemented if there is an approved base wide Habitat Conservation Plan in place.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

MM-5

To obtain incidental take authorization for seaside bird's beak, the actual extent of Seaside bird's beak habitat and the number of individuals to be removed shall be determined through appropriately timed directed surveys in the summer of 2005. Based on California Department of Fish and Game recommendations for previous mitigation proposals for seaside bird's beak, both the area impacted as well as the number of individuals lost should be mitigated at an appropriate replacement ratio as determined by the biologist hired to perform the time-directed surveys. Previously identified potential mitigation areas for Seaside bird's beak on the former Fort Ord are located on land to be transferred to the Bureau of Land Management, specifically on a former range site (Range 45). This site was identified because it has sandy substrates similar to those known to support seaside bird's beak and is on land that will be transferred to BLM for habitat restoration and management. The site is approximately five acres and could provide enough area to accommodate the required project mitigation. This mitigation will not need to be implemented if there is an approved base wide Habitat Conservation Plan in place.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

MM-6

To address incidental take of California Tiger Salamander, the proposed action/project shall comply with the conditions in the Biological Opinion to be issued to the Army by the USFWS. Only those conditions relevant to the project area would apply.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

MM-7

To comply with the Migratory Bird Treaty Act and the California Fish and Game Code relative to active bird nests and special status bat maternity roosts, the following measures should be implemented:

- Migratory birds: If construction activities are initiated after August 1 and before January 15 (outside of the typical nesting season for the birds-of-prey and migratory birds that may nest in the study area), then pre-construction surveys for active nests should not be

necessary. If activities are initiated before August 15 or after January 15, then pre-construction surveys for active nests within a certain radius of proposed activities are recommended. If active nests are found and the biologist determines that construction activities would remove the nest or have the potential to cause abandonment, then those activities should be avoided until the young have fledged as determined through monitoring of the nest. Once the young have fledged, construction activities can resume in the vicinity.

- Special-status bats: Prior to tree removal in the coast live oak woodland, a qualified biologist shall survey the trees for presence of roosting bats. If special-status bat species are present, the following measures should be implemented.
 - Tree removal should not occur if maternity bat roosts are present (between April 15 and August 1) in the trees to be removed.
 - No tree removal should occur within 300 feet of the maternity roost until all young bats have fledged – as determined by a qualified biologist.
 - If special-status bats are present but there is not an active maternity roost, a Memorandum of Understanding (MOU) with the CDFG should be obtained in order to remove the animals prior to tree removal. Alternate habitat may need to be provided if bats are to be excluded from maternity roosts. A roost with comparable spatial and thermal characteristics should be constructed as directed by a qualified biologist. In the event that adult bats need to be handled and relocated, a qualified biologist should prepare and implement a relocation plan subject to approval by CDFG that includes relocating all bats found on-site to an alternate suitable habitat. A Mitigation and Monitoring Plan that mitigates for loss of bat roosting habitat should be prepared by a qualified biologist and approved by CDFG prior to tree removal.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA and CDFG

MM-8

Prior to the commencement of construction activities, FORA will engage a Registered Professional Forester or Certified Arborist to assist in field adjustments of tree removal and prepare a tree removal and

replacement plan for the proposed action/project after the proposed improvements have been staked in the field. The tree removal plan will indicate the location of each protected tree to be removed for grading and/or construction; the location of trees that are proposed for relocation; the location of protected trees that are located adjacent to grading and/or construction limits (i.e. within fifty feet); and will indicate that all oak trees, which require pruning are pruned by a Certified Arborist prior to initiation of construction activities. The tree removal and replacement plan will ensure that as many native trees as possible are salvaged and replanted within the project area and that Coast live oak (*Quercas agrifolia*) trees that cannot be salvaged and relocated within the proposed alignment that are greater than six inches diameter at breast height (dbh) are replaced at a ratio based upon an inch for an inch replacement of the removed tree(s).

The following specifications will be included within the tree replacement plans: all replacement trees will be monitored and replaced up to one year after planting if replacement trees die; all replacement trees will be Coast live oak (*Quercas agrifolia*) and at least five-gallon specimens; and that replacement trees will be planted within or immediately adjacent to the project area or in other areas in close proximity to the project.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

MM-9

Prior to commencement of construction activities, to the greatest extent feasible, the critical root zone (measurement of the dripline radius taken from the tree trunk to the tip of the farthest reaching branch as determined by a Certified Arborist or Registered Professional Forrester) of any tree or groups of trees to be retained will be fenced with a four-foot high brightly colored synthetic fence at the outermost edge of the critical root zone to prevent injury to the trees prior to grading and during construction activities within the project area. The fencing will remain in place until all construction activities are complete. Trenching, grading, soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials will not be allowed within the critical root zone.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

Cultural Resources

MM-10 In the event that archaeological resources or human remains are discovered during construction, FORA will ensure that all work is stopped within 150 feet of the find until the find can be evaluated by a qualified, professional archaeologist. In addition, the cultural resources coordinator at the Army Directorate of Environmental and Natural Resource Management (DENR) will be contacted. If the find is determined to be significant, appropriate mitigation measures will be implemented as recommended by the professional archaeologist and the U.S. Army.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

Geology and Soils

MM-11 The proposed action/project will be designed in accordance with the recommendations contained within the Preliminary Soils Engineering Report (dated: February 27, 2004) prepared by Pacific Crest Engineering, Inc. These recommendations include, but are limited to site preparation and grading; cut and fill slopes; new pavement section and overlay designs; utility trenches; lateral pressures; and surface drainage. Recommendations will be incorporated into final improvement plans for the proposed action/project.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

MM-12 An erosion control plan will be prepared and reviewed for approval by FORA and Seaside, Del Rey Oaks, Monterey County, private individual, and/or the United States Army, as applicable prior to construction of the proposed action/project. The erosion control plan will be included in construction documents for the proposed action/project and will be implemented during and periodically following construction. Erosion control measures will include, but not be limited to the following:

- Limit disturbance of soils and vegetation to the minimum necessary for access and construction;
- Confine all vehicular traffic associated with construction to the right-of-way of designated access roads;

- Adhere to construction schedules designed to avoid periods of heavy precipitation or high winds;
- Ensure that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods; and
- Inform construction personnel prior to construction and periodically during construction activities of environmental concerns, pertinent laws and regulations, and elements of the proposed erosion control measures.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

Hazardous Materials

MM-13 Prior to any grading or construction activity within the project area, FORA will obtain formal approval from the U.S. Army and the California Department of Toxic Substances and Control (DTSC) that the proposed construction areas including storage, grading, and transport areas are free of Munitions and Explosives of Concern (MEC) within a safe distance of said activities as approved by the United States Army and the California Department of Toxic Substances and Control (DTSC).

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: U.S. Army and DTSC

MM-14 Bid documents and construction plans and documents are to include a requirement that before construction activities commence on the project, construction supervisors and crews will attend a U.S. Army sponsored munitions and explosives of concern (MEC) safety briefing. This briefing will identify the variety of MEC that may exist within the project area and describe the actions to be taken if a suspicious item is discovered during construction activities. In the event that MEC or other suspicious materials are found within the project area, the contractor will stop work immediately and contact the U.S. Army Environmental office. Under no circumstance will anyone be allowed to handle MEC or other suspicious material.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA and the U.S. Army

Hydrology

MM-15 FORA will obtain from the State Water Resources Control Board (SWRCB) prior to construction activities, a National Pollution Discharge Elimination Systems Program General Construction Permit, as required by the Federal Clean Water Act. FORA will comply with all the provisions of the permit including the use of best management practices and preparation of and compliance with a storm water pollution prevention program.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA and RWQCB

Noise

MM-16 The following language will be included on final improvement plans for the proposed action/project:

Noise generating activities are limited to weekdays between 7:00 AM and 7:00 PM, and Saturdays, Sundays, and holidays between 9:00 AM and 7:00 PM. Once per week, the FORA will provide a description of the work to be performed to the Monterey Peninsula Unified School District administration during grading and construction of the proposed action/project.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA

MM-17 FORA will ensure that construction equipment is properly outfitted and maintained with noise reduction devices to minimize construction-generated noise. Wherever feasible, noise-generating equipment will be shielded from nearby sensitive receptors by noise attenuating buffers such as structures or trucks. Stationary construction equipment will be located the greatest distance possible from noise-sensitive receptors.

Party Responsible for Implementation: FORA

Party Responsible for Monitoring/Reporting: FORA