

**ADDENDUM NO. 3**  
*TO THE*  
**AQUIFER STORAGE AND RECOVERY PROJECT**  
**ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL**  
**ASSESSMENT**

*AND*  
**ADDENDUM NO. 2**  
*TO THE*  
**PURE WATER MONTEREY/GROUNDWATER**  
**REPLENISHMENT PROJECT ENVIRONMENTAL IMPACT**  
**REPORT**

*FOR THE*  
**MONTEREY PIPELINE**

**February 13, 2017**

**Prepared for**  
**Monterey Peninsula Water Management District**

**Prepared by**  
**Denise Duffy and Associates**



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## LIST OF ATTACHMENTS

1. Initial Study Checklist for the Monterey Pipeline Re-alignment to Support the Addendum to the ASR EIR/EA and the PWM/GWR EIR

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## I. INTRODUCTION

Pursuant to the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. ("CEQA") and the California Environmental Quality Act Guidelines, Title 14, Chapter 3 of the California Code of Regulations ("CEQA Guidelines"), and in cooperation with other affected agencies and entities, the Monterey Peninsula Water Management District (MPWMD) has prepared this Addendum to the following two certified Environmental Impact Reports:

- The Phase 1 Aquifer Storage and Recovery (ASR) Project Final Environmental Impact Report/Environmental Assessment (ASR EIR/EA), certified by MPWMD's Board of Directors on August 21, 2006, revised by Addendum No. 1 to the ASR EIR/EA, certified by MPWMD's Board of Directors on April 16, 2012, and revised by the Addendum to the ASR EIR/EA and the Pure Water Monterey/Groundwater Replenishment Project Environmental Impact Report for the Hilby Avenue Pump Station dated June 14, 2016, certified by MPWMD's Board of Directors on June 20, 2016; and
- The Pure Water Monterey/Groundwater Replenishment Project (PWM/GWR) Final EIR, certified by the Monterey Regional Water Pollution Control Agency (MRWPCA) Board of Directors on October 8, 2015, as revised by the Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 and certified by MPWMD's Board of Directors on June 20, 2016.

MPWMD has prepared this Addendum to the ASR EIR/EA and the PWM/GWR EIR to address the effects associated with the proposed re-alignment of a 0.44 mile (2,350 linear feet) segment of the Monterey Pipeline, which would constitute a change to both the ASR Project and the PWM/GWR Project.

The ASR Project entails diversion of "excess" Carmel River winter flows, as allowed under water rights permits issued by the State Water Resources Control Board (SWRCB), which is then treated and transmitted via the California American Water (CalAm) distribution system to specially-constructed injection/recovery wells in the Seaside Groundwater Basin and injected under an authorization from the Regional Water Quality Control Board. The excess water is captured by CalAm wells in the Carmel Valley during periods when flows in the Carmel River exceed fisheries bypass flow requirements. Water is then conveyed through CalAm's distribution system to ASR facilities (injection wells) to recharge the Seaside Groundwater Basin. Available storage capacity in the Seaside Groundwater Basin serves as an underground reservoir for the diverted water. Water is then pumped back out from the Seaside Basin during dry periods to help reduce de-watering impacts on the Carmel River. This "conjunctive use" more efficiently utilizes local water resources to improve the reliability of the community's water supply while reducing the environmental impacts to the Carmel River and Seaside Groundwater Basins.

The Monterey Pipeline is needed to convey Carmel River winter flows to the ASR injection wells, as allowed under the ASR Project. Other than modifying a minor segment of the Monterey Pipeline, the existing operations of the ASR Project would remain unchanged. The existing CalAm distribution system currently conveys Carmel River water through the Segunda-Crest pipeline network to the existing ASR facilities; however, the capacity of this pipeline constrains the volume of water that can be delivered to the injection wells. The Monterey Pipeline, including the proposed re-alignment, would improve the capacity of CalAm's existing distribution system to convey excess Carmel River winter flows to the ASR injection wells.

The PWM/GWR Project is a water supply project that will provide purified recycled water for recharge of the Seaside Basin that serves as a drinking water supply, and recycled water to augment the existing Castroville Seawater Intrusion Project's crop irrigation supply. The PWM/GWR Project is jointly sponsored by the MRWPCA and the MPWMD, and also includes participation by the City of Salinas, the Marina Coast Water District, and the Monterey County Water Resources Agency. The PWM/GWR Project includes the collection of a variety of new source waters and conveyance of that water to the Regional Wastewater Treatment Plant for treatment and recycling. The water would then be used for two purposes: replenishment of the Seaside Groundwater Basin with purified recycled water to replace some of CalAm's existing drinking water supplies; and provision of additional recycled water supply for agricultural irrigation in northern Salinas Valley. Water conveyed to the Seaside Groundwater Basin would be injected into the basin via new wells. Water would subsequently be extracted through CalAm's existing extraction wells and conveyed to CalAm's customers. The PWM/GWR Project includes construction of a new pipeline, the Monterey Pipeline, to enable CalAm to deliver the water to its customers.

The Monterey Pipeline could be used for both the ASR Project and PWM/GWR Project. When CalAm is extracting water from Seaside Basin for delivery to its customers, the Monterey Pipeline would be used to distribute the water as described in the PWM/GWR EIR. When CalAm is diverting excess water from the Carmel River for injection into the Seaside Basin, the Monterey Pipeline would be used to convey a portion of the diverted water to the basin, consistent with the operational assumptions in the ASR EIR/EA.

The Monterey Pipeline alignment was evaluated in the certified PWM/GWR Project EIR as one of the alternative alignments referred to as the Alternative Monterey Pipeline. (Although referred to as the "Alternative Monterey Pipeline" in the PWM/GWR Project EIR, the term Monterey Pipeline is used to identify this pipeline alignment in this Addendum to be consistent with current terminology for these conveyance facilities.<sup>1</sup>) This Addendum evaluates whether the proposed re-alignment of a portion of the Monterey Pipeline would result in a new significant impact, or substantially increase the severity of a previously-identified significant impact identified in the ASR EIR/EA and PWM/GWR EIR. This Addendum is supported by the **Attachment 1, Initial Study Checklist for the Monterey Pipeline Re-alignment**, which concludes the following in accordance with CEQA Guidelines Section 15464:

- No new or previously unidentified adverse significant impacts would result from the re-alignment of a portion of the Monterey Pipeline.
- The proposed re-alignment of a portion of the Monterey Pipeline would not result in a substantial increase in the severity of the impacts identified in the ASR EIR/EA and PWM/GWR Project EIR.

MPWMD's Board of Directors will consider this Addendum, along with the certified ASR EIR/EA and certified PWM/GWR EIR, prior to making a decision on any approvals pertaining to the proposed re-aligned segment of the Monterey Pipeline.

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<sup>1</sup> The PWM/GWR EIR addressed the "Alternative Monterey Pipeline" now referred to as the Monterey Pipeline; the alignment is depicted in a map provided in the PWM/GWR EIR in Appendix Z - Alternative to CalAm Distribution System: Monterey and Transfer Pipeline. See also Figure 6.2 in the PWM/GWR Final EIR. On June 20, 2016, action by the Board of Directors of the MPWMD approved the Monterey Pipeline, the Hilby Avenue Pump Station and amended the Cal-Am Water Distribution System Amendment Permit #M16-01.

## II. PROJECT LOCATION

The pipeline re-alignment is located entirely within the road right-of-way of Irving Avenue and Spencer Street in the City of Monterey, as shown in **Figure 1, Proposed Re-Alignment Overview Map**, and **Figure 2, Proposed and Existing Alignment**. All construction activities are proposed to occur in previously disturbed (i.e., paved) areas. The section of the Monterey Pipeline that is being re-aligned is approximately 0.44 miles (2,350 linear feet) long. The project setting would not change as a result of the proposed pipeline re-alignment. The section of pipeline that is the subject of this Addendum is surrounded by property designated as Residential – Low Density in the City of Monterey General Plan and Residential-1 on the City of Monterey Zoning Map (**Figure 3, Site Photos**).

## III. PROJECT DESCRIPTION

The proposed Monterey Pipeline would convey water from an existing pipeline at the intersection of Yosemite Street and Hilby Avenue (its eastern terminus) through Seaside and Monterey to the Eardley pump station within the City of Pacific Grove (the western terminus). The entire Monterey Pipeline would be 6.5 miles long. (**Figure 1, Proposed Re-Alignment Overview Map**)

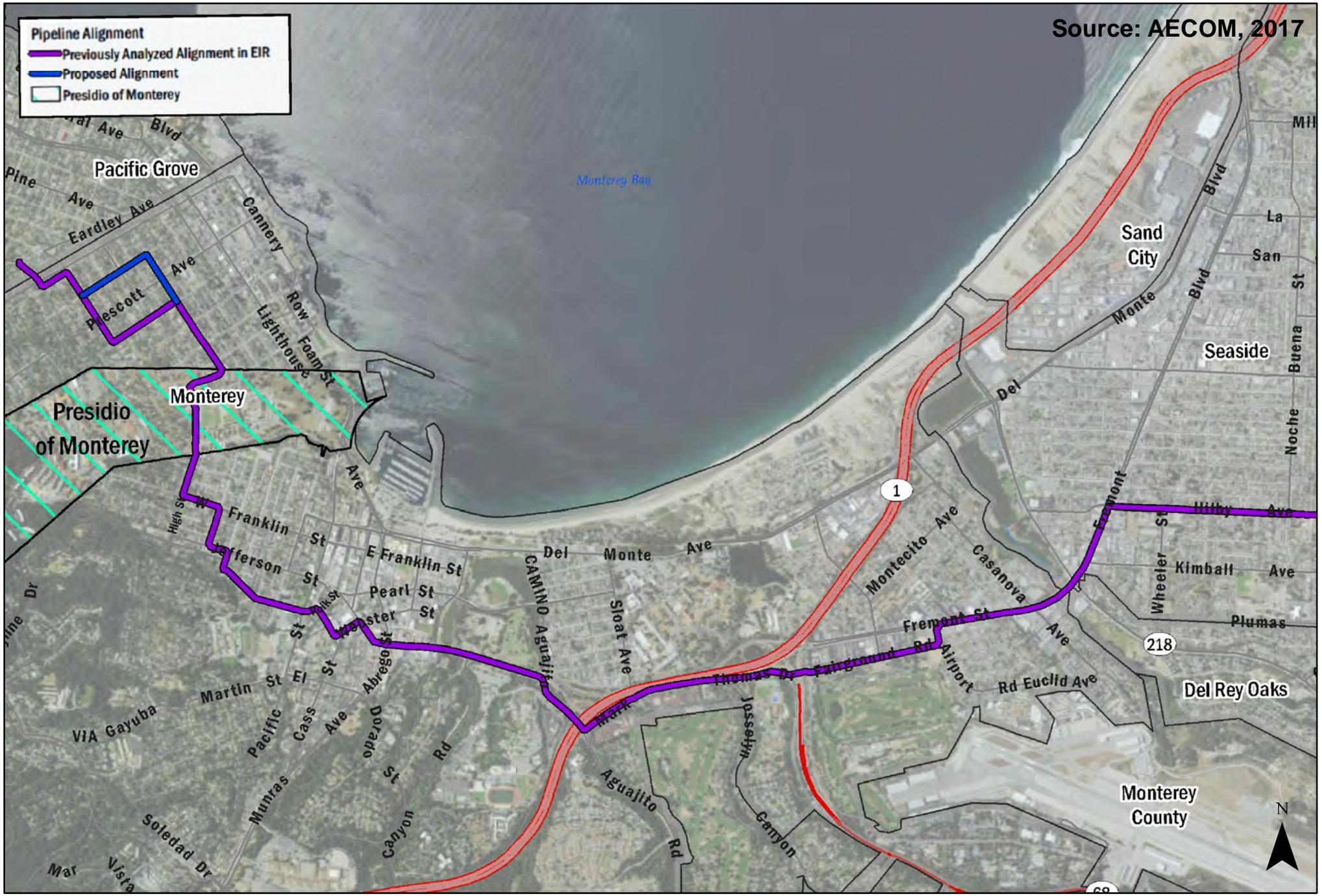
This Addendum addresses the proposed re-alignment of an approximately 0.44 mile (2,350 linear feet) segment of the Monterey Pipeline. The previously analyzed route of this segment of the Monterey Pipeline was proposed within the existing right-of-way of Lily Street and Hoffman Avenue. The revised alignment begins at the intersection of Lily Street and Irving Avenue, where the proposed route would turn north onto Irving, then east onto Spencer Street. The revised alignment would end at intersection of Spencer and Hoffman, where it would continue following the current approved alignment (see **Figure 2, Proposed and Existing Alignment**).

### 1. Construction

The proposed construction methods would not change as a result of the proposed re-alignment. Construction of the entire Monterey Pipeline is anticipated to take 12-months; construction of the re-aligned portion of the pipeline is anticipated to take approximately one month (AECOM, 2017c). The construction sequence would typically include clearing and grading the ground surface along the pipeline alignment; excavating the trench; preparing and installing the pipeline; installing manifolds, and other pipeline components; backfilling the trench with non-expansive fills; restoring preconstruction contours; and repaving the pipeline alignment. A conventional backhoe, excavator, or other mechanized equipment would be used to excavate trenches. The typical trench width would be six feet; however, other pipeline components could require wider excavations. After excavating the trenches, the contractor would line the trench with pipe bedding (sand or other appropriate material shaped to support the pipeline). Construction workers would then place pipe sections (and pipeline components, where applicable) into the trench, connect the sections together as trenching proceeds, and then backfill the trench. Most pipeline segments would typically have four to five feet of cover. Open-trench construction would generally proceed at a rate of about 150 to 250 feet per day. Steel plates would be placed over trenches to maintain access to private driveways or public recreation areas. All construction-related activities associated with the proposed re-aligned segment would occur entirely within the existing road right-of-way and on-going traffic control measures would be implemented during construction to minimize temporary construction related effects.

**Pipeline Alignment**

- Previously Analyzed Alignment in EIR
- Proposed Alignment
- Presidio of Monterey



Title: **Proposed Re-Alignment Overview Map**

Date: 2/3/2017  
 Scale: 1 inch = 0.42 miles  
 Project: 2016-58

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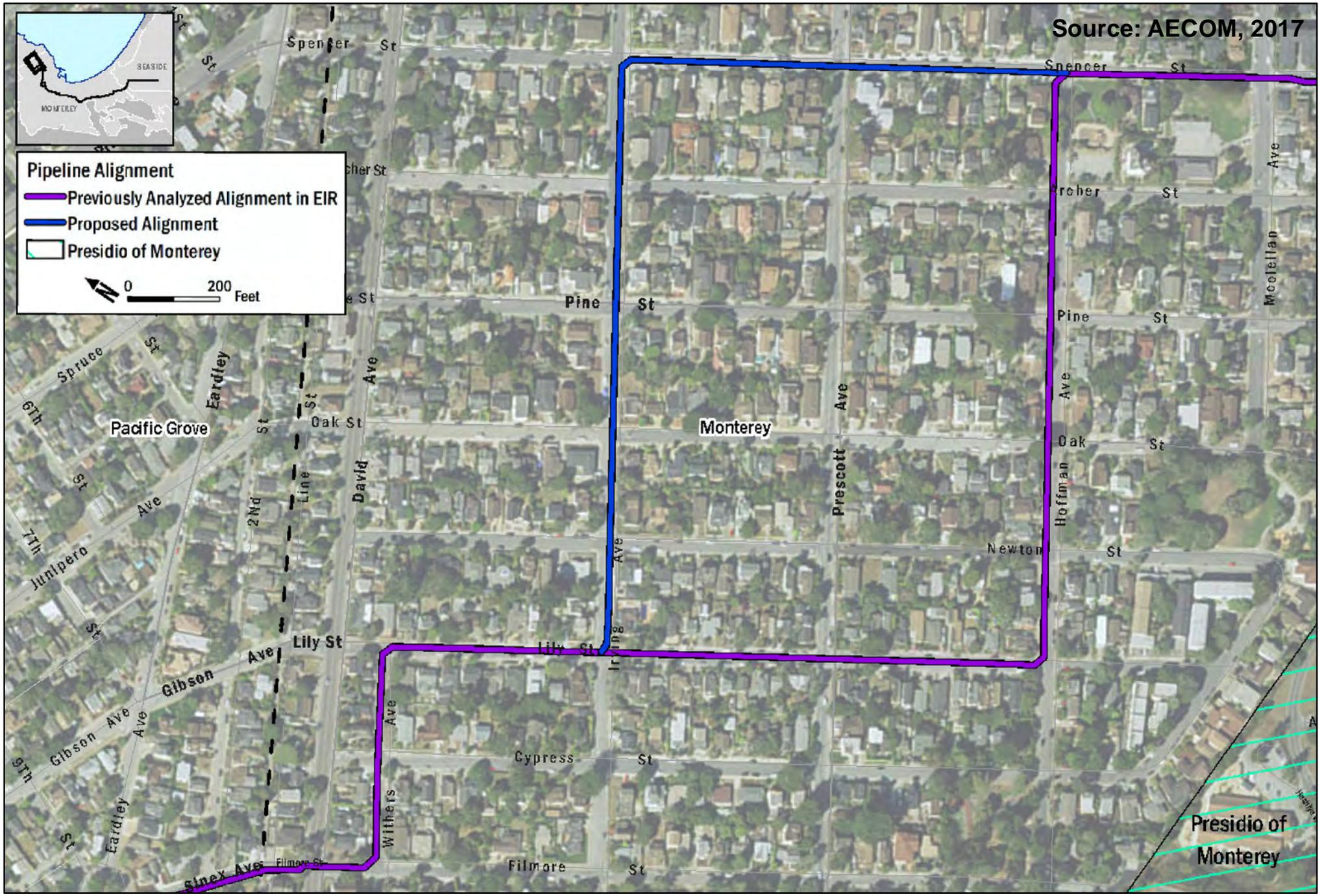
Figure  
**1**



**Pipeline Alignment**

- Previously Analyzed Alignment in EIR
- Proposed Alignment
- Presidio of Monterey

0 200 Feet



Title: **Proposed and Existing Alignment**

Date: 2/3/2017  
 Scale: 1 inch = 0.05 miles  
 Project: 2016-58

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Figure  
**2**



Photo 1. Photo taken from the corner of Hoffman Avenue and Spencer Street looking northwest down Spencer Street.



Photo 2. Photo taken from the corner of Lily Street and Irving Avenue looking northeast down Irving Avenue.



Title:  
**Site Photos**

Date: 2/3/2017  
 Scale: NA  
 Project: 2016-58



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Figure  
**3**

## **2. Operation**

Operation of the pipeline would not change as a result of the proposed re-alignment. General operations and maintenance activities associated with the Monterey pipeline would include annual inspections of the cathodic protection system and replacement of sacrificial anodes when necessary; inspection of valve vaults for leakage; testing, exercising and servicing of valves; vegetation maintenance along rights-of-way; and repairs of minor leaks in buried pipeline joints or segments.

## **IV. COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES §15162**

This Addendum has been prepared pursuant to CEQA Guidelines Section 15164, which states: “A lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred.” CEQA Guidelines Section 15162 establishes the following criteria for the preparation of a subsequent EIR.

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The following discussion summarizes the reasons why a subsequent or supplemental EIR , pursuant to CEQA Guidelines Section 15162, is not required in connection with approvals for the proposed re-alignment of a portion of the Monterey Pipeline and why an addendum is appropriate.

## V. CHANGES TO THE PROJECTS

### 1. Project Background

The proposed project consists of a minor re-alignment of a segment of the Monterey Pipeline, which was previously evaluated as the Alternative Monterey Pipeline in the PWM/GWR EIR. The proposed realignment is necessary to avoid a hydraulic barrier posed by elevated terrain along a segment of the previously analyzed pipeline route. The Monterey Pipeline, including the proposed re-aligned segment, would serve the ASR Project, to enable conveyance of excess Carmel River winter flows to achieve the full yield authorized by previously approved water rights evaluated in the ASR EIR/EA and Addendum No. 1 to the ASR EIR/EA.<sup>2</sup> The MPWMD and CalAm's water rights allow the diversion of excess winter flows from the Carmel River for injection into the Seaside Groundwater Basin for later extraction and use by the CalAm. The ASR EIR/EA and Addendum No. 1 to the ASR EIR/EA analyzed the impacts of diverting the full amount of Carmel River flow allowed pursuant to MPWMD and CalAm's existing water rights, injection of that water into the Seaside Groundwater Basin and subsequent recovery during dry periods for CalAm use. The full ASR EIR/EA can be accessed online at the following addresses:

- <http://www.mpwmd.net/wp-content/uploads/2015/08/MPWMD-Draft-EIR-EA-3-06.pdf>, and [http://www.mpwmd.net/wp-content/uploads/2015/08/FEIR\\_8-21-06.pdf](http://www.mpwmd.net/wp-content/uploads/2015/08/FEIR_8-21-06.pdf).
- Addendum No. 1 to the ASR EIR/EA can be found online at the following address: [http://www.mpwmd.net/asd/board/boardpacket/2012/20120416/16/item16\\_exh16b.pdf](http://www.mpwmd.net/asd/board/boardpacket/2012/20120416/16/item16_exh16b.pdf).

The proposed re-alignment of a segment of the Monterey Pipeline would not change the amount of water allowed to be diverted from the Carmel River, injected into the Seaside Groundwater Basin, and subsequently extracted by CalAm for municipal use. This Addendum addresses the proposed re-alignment of a relatively short segment of the previously approved Monterey Pipeline. The Monterey Pipeline was evaluated in the PWM/GWR EIR in **Chapter 6, Alternatives to the Proposed Project**. The PWM/GWR EIR can be accessed online at the following address: <http://purewatermonterey.org/reports-docs/cfeir/>.

### 2. Environmental Effects

As detailed in **Attachment 1**, the proposed re-alignment of a 0.44 mile (2,350 linear feet) segment of the Monterey Pipeline would not result in any new significant environmental effects that cannot be mitigated with existing, previously identified mitigation measures in the ASR EIR/EA and the PWM/GWR EIR. In addition, the proposed re-alignment of a portion of the Monterey Pipeline would not substantially increase the severity of environmental effects identified in the ASR EIR/EA and the PWM/GWR EIR. The potential environmental effects associated with the construction and operation of the Monterey Pipeline were previously evaluated under CEQA. The re-alignment of a 2,350-foot long segment of the Monterey Pipeline would not result in any new environmental effects that were not

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<sup>2</sup> SWRCB water rights are issued by the SWRCB Division of Water Rights and specify diversion limits on the Carmel River for ASR Phase 1 and ASR Phase 2. Phase 2 is facilitated by Amended Permit #20808C authorized by the SWRCB which allows MPWMD and CalAm to divert an additional maximum of approximately 2,900 acre-feet per year (AFY) for injection to the Seaside Basin via ASR facilities if minimum instream flow requirements in the permit are met. Thus the total maximum diversion is 5,326 AFY when the 2,426 AFY allowed for Phase 1 is considered. Full implementation of Phase 2 was estimated to yield an average of 1,000 AFY, which is additive to the estimated average yield of 920 AFY from Phase 1, resulting in an average reduction of 1,920 AFY in unauthorized diversions from the Carmel Valley Alluvial Aquifer.

previously disclosed in connection with the construction of the Monterey Pipeline. The proposed re-alignment would not increase the extent of ground-disturbance, would not increase the overall length of the Monterey Pipeline, and is not anticipated to affect the existing construction schedule. The proposed re-aligned segment would result in localized impacts within the existing road right-of-way, but these impacts would be consistent with the type, extent, and scope of impacts already analyzed with respect to the construction of the Monterey Pipeline. No new adverse environmental effects would occur in connection with the proposed re-alignment.

### **3. New Information**

No new information of substantial importance has been identified or presented to MPWMD demonstrating that the proposed re-alignment would result in: 1) significant environmental effects not identified in the ASR EIR/EA and the PWM/GWR EIR, or 2) an increase in the severity of significant impacts identified in the ASR EIR/EA and the PWM/GWR EIR, or 3) require mitigation measures which were previously determined not to be feasible, or mitigation measures that are considerably different from those recommended in the ASR EIR/EA and the PWM/GWR EIR.

### **4. Conclusion**

Section 15164 of the CEQA Guidelines states that a lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Based on the information in this Addendum, MPWMD has determined that:

- No new significant environmental effects or a substantial increase in the severity of previously identified significant effects would occur as a result of the construction and operation of the re-aligned section of the Monterey Pipeline;
- No substantial changes have occurred or would occur with respect to the circumstances under which the ASR Project and PWM/GWR Project were originally undertaken, which would require major revisions to the previously certified ASR EIR/EA and the PWM/GWR EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- No new information of substantial importance has been received or discovered, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous ASR EIR/EA and the PWM/GWR EIR were certified as complete.

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**ATTACHMENT 1**

**INITIAL STUDY CHECKLIST FOR THE PROPOSED RE-ALIGNMENT OF A PORTION  
OF THE MONTEREY PIPELINE TO SUPPORT ADDENDUM NO. 3 TO THE ASR  
EIR/EA AND ADDENDUM NO. 2 TO THE PWM/GWR EIR**

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## I. PROJECT DATA

**Project Title:** Monterey Pipeline Re-Alignment

**Lead Agency Name and Address:** Monterey Peninsula Water Management District (MPWMD), 5 Harris Court, Building G, Monterey, CA 93940, Mailing Address is: PO Box 85, Monterey, CA 93942-0085

**Contact Person and Phone Number:** Maureen Hamilton, Water Resources Engineer (831) 658-5622

**Project Proponents:** California-American Water Company (CalAm)

**Project Location:** The proposed re-alignment of a portion of the Monterey Pipeline would begin at the corner of Spencer Street and Hoffman Avenue and end at the corner of Irving Avenue and Lily Street in the City of Monterey.

**Project Description:** CalAm proposes to re-align a 0.44 mile portion of the previously analyzed Monterey Pipeline.

## II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

All of the following environmental factors identified below are discussed within **Section III. Evaluation of Environmental Impacts**. Those that are checked were found to be areas that the full implementation of the proposed Monterey Pipeline re-alignment may potentially result in a significant impact warranting mitigation. Sources used for analysis of environmental effects are listed in **Section IV. References**.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                            | <input type="checkbox"/> Agricultural Resources                   | <input type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources       | <input checked="" type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology and Soils                  |
| <input type="checkbox"/> Greenhouse Gas Emissions              | <input type="checkbox"/> Hazards and Hazardous Materials          | <input type="checkbox"/> Hydrology and Water Quality        |
| <input type="checkbox"/> Land Use and Planning                 | <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                   |
| <input type="checkbox"/> Population and Housing                | <input type="checkbox"/> Public Services                          | <input type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation and Traffic | <input checked="" type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

## III. EVALUATION OF ENVIRONMENTAL IMPACTS

The following section evaluates the potential environmental effects associated with the minor re-alignment of an approximately 0.44 (2,350 linear feet) segment of the Monterey Pipeline. The proposed re-alignment would not increase the overall extent of the Monterey Pipeline and is intended to replace a segment that would not meet the design requirements for the Monterey Pipeline. Overall construction impacts would be substantially the same as those disclosed in prior environmental documentation prepared for the project. As described below, no new impacts would occur in connection with the proposed re-alignment and all impacts would remain unchanged. Existing mitigation that is applicable to the Monterey Pipeline would also be applicable to proposed re-aligned segment. No new impacts would occur due to the proposed re-alignment.

## 1. Aesthetics

### EXISTING SETTING

The site of the proposed pipeline re-alignment is in a residential neighborhood along Irving Avenue and Spencer Street in the City of Monterey. The proposed pipeline re-alignment is not located near a designated scenic corridor or vista. The pipeline would be installed entirely within the existing road right-of-way. The visual quality of the site is considered moderate, as it is an established single family residential neighborhood. The overall visual sensitivity of the site is considered high, as there are residences directly adjacent to the pipeline alignment. The visual setting of the proposed re-alignment is not different from the alignment that was previously analyzed in the PWM/GWR EIR.

### CHECKLIST

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS

The ASR EIR/EA identified a less than significant impact to scenic views, degradation of site visual character, creation of light and glare during construction activities, and alteration of existing visual character for construction and operation of pipeline facilities. The ASR EIR/EA identified a significant impact regarding creation of new light and glare associated with well operation that would be reduced to less than significant with implementation of Mitigation Measure VIS-1: Incorporate Light-Reduction Measures into the Plan and Design of Exterior Lighting at Well Site. Addendum No. 1 to the ASR EIR/EA also identified a potentially significant impact resulting from the creation of new light and glare at the well site, however, this impact would be reduced to less than significant with the implementation of Mitigation Measure VIS-1.

The PWM/GWR EIR concluded that there would be less than significant impacts to scenic views, scenic resources, and the visual quality of surrounding areas during both construction and operation of the PWM/GWR project. The PWM/GWR EIR found that there would be significant impacts to aesthetic resources as a result of additional light and glare at the Booster Pump Station and the Injection Well Facility. These impacts could be reduced by the implementation of Mitigation Measure AE-2: Minimize Construction Nighttime Lighting, and Mitigation Measure AE-4: Exterior Lighting Minimization. Moreover, the Monterey Pipeline (referred to as the "Alternative Monterey Pipeline" in the PWM/GWR EIR) was found to have a significant impact due to light and glare; this impact could be reduced to a less than significant level with the implementation of Mitigation Measure AE-2: Minimize Construction Nighttime Lighting.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified a less than significant impact to the visual character of the Monterey Pipeline and Pump Station site as well as a less than significant impact resulting from additional light and glare.

## DISCUSSION

Construction of the portion of the pipeline that would be re-aligned would last approximately one month (AECOM, 2017c). The pipeline would be entirely underground. As discussed below, the proposed pipeline re-alignment would not result in new or substantially more severe significant impacts to aesthetic resources. As described above, the PWM/GWR EIR identified Mitigation Measure AE-2 to minimize the effects of light and glare on the previously proposed pipeline alignment, this measure would be applicable to the proposed pipeline re-alignment. Moreover, the PWM/GWR EIR also evaluated the potential construction and operational effects of the Monterey Pipeline. The proposed re-alignment would not result in any additional environmental effects beyond those previously identified in the PWM/GWR EIR.

**a and b) No Impact.** The proposed pipeline re-alignment site is not located within an area offering scenic vistas or resources and is not located within a scenic highway corridor.

**c) Less than Significant Impact.** Both the ASR EIR/EA and the PWM/GWR EIR identified less than significant impacts on potential degradation of the existing visual character or quality of the site and its surroundings. The proposed pipeline re-alignment would result in minimal changes to the visual character of the proposed re-alignment corridor during construction. After construction is complete, no change to the visual character of the site will be evident, as the pipeline and appearances will be underground and the road surface on Irving Avenue and Spencer Street will be repaired to its state prior to construction. The extent of potential temporary construction-related effects associated with the construction of the proposed re-aligned segment of the Monterey Pipeline would not result in any new significant environmental effects beyond those previously identified in connection with the construction of the Monterey Pipeline.

**d) Less than Significant Impact.** Both the ASR EIR/EA and the PWM/GWR EIR identified potential environmental effects associated with the increase in new light and glare; however, these impacts would be reduced through the implementation of the mitigation measures described above. The proposed re-alignment of a segment of the Monterey Pipeline would result in temporary construction-related effects due to the potential to generate a minimal amount of light and glare during construction; however, no nighttime construction activities are proposed in connection with this minor modification to the existing Monterey Pipeline alignment (AECOM, 2017c). The proposed re-aligned segment would not entail any lighting during operation as the re-aligned segment and all appurtenances would be entirely underground.

## 2. Agricultural Resources

### EXISTING SETTING

The proposed location of the re-aligned segment of the Monterey Pipeline and its surrounding area do not contain agricultural or forest lands. The proposed re-aligned portion of the Monterey Pipeline would have no impact on agricultural resources.

**CHECKLIST**

	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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

No impacts to agricultural resources were identified in the ASR EIR/EA or Addendum No. 1 to the ASR EIR/EA.

The PWM/GWR EIR concluded that there would be a less than significant impact resulting from indirect farmland conversion during project operation and that there would be a significant impact resulting from temporary farmland conversion during construction. This significant impact can be reduced to less than significant by the implementation of Mitigation Measure LU-1: Minimize Disturbance to Farmland. The PWM/GWR EIR found no significant impacts to agricultural resources resulting from implementation of the Monterey Pipeline (referred to as the “Alternative Monterey Pipeline” in that document).

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 found that no impacts to agricultural resources would result from the construction and operation of the Pump Station.

**DISCUSSION**

The proposed pipeline re-alignment would not result in new significant impacts relating to agricultural resources. The pipeline re-alignment also would not significantly increase the severity of significant impacts to agricultural resources identified in the ASR EIR/EA or PWM/GWR EIR. As noted above, the ASR EIR/EA did not identify any impacts to agricultural resources. Similarly, the proposed re-alignment would not result in any impacts to agricultural resources; the proposed re-aligned portion of the pipeline is located entirely with the existing road right-of-way. There would be no additional environmental effects beyond those previously identified in the PWM/GWR EIR or ASR EIR/EA.

**a-e) No Impact.** The proposed pipeline re-alignment and its surrounding area do not contain agricultural or forest lands. The proposed pipeline re-alignment would not convert prime, unique, or farmland of statewide importance to non-agricultural use or involve any other changes that would result in the conversion of farmland, impact a Williamson Act contract, or disrupt any agricultural operations (Monterey County, 2010a, California Department of Conservation, 2016). The proposed re-alignment of a portion of the Monterey Pipeline would not convert forest land or timberland or involve any other changes that would result in the conversion or loss of forest land. The proposed re-aligned segment of the Monterey Pipeline would not result in any new significant impacts or cause an increase in severity of any significant impacts identified in the ASR EIR/EA or the PWM/GWR EIR.

### 3. Air Quality

#### EXISTING SETTING

The entire Monterey Pipeline, including the area of the proposed realignment, is located in the North Central Coast Air Basin (Air Basin). The Air Basin covers an area of 5,159 square miles along the central coast of California and is generally bounded by the Monterey Bay to the west, the Santa Cruz Mountains to the northwest, the Diablo Range on the northeast, with the Santa Clara Valley between them (Denise Duffy and Associates, 2015).

The proposed location of the Monterey Pipeline typically has average maximum and minimum winter (i.e., January) temperatures of 60 degrees Fahrenheit (°F) and 43 °F, respectively, while average summer (i.e., July) maximum and minimum temperatures are 68 °F and 52 °F, respectively. It is within close proximity to the coast with temperature variations that are relatively moderate. Precipitation in the project vicinity averages approximately 20 inches per year (Denise Duffy and Associates, 2015).

The Monterey Bay Air Resources District (MBARD) is the regional agency tasked with managing air quality in the region. Existing levels of air pollutants in the area of the Monterey Pipeline can generally be inferred from ambient air quality measurements conducted by MBARD at its closest station, the Carmel Valley – Ford Road monitoring station, located in Carmel Valley near the corner of Pilot Road and Via Contenta. Data monitored at this station shows that although the area currently does not meet state standards for ozone, the number of days per year in exceedance of ozone standards has been decreasing, and the region is on course to meet these standards in the future.

#### CHECKLIST

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<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?	<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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 Monterey Pipeline Re-Alignment

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project: concentrations?				
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

The ASR EIR/EA identified potential adverse significant impacts during construction due to short-term emissions of PM<sub>10</sub> (AQ-1, AQ-2, AQ-3), exposures of sensitive receptors (e.g. Seaside Middle School) to elevated health risks from exposure to diesel particulates (AQ- 4), and exposure of sensitive receptors to acrolein health hazards (AQ-5). No significant operational air quality impacts were identified. Addendum No. 1 to the ASR EIR/EA did not identify any significant impacts related to air quality.

The PWM/GWR EIR found that there would be less than significant impacts related to air quality resulting from criteria pollutants during operation, exposure of sensitive receptors during construction and operation, odors during construction and operation, or violation of air quality standards during operation. The PWM/GWR EIR determined that the Monterey Pipeline (referred to as the “Alternative Monterey Pipeline” in the PWM/GWR EIR) would not have a significant impact resulting from criteria pollutants; however, the PWM/GWR EIR identified a potentially significant cumulative air quality effect associated with the implementation of the PWM/GWR project and related project components. This impact would be mitigated to less than significant levels by the implementation of Mitigation Measure AQ-1: Construction Fugitive Dust Control Plan.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified less than significant impacts related to conflicts with air quality plans, violation of air quality standards, and an increase to criteria pollutants. In addition, a significant impact was identified as a result of the potential exposure of sensitive receptors to pollutants. However, this impact could be reduced to less than significant levels with the implementation of Mitigation Measure AQ-1: Construction Fugitive Dust Control Plan from the PWM/GWR EIR and Mitigation Measure AQ-1: Use Newer, Cleaner-Burning Engines from the ASR EIR/EA.

**DISCUSSION**

The proposed pipeline re-alignment would not result in new or substantially more severe significant impacts relating to air quality. The pipeline re-alignment also would not contribute to significant impacts to air quality identified in the ASR EIR/EA and PWM/GWR EIR. The potential temporary construction related air quality effects associated with the Monterey Pipeline were previously accounted for in the ASR EIR/EA and PWM/GWR EIR. The re-alignment of a segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with the construction of the Monterey Pipeline. The operational emissions of this portion of the Monterey Pipeline would continue to be minimal. Therefore, no additional mitigation is warranted. All mitigation applicable to the Monterey Pipeline would be applicable to the proposed re-aligned segment of the pipeline.

**a) Less than Significant Impact:** CEQA Guidelines §15125(b) requires that a project is evaluated for consistency with applicable regional plans, including the Air Quality Management Plan (AQMP). The MBARD most recent AQMP update (MBARD, 2013) was approved in April of 2013. This plan addresses

attainment of the State ozone standard and federal air quality standard. AQMP accommodates growth by projecting growth in emissions based on population forecasts prepared by the Association of Monterey Bay Area Governments (AMBAG) and other indicators. Consistency determinations are issued for commercial, industrial, residential, and infrastructure related projects that have the potential to induce population growth. A project is considered inconsistent with the AQMP if it has not been accommodated in the forecast projections considered in the AQMP. Due to lack of operational emissions, the Monterey Pipeline, including the proposed re-aligned segment, would not cause any long-term adverse air quality effects. As a result, the minor re-alignment of a 0.44 mile segment of the Monterey Pipeline would not conflict with and/or otherwise obstruct the implementation of MBARD's AQMP.

**b and c) Less than Significant Impact:** The MBARD 2016 CEQA Air Quality Guidelines contains standards of significance for evaluating potential air quality effects of projects subject to the requirements of CEQA. According to MBARD, a project will not have a significant air quality effect on the environment, if the following criteria are met:

Construction of the project will:

- Emit (from all sources, including exhaust and fugitive dust) less than;
  - 137 pounds per day of oxides of nitrogen (NO<sub>x</sub>)
  - 137 pounds per day of reactive organic gases (ROG)
  - 82 pounds per day of respirable particulate matter (PM<sub>10</sub>)
  - 55 pounds per day of fine particulate matter (PM<sub>2.5</sub>)
  - 550 pounds per day carbon monoxide (CO)

Operation of the project will:

- Emit (from all project sources, mobile, area, and stationary) less than;
  - 137 pounds per day of oxides of nitrogen (NO<sub>x</sub>)
  - 137 pounds per day of reactive organic gases (ROG)
  - 82 pounds per day of PM<sub>10</sub>
  - 55 pounds per day of PM<sub>2.5</sub>
  - 550 pounds per day carbon monoxide (CO)
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard;
- Not result in a cumulatively considerable net increase of any criteria pollutant for with the project region is non-attainment;
- Not exceed the health risk public notification thresholds adopted by the Air District;
- Not create objectionable odors affecting a substantial number of people; and
- Be consistent with the adopted federal and state Air Quality Plans (MBARD, 2008)

The MBARD CEQA Air Quality Guidelines (MBARD, 2008) for evaluating impacts during construction state that if a project generates less than 82lb/day of PM<sub>10</sub> emissions, the project is considered to have less than significant impacts (see Table 5-1, MBARD, 2008). The Guidelines also state that a project would result in less than significant impacts if daily ground-disturbing activities entail less than 8.1 acres of minimal earthmoving, or less than 2.2 acres of grading and excavation. Construction projects below these acreage thresholds would be below the applicable MBARD 82lb/day threshold of significance and would constitute a less-than-significant effect for the purposes of CEQA (MBARD, 2008).

The proposed pipeline re-alignment would result in temporary construction-related effects associated with the emissions of inhalable particulates (PM<sub>2.5</sub> and PM<sub>10</sub>), VOC, and NO<sub>x</sub>. Construction-related fugitive dust emissions associated with the proposed pipeline re-alignment would be generated from construction-related fugitive dust, exhaust emissions associated with construction vehicles and equipment. As described above, the PWM/GWR EIR previously analyzed the impacts associated with the construction of the Monterey Pipeline and the proposed re-alignment would not result in any new impacts beyond those previously disclosed in connection with the construction of the Monterey Pipeline or substantially increase the severity of a previously identified significant impact. The proposed pipeline re-alignment would result in a less-than-significant construction-related air quality effect; no additional mitigation measures beyond those applicable to the Monterey Pipeline are warranted.

Based upon the minimal level of operational emissions, operation of the proposed pipeline would not result in emissions that would cause a new or substantially more severe impact based on an exceedance or violation of the applicable air quality standards.

**d) Less than Significant Impact:** The proposed pipeline re-alignment is adjacent to residences, which are considered sensitive receptors. The PWM/GWR EIR identified that construction of the Monterey Pipeline would result in temporary construction-related emissions which could potentially adversely affect existing adjacent sensitive receptors. Construction of the Monterey Pipeline, including the re-aligned route, would create temporary construction emissions that could affect adjacent residences. Standard construction Best Management Practices (BMPs) would minimize temporary emissions from construction. As noted above, the Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified a significant impact as a result of the potential exposure of sensitive receptors to pollutants. However, this impact could be reduced to less than significant levels with the implementation of adopted mitigation. Moreover, the proposed re-alignment of the Monterey Pipeline would not result in any new construction-related air quality effects beyond those previously identified in connection with the construction of the Monterey Pipeline. As a result, construction of the proposed realignment would not result in significant impacts to sensitive receptors, a new significant impacts or a substantial increase in the severity of previously identified.

**e) No Impact.** No substantial odors would be emitted from the proposed pipeline re-alignment based upon the type of construction activities and project operations proposed.

## 4. Biological Resources

### EXISTING SETTING

The proposed pipeline re-alignment is located within an established neighborhood. The pipeline would be installed within the paved right-of-way; therefore no clearing of soil or vegetation would occur. The area surrounding the re-alignment corridor is comprised mostly of residences. A memoranda prepared by AECOM dated January 4<sup>th</sup>, 2017 found that the only biological resource that could potentially be effected within the re-alignment area are nesting birds during nesting bird season (February 15<sup>th</sup> through August 31<sup>st</sup>). The proposed re-alignment area is not subject to the policies of any Habitat Management Plan or Habitat Conservation Plan (HCP). Moreover, DD&A Senior Biologist Matt Johnson conducted a site visit on January 20, 2017 to confirm the developed nature of the site. No sensitive biological resources were documented during that site visit.

Initial Study Checklist  
 Monterey Pipeline Re-Alignment

**CHECKLIST**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

The ASR EIR/EA identified less than significant impacts for removal and destruction of sensitive vegetation and potential direct mortality or disturbance of protected animal species. The ASR EIR/EA identified significant impacts related to potential disturbance of the Fort Ord Natural Resource Management Area (NRMA) and potential loss of nest trees and disturbance or mortality of migratory birds. Mitigation Measures BIO-1 and BIO-2 were identified to reduce impacts to a less than significant level. The ASR EIR/EA noted that the ASR Project has the potential to affect special status aquatic species within the river corridor of the Carmel River, but has been designed to minimize any adverse impacts. Mitigation Measures AR-1 and AR-2 were identified in the ASR EIR/EA in association with potential impacts to flows for upstream migration and potential impacts to juvenile steelhead rearing habitat. Potential benefits to steelhead and California red-legged frog include the reduction of groundwater pumping along the Carmel River in the dry summer months; the reduction of pumping is due to the use of the Seaside Groundwater Basin for municipal supply during this period. The net effect of these operational changes will likely increase streamflow and improve environmental conditions along the Carmel River. Thus, the ASR EIR/EA concluded that the ASR Project would be beneficial to steelhead and the California red-legged frog. Addendum No. 1 to the ASR EIR/EA did not identify any significant impacts to biological resources.

Initial Study Checklist  
Monterey Pipeline Re-Alignment

The PWM/GWR EIR concluded that potentially significant impacts to fisheries resources (due to habitat modification during construction of the diversion facilities) could be reduced to less than significant levels through the implementation of Mitigation Measure BT-1: Implement Construction Best Management Practices, Mitigation Measure BF-1: Construction During Low Flow Season, Mitigation Measure BF-1b: Relocation of Aquatic Species during Construction, and Mitigation Measure BF-1c: Tidewater Goby and Steelhead Impact Avoidance and Minimization. The PWM/GWR EIR also found that there would be a significant impact due to interference with fish migration, this impact could be reduced to less than significant with either the implementation of Mitigation Measure BF-2a: Maintain Migration Flows, or Mitigation Measure Alternate BF-2a: Modify San Jon Weir. The PWM/GWR EIR determined that there would be significant impacts during project construction due to impacts to special-status species and habitat, sensitive habitats, and conflicts with local policies. These impacts could be reduced to a less than significant level through the implementation of the following mitigation measures:

- Mitigation Measure BT-1a: Implement Construction Best Management Practices;
- Mitigation Measure BT-1b: Implement Construction-Phase Monitoring;
- Mitigation Measure BT-1c: Implement Non-Native, Invasive Species Controls;
- Mitigation Measure BT-1d: Conduct Pre-Construction Surveys for California Legless Lizard;
- Mitigation Measure BT-1e: Prepare and Implement Rare Plant Restoration Plan to Mitigate Impacts to Sandmat Manzanita, Monterey Ceanothus, Monterey Spineflower, Eastwood's Goldenbush, Coast Wallflower, and Kellogg's Horkelia;
- Mitigation Measure BT-1f: Conduct Pre-Construction Protocol-Level Botanical Surveys within the Product Water Conveyance: Coastal Alignment Option between Del Monte Boulevard and the Regional Treatment Plant site on Armstrong Ranch; and the remaining portion of the Project Study Area within the Injection Well Facilities site;
- Mitigation Measure BT-1g: Conduct Pre-Construction Surveys for Special-Status Bats;
- Mitigation Measure BT-1h: Implementation of Mitigation Measures BT-1a and BT-1b to Mitigate Impacts to the Monterey Ornate Shrew, Coast Horned Lizard, Coast Range Newt, Two-Striped Garter Snake, and Salinas Harvest Mouse;
- Mitigation Measure BT-1i: Conduct Pre-Construction Surveys for Monterey Dusky-Footed Woodrat;
- Mitigation Measure BT-1j: Conduct Pre-Construction Surveys for American Badger;
- Mitigation Measure BT-1k: Conduct Pre-Construction Surveys for Protected Avian Species, including, but not limited to, white-tailed kite and California horned lark;
- Mitigation Measure BT-1l: Conduct Pre-Construction Surveys for Burrowing Owl;
- Mitigation Measure BT-1m: Minimize effects of nighttime construction lighting;
- Mitigation Measure BT-1n: Mitigate Impacts to Smith's blue butterfly;
- Mitigation Measure BT-1o: Avoid and Minimize Impacts to Monarch butterfly;
- Mitigation Measure BT-1p: Avoid and Minimize Impacts to Western Pond Turtle;
- Mitigation Measure BT-1q: Avoid and Minimize Impacts to California Red-Legged Frog;
- Mitigation Measure BT-2a: Avoidance and Minimization of Impacts to Riparian Habitat and Wetland Habitats;
- Mitigation Measure BT-2b: Avoidance and Minimization of Impacts to Central Dune Scrub Habitat;
- Mitigation Measure BT-2c: Avoidance and Minimization of Construction Impacts Resulting from Horizontal Directional Drilling under the Salinas River; and,
- Mitigation Measure BT-4. HMP Plant Species Salvage.

The PWM/GWR EIR also found that there would be a significant impact to sensitive habitats during operation, this impact could be reduced to less than significant with the implementation of Mitigation Measure: BT-1: Implement Construction Best Management Practices. The PWM/GWR EIR also identified that the Monterey Pipeline (referred to as the, "Alternative Monterey Pipeline" in the PWM/GWR EIR) would have a potentially significant impact resulting from construction impacts to special status species, however, this impact could be reduced to less than significant levels with the implementation of Mitigation Measure BT-1a: Construction Best Management Practices, BT-1k: Pre-Construction Surveys for Protected Avian Species, and BT-1m: Minimize Effects of Nighttime Construction Lighting. These mitigation measures would be applicable to the proposed re-aligned segment of the Monterey Pipeline; however, as noted previously no nighttime construction is anticipated in connection with the construction of the re-aligned segment of the Monterey Pipeline.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified a potentially significant impact to the Monterey Spineflower. This impact could be reduced to less than significant levels with the implementation of Mitigation Measure: BT-1a: Implement Construction Best Management Practices from the PWM/GWR EIR.

## DISCUSSION

The potential environmental effects associated with the construction of the Monterey Pipeline were previously analyzed in the PWM/GWR EIR and Addendum to the ASR EIR/EA. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe significant impacts to biological resources. The pipeline re-alignment also would not contribute to significant impacts to biological resources identified in the environmental documentation for the ASR EIR/EA and PWM/GWR EIR. Existing mitigation measures applicable to the Monterey Pipeline would be applicable to the proposed re-alignment; therefore, no additional mitigation is warranted beyond those measures that are applicable to the Monterey Pipeline.

**a) Less than Significant Impact with Mitigation:** The proposed re-alignment of a segment of the Monterey Pipeline would be located entirely within an existing developed area (i.e., existing road right-of-way). Due to the developed nature of the area the extent of potential impacts to biological resources would be limited to potential effects to nesting birds (AECOM, 2017a). The pipeline re-alignment corridor is not designated as critical habitat for any special status species, nor have any special status species been documented in the vicinity.

As described above, the PWM/GWR EIR identified Mitigation Measures BT-1a, BT-1k, and BT-1m to minimize the impacts to sensitive species and habitat. These measures would also be required for the proposed pipeline re-alignment. The area of the proposed re-alignment is similar in nature to the existing alignment (i.e., residential area) and existing mitigation would be applicable. Accordingly, the proposed pipeline re-alignment would not significantly increase the severity of previously identified significant impacts and would not result in new significant impacts beyond those identified in the ASR EIR/EA and the PWM/GWR EIR.,

**b-d) No Impact:** There is no riparian habitat, sensitive natural community or wetlands located within the vicinity of the proposed pipeline re-alignment. The re-alignment corridor is within an established residential neighborhood and would not interfere with the movement of any wildlife species.

**e and f) No Impact:** The proposed pipeline re-alignment would not conflict with local policies protecting biological resources. No tree removal would be associated with the proposed re-alignment and the proposed re-alignment corridor is not located within the boundaries of any adopted habitat management or conservation plan area.

## 5. Cultural Resources

### EXISTING SETTING

No cultural resources were identified in the vicinity of the proposed pipeline re-alignment based on a review of Environmental Science Associates' (ESA's) 2010 record search for the project at the Northwest Information Center. Similarly, no cultural resources were identified by ESA through field survey for the project conducted in 2014. A record search was conducted on January 3, 2017 at the Northwest Information Center. Two previously documented cultural resources, P-27-2823 (New Monterey Baptist Church; National Register of Historic Places Criterion C eligible) and P-27-1030 (unevaluated multi-component prehistoric and historic-era archaeological site) were identified to be within 500 feet of the new alignment.

The New Monterey Baptist Church is a standing building that is two blocks away from the proposed re-alignment and, therefore, would not be directly or indirectly impacted by the new alignment. The documented archaeological site is located closer to the continuing pipeline route of Spencer Street, which was previously analyzed in the CEQA document, than the proposed new alignment. Therefore, the documented site does not increase the archaeological sensitivity of the proposed re-alignment, as any potential sensitivity given proximity to the alignment would have been considered in the previous cultural resources analysis (AECOM, 2017b).

During pre-construction monitoring of potholing activities for the project, one new resource was identified 120 feet to the southwest of Cypress Street in October 2016. This resource consisted of an isolated bedrock mortar in a park, to the west and outside of the previous project alignment. No associated prehistoric archaeological resources were identified in the vicinity of the mortar or during monitoring of potholing activities. Changing the alignment east from Lily Street and Hoffman Avenue to Irving Avenue and Spencer Street moves the project further from this newly identified resource and, thus, diminishes the potential for encountering unanticipated prehistoric archaeological resources during construction.

One historic house, the James Chappell House, was not part of the updated record search but was identified through review of local registers and historic property surveys. The James Chappell House is located on the northeast corner of Irving Ave and Pine Street. The house was built in 1938 and has a California Historical Resources Status Code of 2S2 (individual property determined eligible for the National Register of Historic Places by consensus through Section 106 process; listed in the California Register of Historical Resources) (Architectural Resources Group 2012).

### CHECKLIST

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project: a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study Checklist  
 Monterey Pipeline Re-Alignment

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<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?	<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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

Both the ASR EIR/EA and Addendum No. 1 to the ASR EIR/EA noted a potentially significant impact due to the potential for discovery of buried unknown cultural deposits and human remains during construction activities; however, Mitigation Measures CR-1 and CR-2 were presented and adopted to reduce potential impacts to a less than significant level.

The PWM/GWR EIR also concluded that project construction could result in a potentially significant impact due to the potential for discovery of buried unknown cultural deposits and human remains during construction activities, but that this impact could be reduced with the implementation of Mitigation Measure CR-1: Avoidance and Vibration Monitoring for Pipeline Installation in the Presidio of Monterey Historic District, and Downtown Monterey, Mitigation Measure CR-2a: Archaeological Monitoring Plan, Mitigation Measure CR-2b: Discovery of Archaeological Resources or Human Remains, and Mitigation Measure CR-2c: Native American Notification. The PWM/GWR EIR also identified that the Monterey Pipeline (referred to as the, “Alternative Monterey Pipeline” in the PWM/GWR EIR) would have a potentially significant impact due to temporary construction-related effects, however, this impact could be reduced to less than significant levels with the implementation of Mitigation Measure CR-1: Avoidance and Vibration Monitoring for Pipeline Installation in the Presidio of Monterey Historic District, and Downtown Monterey, Mitigation Measure CR-2a: Archaeological Monitoring Plan, Mitigation Measure CR-2b: Discovery of Archaeological Resources or Human Remains, and Mitigation Measure CR-2c: Native American Notification. These mitigation measures would be applicable to the proposed re-aligned segment of the Monterey Pipeline.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified significant impacts related to the potential for an adverse change to an archeological resources and the potential to disturb human remains. However, these impacts could be reduced to a less than significant level with the implementation of the follow mitigation measures identified in the ASR EIR/EA: Mitigation Measure CR-1: Stop Work if Buried Cultural Deposits Are Encountered during Construction Activities and Mitigation Measure CR-2: Stop Work If Human Remains are Encountered during Construction Activities.

**DISCUSSION**

The potential environmental effects associated with the construction of the Monterey Pipeline were previously analyzed in existing environmental documentation, as summarized above. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe impacts to cultural resources. Existing mitigation measures that are applicable to the Monterey Pipeline

would be applicable to the proposed re-aligned segment; therefore no additional mitigation is warranted beyond those measures previously identified as applicable to the Monterey Pipeline.

**a) Less than Significant Impact with Mitigation:** Construction-related activities in connection with the proposed re-aligned segment of the Monterey Pipeline could potentially affect a historic resource (i.e., the James Chappell house) due to ground-borne vibration. Potential effects to historic resources were previously identified in connection with the construction of the Monterey Pipeline. More specifically, the PWM/GWR EIR identified that historic resources could potentially be affected due to ground-vibration. Mitigation Measure CR-1: Avoidance and Vibration Monitoring was identified to minimize potential environmental effects to historic resources to a less-than-significant level. This mitigation measure would be applicable to the proposed re-aligned segment of the Monterey Pipeline. Accordingly, the proposed re-alignment would not result in any new impacts beyond those previously identified in connection with the Monterey Pipeline. The implementation of Mitigation Measure CR-1 would ensure that potential impacts would be less than significant.

**b) Less than Significant Impact with Mitigation:** Ground disturbing activities could potentially unearth unknown archaeological resources. However, the proposed pipeline re-alignment area has previously been surveyed for nearby and adjacent projects, and there is a low possibility of archaeological resources to be present within the proposed re-alignment corridor (AECOM, 2017b). The chance for uncovering unknown resources is low. While previously unknown or buried archaeological resources are not anticipated to be encountered during construction, the implementation of existing mitigation applicable to the Monterey Pipeline (i.e., Mitigation Measure CR-2b: Discovery of Archeological Resources or Human Remains) would ensure that potential impacts due to the discovery of previously unknown archaeological resources would be less than significant. As a result, the proposed pipeline re-alignment would not result in any new or substantially more severe significant impacts beyond those identified in the ASR EIR/EA and the PWM/GWR EIR. No additional mitigation would be necessary beyond those measures already identified.

**c) No Impact:** There are no known paleontological resources located within the segment of the re-aligned portion of the Monterey Pipeline. Based on lack of previously identified paleontological resources on the site or in the vicinity, no impact to paleontological resources is expected.

**d) Less than Significant Impact with Mitigation:** Implementation of the proposed re-aligned segment of the Monterey Pipeline would not be expected to disturb human remains based upon lack of previously identified human remains in the vicinity. In the unlikely event that human remains are discovered during earthmoving activities, Mitigation Measure CR-2b: Discovery of Archeological Resources or Human Remains, previously approved as part of the PWM/GWR EIR, would reduce the potential impact to a less than significant level. The proposed pipeline re-alignment would not result in any new or more severe significant impacts than those identified in the ASR EIR/EA and the PWM/GWR EIR. No additional mitigation would be necessary beyond those previously identified as applicable to the Monterey Pipeline.

## 6. Geology and Soils

### EXISTING SETTING

The proposed pipeline re-alignment is located on marine terrace deposits which are characterized by semi consolidated moderately well-sorted marine sand containing thin, discontinuous gravel-rich layers (State of California Department of Conservation, 2017).

Initial Study Checklist  
 Monterey Pipeline Re-Alignment

**CHECKLIST**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

The ASR EIR/EA found that all geologic, soils, and seismicity impacts of the ASR Project would be less than significant. Addendum No. 1 to the ASR EIR/EA did not identify any significant impacts related to geology and soils.

The PWM/GWR EIR did not identify a significant impact for the Monterey Pipeline (referred to as the “Alternative Monterey Pipeline” in the the PWM/GWR EIR).

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified a less than significant impact related to the potential adverse effects from ground shaking, liquefaction, and landslides for the pump station and pipeline. The document also found less than significant impacts resulting from potential erosion and site location on an unstable geological unit.

**DISCUSSION**

The potential environmental effects associated with the construction of the Monterey Pipeline were previously accounted for in existing environmental documentation. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe impacts to geology and soils. The pipeline re-alignment also would not contribute to significant impacts to geology and soils

resources identified in the ASR EIR/EA and PWM/GWR EIR. The pipeline re-alignment also will not contribute to significant impacts to geology and soils identified in the ASR EIR/EA and PWM/GWR EIR; therefore no mitigation is warranted.

**a-c) Less than Significant Impact:** The proposed pipeline re-alignment is not located near the coast and would not result in any new or more severe significant impacts beyond those identified in the ASR EIR/EA and no mitigation is required.

**d and e) No Impact:** The proposed pipeline re-alignment is not located on expansive soils and the proposed pipeline re-alignment does not involve septic or alternative wastewater disposal systems.

## 7. Greenhouse Gas Emissions

### EXISTING SETTING

Global temperatures are affected by naturally occurring and anthropogenic-generated (generated by humankind) atmospheric gases, such as water vapor, carbon dioxide, methane, and nitrous oxide (Intergovernmental Panel on Climate Change, 2007). Gases that trap heat in the atmosphere are called greenhouse gases (GHG). Solar radiation enters the earth's atmosphere from space, and a portion of the radiation is absorbed at the surface. The earth emits this radiation back toward space as infrared radiation. Greenhouse gases, which are mostly transparent to incoming solar radiation, are effective in absorbing infrared radiation and redirecting some of this back to the earth's surface. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This is known as the greenhouse effect. The greenhouse effect helps maintain a habitable climate. Emissions of GHGs from human activities, such as electricity production, motor vehicle use, and agriculture, are elevating the concentration of GHGs in the atmosphere, and are reported to have led to a trend of unnatural warming of the earth's natural climate, known as global warming or global climate change.

### CHECKLIST

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS

The ASR EIR/EA did not contain an analysis of GHG emissions and climate change, because at the time the ASR EIR/EA was prepared, AB32 the Global Warming Solutions Act and associated updates to the CEQA statutes and guidelines were not in effect. Although an analysis of potential climate change impacts was not completed as part of the ASR EIR/EA, air quality modeling was completed for temporary construction phase impacts. All potential air quality related effects associated with the ASR Project were considered less than significant due to the temporary nature of project emissions. Addendum No. 1 to the ASR EIR/EA identified a less than significant impact related to the generation of GHGs. That project

would generate a minor amount of GHG emissions, directly during construction and indirectly through electricity demand and vehicular access to the site during operation.

The PWM/GWR EIR did not find any significant impacts related to greenhouse gas emissions. The PWM/GWR project would not make a considerable contribution to significant cumulative impacts of greenhouse gas emissions and the related global climate change impacts. The PWM/GWR EIR also identified that the Monterey Pipeline (referred to as the, “Alternative Monterey Pipeline” in the PWM/GWR EIR) would have a potentially significant impact due to temporary construction-related effects, however, this impact could be reduced to less than significant levels with the implementation of Mitigation Measure EN-1: Construction Equipment Efficiency Plan. These mitigation measures would be applicable to the proposed re-aligned segment of the Monterey Pipeline.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified a less than significant impact resulting from the generation of greenhouse gas emissions.

## DISCUSSION

The proposed pipeline re-alignment would not result in any new or substantially more severe significant impacts related to greenhouse gas emissions. As summarized above, previous environmental documents did not identify significant impacts resulting from the generation of greenhouse gas emissions. The pipeline re-alignment would not contribute to significant impacts identified in the ASR EIR/EA or PWM/GWR EIR; therefore no mitigation is warranted. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional greenhouse gas emissions beyond those previously identified in connection with construction of the Monterey Pipeline. There were no significant greenhouse gas impacts identified for the Monterey Pipeline, the proposed pipeline re-alignment would not result in new or substantially more severe significant impacts.

**a) Less Than Significant Impact:** Construction and operation of the proposed pipeline re-alignment would generate a minor amount of GHG emissions during construction. The extent of potential GHG emissions during construction of the proposed re-aligned segment of the Monterey Pipeline would be consistent with construction-related impacts evaluated in connection with the construction of the Monterey Pipeline. More specifically, the duration of construction and construction methods would not change as a result of the proposed pipeline re-alignment; therefore the analysis contained in the PWM/GWR EIR for the Monterey Pipeline accounted for potential impacts associated with pipeline construction and would not change as a result of the pipeline re-alignment and no additional mitigation is necessary.

**b) No Impact:** The proposed pipeline re-alignment would not conflict with any plan, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions, because AB32 recommends conjunctive groundwater use projects, such as ASR, as a key strategy for reducing the demand for more energy intensive water supply sources, such as desalination.

## 8. Hazards and Hazardous Materials

### EXISTING SETTING

A search of the California Department of Toxic Substances Control, EnviroStor database shows that there are no contaminated cleanup sites within proximity to the pipeline re-alignment (California Department of Toxic Substances Control, 2017).

Initial Study Checklist  
 Monterey Pipeline Re-Alignment

**CHECKLIST**

	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?	<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?	<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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 result in a safety hazard for people residing or working in the project area?	<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?	<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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

The ASR EIR/EA evaluated hazardous materials impacts of the project and concluded there to be a potentially significant impact related to construction activities occurring on portions of the former Fort Ord associated with historic military use. Mitigation Measure HAZ-1 was identified to reduce the potential impact to a less than significant level. The ASR EIR/EA identified less than significant impacts associated with handling of associated materials and public exposure to contaminated drinking water. Addendum No. 1 to the ASR EIR/EA did not identify any additional potentially significant impacts related to hazards and hazardous materials.

The PWM/GWR EIR concluded that there would be a significant impact related to the potential for accidental release of hazardous materials during construction, this impact could be reduced to less than significant with the implementation of Mitigation Measure HH-2a: Environmental Site Assessment, Mitigation Measure HH-2b: Health and Safety Plan, and Mitigation Measure HH-2c: Materials and Dewatering Disposal Plan. The PWM/GWR EIR also identified that the Monterey Pipeline (referred to as

the, "Alternative Monterey Pipeline" in the PWM/GWR EIR) would have a potentially significant impact due to temporary construction-related effects, however, this impact could be reduced to less than significant levels with the implementation of Mitigation Measures HH-2a, HH-2b, and HH-2c, listed above. These mitigation measures would be applicable to the proposed re-aligned segment of the Monterey Pipeline.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified less than significant impacts related to the transport of hazardous materials, the potential release of hazardous materials, and the handling the hazardous materials within one-quarter mile of a school.

## DISCUSSION

The proposed pipeline re-alignment would not result in new or an increase in the severity of a previously identified significant impact related to hazards and hazardous materials. The pipeline re-alignment also will not contribute to significant impacts associated with hazardous materials identified in the ASR EIR/EA and PWM/GWR EIR; therefore no additional mitigation is warranted beyond what has previously been identified. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline, as summarized above. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe impacts. Existing mitigation applicable to the Monterey Pipeline would be applicable to the proposed re-aligned segment.

**a-c) Less than Significant Impact:** The proposed pipeline re-alignment is located within ¼ mile of an existing or proposed school. Trinity Christian High School is located approximately 0.10 miles northwest of the proposed re-aligned segment of the Monterey Pipeline. However, construction and implementation of the proposed pipeline re-alignment would not result in exposure of the school facilities' students, staff, or faculty to hazardous materials, substances, or wastes. In addition, no hazardous materials would be stored on-site during construction or operation of the pipeline. The PWM/GWR EIR identified Mitigation Measures HH-2a, HH-2b, and HH-2c to minimize impacts related to the hazards to the public resulting from the accidental release of hazardous materials. These mitigation measures, which are applicable to the Monterey Pipeline , would also be applicable to the proposed re-alignment.

**d-h) No Impact:** The proposed pipeline re-alignment corridor is not included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and the proposed pipeline re-alignment area is not located within two miles of a municipal or private airport. Moreover, the Monterey Pipeline is not located in an area subject to potential wildland fire hazards.

**g) No Impact:** Construction of the proposed pipeline re-alignment would temporarily disrupt access on Irving Avenue and Spencer Street. This disruption would be temporary and traffic would be-routed to the extent necessary during construction. These temporary construction-related effects would not, however, impair the implementation of or physically interfere with an adopted emergency response plan. Operation of the pipeline would have no impact on emergency access, as the pipeline and approaches would be entirely underground.

## 9. Hydrology and Water Quality

### EXISTING SETTING

The proposed pipeline re-alignment is located in a developed area with a considerable grade, the elevation ranges from approximately 220 above mean sea level to 243 feet above mean sea level. Storm runoff from the project site currently is directed offsite and flows to the existing drainage gutters Irving Avenue and Spencer Street. The pipeline re-alignment would be located entirely within the paved right of way of Irving Avenue and Spencer Street. The re-alignment corridor does not contain any natural drainages or waterways.

### CHECKLIST

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<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?	<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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS

The ASR EIR/EA identified less than significant and beneficial hydrology and water quality impacts of the ASR project. Mitigation Measures GWH-1, GWH-2, GWH-3, and GWH-4 were recommended for the ASR Project; however, no significant impacts requiring mitigation were identified. Addendum No. 1 to the ASR EIR/EA did not identify any additional significant impacts related to hydrology and water quality.

The PWM/GWR EIR concluded that there would be a significant impact on surface water hydrology and water quality during the construction of the source water diversions, however, this impact could be reduced to less than significant with the implementation of Mitigation Measure HS-4: Management of Surface Water Diversion Operations. The PWM/GWR project would result in beneficial impacts to the surface water flows of Carmel River. In addition, the PWM/GWR EIR found that the project would result in beneficial impact to both groundwater levels and overall quality in the Salinas Valley Groundwater Basin and the Seaside Basin. The PWM/GWR EIR did not identify any potentially significant impacts related to Hydrology and Water Quality for the Monterey Pipeline (referred to as the "Alternative Monterey Pipeline" in the PWM/GWR EIR).

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified a less than significant impact related to the violation of water quality standards.

### DISCUSSION

The ASR EIR/EA or PWM/GWR EIR did not identify any potentially significant impacts related to Hydrology and Water Quality for the Monterey Pipeline (referred to as the "Alternative Monterey Pipeline" in the PWM/GWR EIR). The proposed pipeline re-alignment would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts since no significant impacts were identified related to hydrology and water quality. The pipeline re-alignment also would not contribute to potentially significant impacts to hydrology identified in the ASR EIR/EA and PWM/GWR EIR; therefore no mitigation is warranted. The potential environmental effects associated with the construction of the Monterey Pipeline were previously evaluated in connection with the PWM/GWR Project. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe impacts.

**a) Less Than Significant Impact:** Proposed pipeline re-alignment construction activities would occur entirely on within the right of way paved roads. Temporary construction-related impacts would not violate any water quality standards or wastewater discharge requirements. All construction-related activities would be temporary in nature and standard erosion control measures and BMPs would be implemented during construction to lessen the extent of potential impacts. Moreover, construction related activities would be required to comply with the requirements of a Storm Water Pollution Prevention Plan (SWPPP) to minimize temporary construction-related effects. A SWPPP has been prepared for the proposed Monterey Pipeline. This plan would be updated to reflect the proposed re-aligned segment of the Monterey Pipeline. No new impacts would occur in connection with the proposed re-alignment of a minor segment of the Monterey Pipeline.

**b) No Impact:** The proposed pipeline re-alignment would not deplete groundwater supplies.

**c-j) No Impact:** The proposed pipeline re-alignment does not contain drainages, floodways, or floodplain areas according to the Flood Insurance Rate Maps (FIRM) applicable to the pipeline re-alignment (FEMA,

2009). Construction and operation of the proposed pipeline would not significantly alter the drainage scheme or substantially increase runoff; as the pipeline re-alignment would be built entirely within the right-of-way under paved roads. The proposed pipeline re-alignment is not located within a flood hazard zone, near a dam or levee structure, or located in an area subject to significant seiche, tsunami, or mudflow risk (Monterey County, 2010b and 2010c).

## 10. Land Use and Planning

### EXISTING SETTING

The proposed pipeline re-alignment is located within the City of Monterey. The proposed re-aligned segment is located in an area designated as Residential – Low Density in the City of Monterey General Plan and is zoned as Residential-1 (R-1).

### CHECKLIST

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS

The ASR EIR/EA identified less than significant impacts associated with land use compatibility. Addendum No. 1 to the ASR EIR/EA did not identify any additional significant impacts related to land use and planning.

The PWM/GWR EIR concluded that that PWM/GWR project would be consistent with plans, policies, and regulations, with the implementation of the mitigation measures referenced in that document. The PWM/GWR EIR also identified that the Monterey Pipeline (referred to as the, “Alternative Monterey Pipeline” in the PWM/GWR EIR) would have a potentially significant impact due to temporary construction-related effects, however, this impact could be reduced to less than significant levels with the implementation of the mitigation measures identified in that document to ensure consistency with plans, policies, and regulations. These mitigation measures would be applicable to the proposed re-aligned segment of the Monterey Pipeline.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified a less than significant impact related to conflicts with approved land use plans, policies, or regulations.

### DISCUSSION

The proposed pipeline re-alignment would not result in new or substantially more severe significant impacts related to land use and planning. The pipeline re-alignment also would not contribute to

significant impacts related to land use and planning identified in the ASR EIR/EA and PWM/GWR EIR; therefore no mitigation is warranted. The potential environmental effects associated with the construction of the Monterey Pipeline were previously evaluated in connection with the PWM/GWR Project. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe impacts.

**a) No Impact:** Construction and operation of the pipeline would not physically divide an established community. The construction phase will be temporary. During operation, the pipeline and all appurtenances will be entirely underground.

**b) Less than Significant Impact:** The proposed re-aligned segment of the Monterey Pipeline is located in an area designated as Residential – Low Density in the City of Monterey General Plan and is zoned as Residential-1 on the City of Monterey Zoning Map. The re-aligned segment of the Monterey Pipeline would not conflict with existing uses. Construction activities would be temporary in nature and all project improvements would be installed within the existing road right-of-way. The minor re-alignment of a segment of the Monterey Pipeline would not result in any additional impacts beyond those previously identified in connection with the Monterey Pipeline.

**c) No Impact:** The proposed pipeline re-alignment is not located within any conservation plan area.

## 11. Mineral Resources

### EXISTING SETTING

The proposed re-aligned section of the Monterey Pipeline is not located in an area containing mineral resources; therefore a discussion of the existing setting is not included.

### CHECKLIST

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS

No potential impacts to mineral resources were identified in the ASR EIR/EA, Addendum No. 1 to the ASR EIR/EA, or the PWM/GWR EIR or the Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station.

### DISCUSSION

The proposed re-aligned section of the Monterey Pipeline would not result in any impacts to mineral resources and no mitigation is warranted.

**a and b) No Impact:** The proposed re-aligned section of the Monterey Pipeline is not located in an area of potential mineral resources; there, the proposed re-alignment would not impact mineral resources.

## 12. Noise

### EXISTING SETTING

The proposed re-aligned segment of the Monterey Pipeline is located in an existing residential area in the City of Monterey. Primary sources of existing noise are associated with existing vehicular traffic on adjacent roadways. Other sources of noise in the immediate vicinity of the proposed re-aligned segment of the Monterey Pipeline are primarily associated with existing residential uses.

### CHECKLIST

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	<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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS

The ASR EIR/EA identified significant noise impacts due to exposure of sensitive receptors to elevated noise and vibration levels during construction activities and increased noise levels during operational phases. Mitigation Measures NZ-1a, NZ1-b, NZ1-c, NZ1-d and NZ-2 were identified to reduce impacts to a less than significant level. In addition, Addendum No. 1 to the ASR EIR/EA identified a potentially significant impact resulting from the exposure of noise-sensitive land used to construction noise in excess of applicable standards. This impact would be reduced to less than significant with the implementation on Mitigation Measure NV-1a, Mitigation Measure NV-1b, Mitigation Measure NV-1c, and Mitigation Measure NV-1d.

The PWM/GWR EIR concluded that there would be a significant and unavoidable impact due to noise generated during construction of the Tembladero Slough diversion and Monterey Pipeline. Although the impact may not be reduced to less than significant levels, implementation of Mitigation Measure

NV-1a: Drilling Contractor Noise Measures, Mitigation Measure NV-1b: Monterey Pipeline Noise Control Plan for Nighttime Pipeline Construction, Mitigation Measure NV-1c: Neighborhood Notice, Mitigation Measure NV-1d: RUWAP Pipeline Construction Noise, Mitigation Measure NV-2a: Construction Equipment, and Mitigation Measure NV-2b: Construction Hours, would reduce the severity of the impact. The PWM/GWR EIR also identified that the Monterey Pipeline (referred to as the, "Alternative Monterey Pipeline" in the PWM/GWR EIR) would have a potentially significant impact due to temporary construction-related effects, however, this impact could be reduced to less than significant levels with the implementation of Mitigation Measure NV-1b: Monterey Pipeline Noise Control Plan for Nighttime Pipeline Construction and NV-1c: Neighborhood Notice. These mitigation measures would be applicable to the proposed re-aligned segment of the Monterey Pipeline; however, as noted previously, no nighttime construction is anticipated with the construction of the proposed re-aligned segment.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified a potentially significant impact resulting from the exposure of nearby residents to noise levels in excess of standards and a temporary increase in ambient noise. However, this impact could be reduced to less than significant levels with the implementation of Mitigation Measure NZ-1a: Prohibit Ancillary and Unnecessary Equipment During Nighttime Construction Activities, Mitigation Measure NZ-1b: Employ Noise-Reducing Construction Practices to Meet Nighttime Noise Standards, and Mitigation Measure NZ-1c: Prepare a Noise Control Plan, all of which are from the ASR EIR/EA. In addition, less than significant impact was found related to groundborne vibration, and an increase of permanent ambient noise levels.

## DISCUSSION

The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline. The pipeline re-alignment also would not contribute to significant impacts associated with noise identified in the ASR EIR/EA and PWM/GWR EIR; therefore no additional mitigation is warranted beyond what has previously been identified. The potential environmental effects associated with the construction of the Monterey Pipeline were previously evaluated in connection with the PWM/GWR Project. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe impacts. Existing mitigation applicable to the Monterey Pipeline would be applicable to the proposed re-aligned segment.

**a and d) Less Than Significant Impact with Mitigation:** Project construction would generate temporary increases in noise associated with the use of construction equipment. Project construction could result in the exposure of adjacent and nearby sensitive receptors to increased noise levels and ground-borne vibration beyond existing conditions. These impacts would, however, be temporary. In addition, adherence to standard construction noise measures would further reduce noise impacts, including reducing the severity of impacts on adjacent noise sensitive uses. As described above, Mitigation Measure NV-1b: Monterey Pipeline Noise Control Plan for Nighttime Pipeline Construction and NV-1c: Neighborhood Notice are applicable to the Monterey Pipeline. The implementation of this measure would ensure that the proposed re-alignment of a section of the Monterey Pipeline would not result in significant new impacts or an increase in severity of identified in the ASR EIR/EA and the PWM/GWR EIR. No additional mitigation would be necessary beyond those measures already identified in the ASR EIR/EA and the PWM/GWR EIR as described above. In addition, potential noise related effects associated with the Monterey Pipeline were previously accounted for in the PWM/GWR EIR; the modified alignment would not result in any new sources of construction noise.

**b) Less than Significant Impact:** The proposed pipeline re-alignment would not generate any groundborne vibration.

**c) No Impact:** The proposed pipeline re-alignment would not generate any permanent noise, as the pipeline and associated appurtenances would be entirely underground.

**e and f) No Impact:** The proposed pipeline re-alignment site is not located within two miles of a municipal airport or private airstrip and would not add new sensitive receptors to the site that would be exposed to existing or future nearby noise sources.

### 13. Population and Housing

#### EXISTING SETTING

The proposed pipeline re-alignment is located in the City of Monterey. The 2010 U.S. Census population of the City of Monterey was 27,810 persons, and the City’s housing stock contains 12,184 occupied residential units, resulting in an average household size of 2.28 persons per household.

#### CHECKLIST

	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)?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS

No potential impacts to population and housing were identified in the ASR EIR/EA, Addendum No. 1 to the ASR EIR/EA, the PWM/GWR EIR, or the Addendum to the ASR EIR/EA and the PWM/GWR EIR.

#### DISCUSSION

The proposed re-alignment of a portion of the Monterey Pipeline would not result in new or substantially more severe significant impacts related to population and housing and no mitigation is warranted.

**a-c) No Impact.** The proposed re-alignment of a portion of the Monterey Pipeline would not induce population growth, or displace existing housing or people.

### 14. Public Services

#### EXISTING SETTING

The proposed re-alignment of a portion of the Monterey Pipeline would not impact public services; therefore a discussion of the existing setting is not included.

**CHECKLIST**

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

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

No potential impacts to public services were identified in the ASR EIR/EA, Addendum No. 1 to the ASR EIR/EA, the PWM/GWR EIR, or the Addendum to the ASR EIR/EA and the PWM/GWR EIR.

**DISCUSSION**

The proposed re-alignment of a portion of the Monterey Pipeline would not result in new or substantially more severe impacts to public services and no mitigation is warranted.

**a) No Impact:** Implementation of the proposed re-alignment of a portion of the Monterey Pipeline would result in no new significant impacts resulting from new or altered governmental facilities, due to the fact that it is a component of a water conveyance system, and therefore would not increase the use of schools and parks, or increase the need for fire and police protection.

**15. Recreation**

**EXISTING SETTING**

The proposed re-alignment of a portion of the Monterey Pipeline would not impact recreational resources; therefore a discussion of the existing setting is not included.

**CHECKLIST**

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

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Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

No potential impacts to recreational resources were identified in the ASR EIR/EA, Addendum No. 1 to the ASR EIR/EA, the PWM/GWR EIR, or the Addendum to the ASR EIR/EA and the PWM/GWR EIR.

**DISCUSSION**

The proposed re-alignment of a portion of the Monterey Pipeline would not result in new or substantially more severe impacts to recreational resources and no mitigation is warranted.

**a and b) No Impact:** The proposed re-alignment of a portion of the Monterey Pipeline would not result in significant new impacts because there would be no direct or indirect increased use of parks or recreational facilities due to the proposed re-alignment of a portion of the Monterey Pipeline and no recreational facilities included in the proposed re-alignment of a portion of the Monterey Pipeline.

**16. Transportation and Traffic**

**EXISTING SETTING**

The proposed re-alignment of a portion of the Monterey Pipeline site is located on Irving Avenue and Spencer Street. The surrounding area is residential with normally light traffic patterns. The nearest major street is Lighthouse Avenue located four blocks to the northeast. The closest highways that would potentially be used for materials transport and by construction workers in transit to the project site are Highway 1 (about 2 miles to the southeast), and Highway 68 (about 0.75 miles to the southwest).

**CHECKLIST**

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

The ASR EIR/EA found the ASR Project would have the following less than significant impacts to traffic and circulation:

- temporary construction-related traffic increases,
- construction phase conflicts with bus service lines and temporary pathway/bikeway closures,
- increased traffic and level of service degradation from operational phases,
- an increased demand for parking.

No mitigation measures were required. Addendum No. 1 to the ASR EIR/EA did not identify any significant impacts related to traffic and transportation.

The PWM/GWR EIR concluded that there would be a less than significant impact due to construction-related traffic delays, safety, and access limitations, resulting from construction of the Product Water Pipeline and the Monterey Pipeline. This impact can be reduced to less than significant levels with the implementation of Mitigation Measure TR-2: Traffic Control and Safety Assurance Plan. The PWM/GWR EIR also found that there would be potentially significant impacts resulting from construction-related roadway deterioration and parking interference and that these impacts could be reduced to a less than significant level with the implementation of Mitigation Measure TR-3: Roadway Rehabilitation Program and Mitigation Measure TR-4: Construction Parking Requirements, respectively. The PWM/GWR EIR also identified that the Monterey Pipeline (referred to as the, “Alternative Monterey Pipeline” in the PWM/GWR EIR) would have a potentially significant impact due to temporary construction-related effects, however, this impact could be reduced to less than significant levels with the implementation of the Mitigation Measures TR-2L Traffic Control and Safety Assurance Plan, TR-3: Roadway Rehabilitation Program, and TR-4: Construction Parking Requirements. These mitigation measures would be applicable to the proposed re-aligned segment of the Monterey Pipeline.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified less than significant impacts related to conflicts with plans, policies, and a congestion management program.

## DISCUSSION

The proposed pipeline re-alignment would not result in new or substantially more severe significant impacts related to traffic and transportation. The pipeline also will not contribute to significant impacts related to traffic and transportation identified in the ASR EIR/EA and PWM/GWR EIR; therefore no mitigation is warranted. The potential environmental effects associated with the construction of the Monterey Pipeline were previously evaluated in connection with the PWM/GWR Project. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe impacts. Existing mitigation applicable to the Monterey Pipeline would be applicable to the proposed re-aligned segment.

**a and b) Less than Significant Impact with Mitigation:** The proposed re-alignment of a portion of the Monterey Pipeline would result in temporary increases in localized traffic during construction. The proposed change in the Monterey Pipeline alignment would not change the level of impacts to traffic discussed in the previous environmental documents, as the length of the pipeline will not change and the same construction methods would be used. In addition, overall construction duration is not anticipated to change due to the proposed minor modification to the existing pipeline alignment. Moreover, existing mitigation identified in the PWM/GWR EIR described above would be applicable to the proposed re-alignment segment. Therefore, the proposed re-alignment would not result in any new environmental effects beyond those previously identified in the existing environmental documentation.

Operation and maintenance of pipeline re-alignment would require minimal employee vehicle trips. For this reasons, the proposed pipeline re-alignment would not cause any new significant impacts beyond those identified in the ASR EIR/EA and the PWM/GWR EIR. The PWM/GWR EIR did not identify any potentially significant traffic-related impacts associated with the Monterey Pipeline (referred to as the "Alternative Monterey Pipeline" in the PWM/GWR EIR) and thus would not increase the severity of any previously identified significant impacts.

**c, d, f and g) No Impact:** Construction and operation of the pipeline re-alignment would not impact air traffic operations because the nearest airports are over three miles away. The pipeline re-alignment does not involve any construction within bike lanes or near any transit stops, and would not increase hazards based on a design feature or result in emergency access concerns. Parking areas would be accommodated on within the construction area on Irving Avenue and Spencer Street; therefore, there would be no significant parking or access impacts. In addition, CalAm will coordinate with residents within proximity of the site to ensure parking impacts are minimized.

**e) Less than Significant Impact with Mitigation:** Traffic control measures would be implemented during construction to minimize potential temporary construction impacts due to temporary road closure during construction. The implementation of Mitigation Measure TR 2: Traffic Control and Safety Assurance Plan would ensure impacts would remain less than significant.

## 17. Utilities and Service Systems

### EXISTING SETTING

The Monterey Regional Waste Management District manages the Monterey Peninsula's (including the site of the proposed re-alignment of a portion of the Monterey Pipeline) solid waste collection, disposal, and recycling system. It also receives most of Monterey County's sewage sludge. The Waste Management District operates the Monterey Peninsula Landfill and a transfer station. Any solid waste

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generated by Project construction or operation would be disposed of at the landfill or diverted for recycling or reuse at the materials recovery facility.

**CHECKLIST**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<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?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<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?	<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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

The ASR 1 EIR/EA identified a significant impact based upon temporary disruption of existing underground utilities (e., electricity, water, gas, sewers, and stormwater conveyance) during construction activities and identified that potential impacts would be reduced to a less than significant level through the implementation of Mitigation Measures PS-2 and PS-3. Addendum No. 1 to the ASR EIR/EA did not identify any significant impacts to utilities and service systems.

The PWM/GWR EIR found that there would be a significant impact related to utilities and service systems due to conflict with solid waste policies and regulations. This impact would be reduced to less than significant level with the implementation of Mitigation Measure PS-3: Construction Waste Reduction and Recycling Plan. The PWM/GWR EIR also identified that the Monterey Pipeline (referred to as the, "Alternative Monterey Pipeline" in the PWM/GWR EIR) would have a potentially significant impact due to temporary construction-related effects, however, this impact could be reduced to less than significant levels with the implementation of Mitigation Measure PS-3: Construction Waste Reduction and Recycling Plan. These mitigation measures would be applicable to the proposed re-aligned segment of the Monterey Pipeline.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified less than significant impacts related to the projects disposal needs and compliance with regulations related to solid waste.

**DISCUSSION**

The proposed pipeline re-alignment would not result in new or substantially more severe significant impacts to utilities and service systems. The pipeline re-alignment also would not contribute to significant impacts related to utilities identified in the ASR EIR/EA and PWM/GWR EIR; therefore no additional mitigation is warranted. The potential environmental effects associated with the construction of the Monterey Pipeline were previously evaluated in connection with the PWM/GWR Project. The re-alignment of a 0.44 mile segment of the Monterey Pipeline would not result in any additional environmental effects beyond those previously identified in connection with construction of the Monterey Pipeline. As a result, the proposed pipeline re-alignment would not result in new or substantially more severe impacts. Existing mitigation applicable to the Monterey Pipeline would be applicable to the proposed re-aligned segment.

**a-c, and e) No Impact:** No wastewater or storm water would be generated as a result of the proposed re-alignment of a portion of the Monterey Pipeline. The proposed pipeline re-alignment would be part of a water conveyance system. The proposed pipeline re-alignment would not result in any new significant impacts or increased severity of previously identified significant impacts from the ASR EIR/EA and PWM/GWR EIR.

**d) No Impact:** The proposed re-alignment of a portion of the Monterey Pipeline would not require additional water rights or entitlements. The re-aligned section would enable MPWMD and CalAm to fully exercise their existing water rights to divert excess flows from the Carmel River for injection into the ASR wells during wet weather periods. MPWMD and CalAm would be required to comply with all applicable permit conditions.

**f and g) Less than Significant with Mitigation:** Solid waste generated by construction was previously evaluated in the PWM/GWR EIR. The pipeline re-alignment would not generate any additional construction waste beyond what was previously disclosed in the PWM/GWR EIR. The re-alignment of a segment of the pipeline would not generate additional solid waste. The proposed pipeline re-alignment would not result in any new significant impacts nor would it increase the severity of impacts. Existing mitigation applicable to the Monterey Pipeline would be applicable to the proposed re-aligned segment.

**18. Mandatory Findings of Significance**

**CHECKLIST**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Does the project have the potential to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY OF IMPACTS IN PREVIOUS DOCUMENTS**

The ASR EIR/EA found that there would be less than significant cumulative impacts in all issue areas with the exception of NOx and PM10 emissions, noise and vibration generated during construction. Both of these cumulative significant impacts would be reduced to less than significant with the implementation of Mitigation Measure Cume-1: Coordinate with Relevant Local Agencies to Develop and Implement a Phased Construction Plan to Reduce Cumulative Traffic, Air Quality, and Noise Impacts. Addendum No. 1 to the ASR EIR/EA did not identify a cumulatively considerable impacts related to implementation of that project.

The PWM/GWR EIR found that there would be less than significant cumulative impacts in all issue areas with the exception of PM10 emissions, marine surface waters, and marine biological resources. The cumulative significant impact resulting from PM<sub>10</sub> emissions would be reduced to less than significant with the implementation of Mitigation Measure AQ-1, described in Section 3. Air Quality. The proposed re-alignment would not result in any additional air quality impacts beyond those previously identified in connection with the Monterey Pipeline. The cumulative significant impacts to marine resources would be reduced to less than significant with the implementation of Mitigation Measure HS-C/MR-C: Implement Measures to Avoid Exceedances over Water Quality Objectives at the Edge of the Zone of Initial Dilution.

The Addendum to the ASR EIR/EA and the PWM/GWR EIR for the Hilby Avenue Pump Station dated June 14, 2016 identified less than significant impacts related to the potential to degrade the quality of the environment, cumulative considerable impacts, and the potential to adversely affect humans.

**DISCUSSION**

**a-c) Less than Significant Impact:** The pipeline re-alignment would not substantially degrade or reduce wildlife species or habitat or impact historic resources, as identified in this analysis. The proposed re-aligned segment is located entirely within the road right-of-way in existing developed (i.e., paved) areas. Potential cumulative impacts associated with the pipeline re-alignment would primarily occur in connection with temporary construction-related effects, these effects have already been accounted for in previous environmental documents. As described above, a cumulative analysis for the PWM/GWR Project was performed in the PWM/GWR EIR, which included the ASR Project (Phases 1 and 2), and a cumulative analysis for the ASR Project was performed in the ASR EIR/EA and Addendum No. 1 to the ASR EIR/EA. Construction and operation of the pipeline re-alignment would not result in any adverse impacts on human beings, either directly or indirectly; potential impacts would be temporary in nature and mitigated through the implementation of mitigation measures (to the extent they are applicable)

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previously identified in the ASR EIR/EA and the PWM/GWR EIR. The pipeline re-alignment would not result in new significant impacts or substantially increase the severity of previously identified significant impacts in the ASR EIR/EA and the PWM/GWR EIR.

#### **IV. REPORT PREPARATION AND REFERENCES**

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