4.11 PUBLIC SERVICES, RECREATION, AND UTILITIES

This section assesses the proposed project's potential impacts on public services, utilities, and recreation. Public services within the proposed project area include law enforcement services, fire protection services, emergency medical services, schools, and recreation; utilities discussed include potable water service, wastewater service, solid waste facilities, and electricity and natural gas. Impacts related to water quality and stormwater/drainage infrastructure are addressed in **Section 4.8**, **Hydrology and Water Quality**.

Public and agency comments related to public services, utilities, and recreation were received during the public scoping period, and are summarized below:

- Evaluate potential impacts to public recreation access; and
- Evaluate potential impacts to public uses.

To the extent that issues identified in public comments involve potentially significant effects on the environment according to the CEQA and/or are raised by responsible agencies, they are identified and addressed within this EIR. For a complete list of public comments received during the public scoping period, refer to **Appendix A**, **NOP and Public Comment Letters.**

4.11.1 Environmental Setting

4.11.1.1 Police

The Monterey County Sheriff's Department's Patrol Division operates out of three stations. The proposed project site is in the unincorporated area of Monterey County and would be served from the Monterey County Sheriff's Office Coastal Station located in in Monterey on Aguajito Road. The station is responsible for the unincorporated areas of the Monterey Peninsula, including the City, Carmel Valley and approximately 90 miles of the Big Sur coastline south of Monterey. The Coastal Station's estimated response time is varied depending on the location, number of personnel on duty, and time of the call; however, the general range is five to ten minutes.

The California Highway Patrol has jurisdiction and law enforcement powers on all Monterey County roads and California State highways. The Highway Patrol is particularly concerned with enforcement of the vehicle code and other matters related to vehicle use such as traffic accidents. The Highway Patrol services the Coastal Division through its area office located in Salinas.

Within Carmel River State Beach, the State Parks employees provide maintenance, waste removal, and public safety/police patrol. The closest ranger station to the proposed project site is at Point Lobos, approximately one mile south. A minimum of one public service patrol ranger is stationed there at all times of the day and night to respond to emergency calls. The local district of State Parks office is located approximately 6½ miles north of the site at 2211 Garden Road, Monterey, CA 93940, where the full staff for all local parks is based.

4.11.1.2 Fire

The unincorporated Monterey County is within the Cypress Fire Protection District (CFPD). Under contract with the CFPD, the California Department of Forestry and Fire Protection (CAL FIRE) provides primary fire protection service to the vicinity of the proposed project site.

CAL FIRE provides primary fire protection service. The closest CAL FIRE station to the proposed project area is the Rio Road Station at 3775 Rio Road, Carmel, which is located approximately two miles east of the proposed project site (CAL FIRE, 2014). The Carmel Hill Forestry and CAL FIRE Station are located near the Highway 1 and westbound Highway 68 interchange. The station is approximately three miles north of the proposed project site. In addition, the City fire station (with secondary responsibility via a shared service agreement) is located ½-mile to the north.

4.11.1.3 Emergency Medical Services

The Monterey County Emergency Medical Services Agency is a Monterey County Health Department agency that incorporates over 100 participating agencies under one jurisdictional authority, including fire departments, ambulance companies, hospitals, and police departments (Monterey County Health Department, 2014). The closest major hospital is the Community Hospital of the Monterey Peninsula in Monterey.

4.11.1.4 Schools

The proposed project area is in the CUSD, a school district that encompasses the City, the unincorporated area surrounding Carmel, all of Carmel Valley, and Carmel Highlands. Three Kindergarten-5th grade schools, one 6th-8th grade middle school, one 9th-12th grade high school, a continuation high school, an adult school, and Child Development Center serving children aged 6 weeks to 11 years comprise the district.

There are two schools within ¼-mile of the proposed project area: Carmel River Elementary School and Junipero Serra School.

4.11.1.5 Recreation

The Carmel River State Beach is a 297-acre area, created by flood cycles and the meandering Carmel River that flows into the Pacific Ocean. The Carmel River State Beach features the Carmel River Lagoon and Wetland Natural Preserve, Ohlone Coastal Cultural Preserve, a mile-long beach, a lagoon restoration site, an organic agricultural farm with historic buildings, and a bird habitat that includes waterfowl and songbirds (State Parks, 2013a). Monastery Beach, also known as San Jose Creek Beach, is part of Carmel River State Beach, and is popular with scuba divers (State Parks, 2013b).

According to the Monterey County General Plan, almost 14% of the County's total land area is devoted to parks and recreational facilities operated and maintained by various agencies. Within the Carmel area, recreational activity is concentrated along the coastal strip. Point Lobos State Reserve, Carmel River State Beach, and the Scenic Road corridor along Carmel Point are the major recreation destinations. Both Point Lobos Reserve and Carmel River State Beach possess outstanding recreational values. These areas are used primarily for passive and low-intensity recreational pursuits including sightseeing, nature study, picnicking, sunbathing, hiking, bicycling, swimming, and fishing. Scenic Road is used mainly for pleasure driving and sightseeing as part of the tourist route from the City of Carmel to the Carmel Mission Basilica and Highway 1. It is also popular for walking, jogging, and bicycling. The near shore rocks and pocket beaches are used for scuba diving and tide pool exploration.

No official count of visitors to Carmel River State Beach is conducted; however, it is estimated that more approximately 100,000 to 200,000 people visit Carmel River State Beach every year. Since there is neither entrance station nor fee to use the parking lot and beach, it is difficult to compile an accurate

number of visitors. The State Beach is limited to day use and provides approximately 27 parking spaces, a bathroom, and shower.

The Carmel River State Beach hiking trail is a two-mile round trip hike that explores the river mouth, then travels the length of Carmel River State Beach, and heads south to Monastery Beach, named for the Carmelito Monastery located just across Highway 1 from the shore.

The City has a number of parks and outdoor recreation facilities, including: a 21.5-acre public beach and walkway, Mission Trail Park, Forest Hill Park, Piccadilly Park, and Devendorf Park. Maintenance of the parks is administered by the City's Forestry Commission.

The right of the public to all coastal tidelands is ensured by both the California Constitution and the Coastal Act of 1976. The Coastal Act requires the provision of maximum access and recreational opportunities consistent with the need to protect public safety, public rights, private property owners, and natural resources. It requires that new development provide public access from the nearest public roadway to the shoreline. New development is also required to maintain and enhance public access by minimizing local residential use of coastal access roads and recreation areas. Coastal access impacts are discussed in **Section 4.8**, **Land Use and Planning**. Bicycle paths and bikeways are discussed in **Section 4.11**, **Traffic and Circulation**.

4.11.1.6 Water Supply

The proposed project site is within the MPWMD and is responsible for issuing water connection permits for development within their boundaries and managing and regulating the use, reuse, reclamation, and conservation of water within its boundaries on the Monterey Peninsula. About 80% of the water collected, stored, and distributed within the MPWMD boundaries is done so by the Cal-Am, which serves approximately 95% of Monterey Peninsula residents and businesses. Cal-Am is a privately owned and operated water company with a system capacity regulated by the MPWMD. Water supplied by Cal-Am is obtained from wells in the Carmel Valley and Seaside aquifers and from the Los Padres and San Clemente Reservoirs located on the Carmel River.

4.11.1.7 Wastewater

Wastewater treatment facilities in the Carmel area include septic tank/leach field on site systems, package wastewater treatment plants, and sanitary district sewer service. CAWD provides wastewater collection, treatment and disposal services to the areas of Carmel-by-the-Sea, Carmel Valley, and Carmel Highlands, including the residential area adjacent to the proposed project area. CAWD is also responsible for the maintenance and operation of the sewer system within its wastewater management district borders.

Wastewater is carried by the CAWD collection system to CAWD pump stations. The wastewater is subsequently conveyed from these pump facilities to the CAWD wastewater treatment facility located within the proposed project study area.

4.11.1.8 Solid Waste

Solid waste collection at the Carmel River State Beach is maintained by the State Parks staff. Within the City, solid waste collection and disposal services are provided by GreenWaste. Waste is transported to the Monterey Peninsula Landfill and Recycling Facility in the City of Marina, which is operated by the Monterey Regional Waste Management District (MRWMD). This facility serves the solid waste and

recycling needs of an estimated 170,000 residents. The landfill operates six days per week and is permitted to receive 3,500 tons of waste per day. The landfill has a remaining capacity of approximately 48.5 million cubic yards and is expected to reach its permitted capacity in 2161 (MRWMD, 2013). The landfill receives approximately 300,000 tons of waste per year, which averages to less than 1,000 tons of waste per day (MRWMD, 2013). Among other things, the facility accepts basic solid waste, liquid waste, and sewage sludge (biosolids), wood waste, yard waste, concrete, brick, rock, asphalt, tires, appliances, furniture, plastics, and boats. In addition to typical waste management, the MRWMD also operates a Materials Recovery Facility (MRF), which targets materials brought in from self-haul loads and commercial wastes, construction and demolition debris, wood waste, and yard waste. This facility diverts an estimated 64% of all incoming material. The facility also has off-site local recycling centers that collect household recyclables (glass, aluminum, paper, and plastics).

4.11.1.9 Natural Gas and Electricity

Nearly all the supplemental energy used in Monterey County is non-renewable petroleum and natural gas. Pacific Gas & Electric (PG&E) operates a grid distribution system that transmits electricity with a vast network of transmission and distribution lines throughout the service area to the users. Most of the electricity that PG&E distributes throughout Monterey County is obtained from the Moss Landing Power Plant. The Moss Landing Power Plant generates over 2,500 megawatts of electricity. According to the CEC, total energy consumption in California in 2005 was approximately 272,464 x 10^6 kilowatt hours. Monterey County's average annual energy consumption in 2005 was approximately 2,539 x 10^6 kilowatt hours, which represents less than 1% of total electricity consumption in California.

4.11.2 Regulatory Environment

4.11.2.1 Federal and State

BUILDING CODES

The Uniform Fire Code published by the International Fire Code Institute and the Uniform Building Code (adopted in California as the CBSC) published by the International Conference of Building Officials both prescribe performance characteristics and materials to be used to achieve acceptable levels of fire protection.

The 2013 CalGreen Standards Code in Title 24, CCR requires newly constructed buildings to divert from landfills at least 50% of the construction materials generated by a project (CalGreen Standards, CCR Sections 4.408 and 5.408). In addition, certain additions and alterations to non-residential buildings or structures shall also recycle and/or salvage for reuse a minimum 50% of the nonhazardous construction and demolition debris (CalGreen Standards, CCR Section 5.713).

SAFE DRINKING WATER ACT

The Safe Drinking Water Act is the primary Federal law, administered by the EPA, which regulates the quality of drinking water and establishes standards protecting public health and safety. The California Department of Health Services (DHS) implements the Safe Drinking Water Act and oversees public water system quality statewide, establishing legal drinking water standards for contaminates that could threaten public health.

CALIFORNIA PUBLIC UTILITIES COMMISSION

The CPUC is responsible for ensuring that investor-owned (private) water, energy, and telecommunications utilities deliver safe, clean, and reliable services to their customers at reasonable rates. The CPUC adopts Rules of Practice and Procedure and issues General Orders to regulate various aspects of rates, services, facilities, and the safety and financial practices of utilities, including provisions regarding water quality. All major investment projects must be approved in advance by the CPUC after undergoing CEQA review.

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT OF 1989

The California Integrated Waste Management Board (CIWMB) was created to oversee, manage, and track waste generated in California. The authority and responsibilities of the CIWMB were promulgated in AB 939 and SB 1322, which were signed into law as the California Integrated Waste Management Act of 1989 (PRC, Division 30). The California Integrated Waste Management Act, as modified by subsequent legislation, mandated all California cities and counties to implement programs to reduce, recycle, and compost at least 50% of wastes by 2000 (PRC Section 41780). In January 2010, the CIWMB changed its name to the Department of Resources, Recycling, and Recovery (CalRecycle).

AB 341, which amends the Integrated Waste Management Act of 1989 and was adopted by the California legislature in October 2011, directs CalRecycle to adopt a State policy that actively seeks to achieve a goal of diverting 75% of solid waste from landfills by 2020. The new legislation focuses largely on commercial waste generators, as this sector was identified as the most in need of improved waste management. AB 341 does not alter the 50% diversion mandate; rather, it is a "legislative declaration of policy" to guide CalRecycle's administration of the California Integrated Waste Management Act.

A jurisdiction's diversion rate is the percentage of total generated waste it diverts from disposal through source reduction, reuse, and recycling programs. The State determines compliance with the 50% diversion mandate through a complex formula. Use of the formula requires cities and counties to conduct empirical studies to establish a base-year waste generation rate against which future diversion is measured. The diversion rate in subsequent years is determined through deduction instead of direct measurement. Rather than counting the amount of material recycled and composted, the city or county tracks the amount of material disposed of at landfills and then subtracts that amount from the base-year amount; the difference is assumed to be diverted (PRC Section 41780.2).

CALIFORNIA COASTAL ACT

The Coastal Act was enacted by the State Legislature in 1976 to provide long-term protection of the State's 1,100-mile coastline for the benefit of current and future generations. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the CCC or the local government. The Coastal Act includes specific policies (see Division 20 of the PRC) that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. An analysis of the proposed project's consistency with the Coastal Act is contained in **Section 4.9**, **Land Use and Planning**.

UTILITY NOTIFICATION REQUIREMENTS

California law (Government Code Section 4216 et seq.) requires owners and operators of underground utilities to become members of, participate in, and share the costs of a regional notification center.

Underground Service Alert North (USA North) is the notification center for the proposed project area. USA North receives planned excavation reports and transmits the information to all participating members that may have underground facilities at the location of excavation. The USA members will then mark or stake their facility, provide information, or give clearance to dig (USA North, 2013).

4.11.2.2 Regional/Local

MONTEREY COUNTY INTEGRATED WASTE MANAGEMENT REQUIREMENTS

The Monterey County Integrated Waste Management Plan incorporates relevant provisions of the CalGreen Standards, which the County has adopted. Diversion rates related to construction are from the CalGreen Standards. Section 5.408.1 of the code requires non-residential projects to recycle and/or salvage for reuse a minimum of 50% of nonhazardous construction and demolition waste. Further, Section 5.408.3, excavated soil and land clearing debris, requires that 100% of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled (unless the vegetation or soil is contaminated with disease or pest infestation). CalRecycle reviews the Monterey County Integrated Waste Management Plan every five years, most recently in December 2012. The latest update to the Integrated Waste Management Plan will ensure compliance with all current regulatory and reporting requirements.

RELEVANT PLANNING DOCUMENTS

The 1982 Monterey County General Plan, Carmel Area Land Use Plan, Carmel Area Coastal Implementation Plan, Point Lobos State Reserve and Carmel River State Beach General Plan, CCA, and California PRC contain a variety of policies related to preservation and protection of scenic resources. Please refer to **Section 4.9, Land Use and Planning** for a description of these regulations and plans, and **Appendix C, Applicable Land Use Plans, Policies, and Regulations Consistency Analysis for the Carmel Lagoon Project** for a list of relevant policies and the consistency analysis.

4.11.3 Impacts and Mitigation

4.11.3.1 Thresholds of Significance

In accordance with Appendices G and F of the State CEQA Guidelines, the project would have a significant impact on public services, utilities, and recreation if it would:

a. Result in substantial adverse physical impacts associated with the provision of, or the 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 public services such as fire protection, police protection, schools, parks, or other services;

b. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or

c. Be out of compliance with Federal, State, and local statutes and regulations related to solid waste.

d. 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; or

e. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

f. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

g. 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.

h. Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.

i. Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

j. Includes the wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, maintenance, and/or demolition activities that cannot be feasibility mitigated.

4.11.3.2 Impact Analysis Overview

APPROACH TO ANALYSIS

This impact analysis focuses on the potential for project construction or operations to directly affect public services, utilities, and recreation. Potential effects related to wildland fire hazards are evaluated in **Section 4.7**, **Hazards and Hazardous Materials**. Potential construction-related effects on emergency access and access to schools and recreational facilities are addressed in **Section 4.12**, **Traffic and Transportation**.

Operational impacts affecting public services, utilities (solid waste disposal), and parks (and recreational facilities) considers whether proposed project implementation affects the ability of fire, police or emergency services, schools, parks and recreational facilities, and solid waste disposal facilities to maintain acceptable service or other performance objectives, resulting in the need for new or expanded facilities or deterioration of existing park facilities.

AREAS OF NO IMPACT

The proposed project would not result in impacts related to some of the significance criteria, as explained below. Impact analyses related to the other criteria are addressed in the following section.

(b, c) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs or be out of compliance with Federal, State, and local statutes and regulations related to solid waste. (No impact during operation of the proposed project). The operation of the proposed EPB and SRPS project components would not result in the creation of any solid waste or materials that would require landfill disposal and therefore, would not be out of compliance with any applicable solid waste regulations. Thus, the significance criteria (b) and (c) related to solid waste and applicable regulations associated with the proposed project operations are not applicable to the proposed project and are not discussed further.

(d) 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. (No impact during operations of the proposed project). The proposed project would not result in the increased use of

existing neighborhood and regional parks or other recreational facilities because the proposed project would not permanently increase the local population or employees, such that there would be an increase in use that substantial physical deterioration of facilities would occur. Thus, the significance criterion (d) related to the deterioration of existing recreational facilities resulting from the operations of the proposed project is not applicable to the proposed project and is not discussed further.

(f) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. (No impact during construction or operations of the proposed project). The proposed project would not produce any wastewater requiring treatment. Impacts related to water quality and stormwater/drainage infrastructure are addressed in **Section 4.8**, **Hydrology and Water Quality**. Thus, the significance criterion (f) related to wastewater is not applicable to the proposed project and is not discussed further.

(g) Require or result in the construction of new water or wastewater facilities or require the expansion of existing facilities, the construction of which could cause significant environmental effects. (No impact during construction or operations of the proposed project). The proposed project would not produce any wastewater during construction or operation that would require the construction of any new facilities or the expansion of existing facilities. Thus, the significance criterion (g) related to water and wastewater facilities are not applicable to the proposed project and are not discussed further.

(h) Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements. (No impact during operations of the proposed project). The operation of the proposed project does not require any water supply. Thus, the significance criterion (h) related to operational water supply is not applicable to the proposed project and is not discussed further. Construction-related water supply is discussed in **Impact PS-4**.

(i) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's demand in addition to the provider's existing commitments. (No impact during construction or operations of the proposed project). The proposed project would not produce any wastewater requiring treatment. Impacts related to water quality and stormwater/drainage infrastructure are addressed in **Section 4.8**, **Hydrology and Water Quality**. Thus, the significance criterion (i) related to wastewater capacity is not applicable to the proposed project and is not discussed further.

4.11.3.3 Impacts and Mitigation Measures

Impact PS-1: <u>Construction Public Services Demand</u>. Construction of the proposed EPB and SRPS project components and implementation of the proposed ISMP project component would not result in public service demands for fire and police protection services, schools, or parks that would result in the need for new or physically altered facilities to maintain service capacity or performance objectives. (Criteria a and d) (EPB: Less-than-Significant) (SRPS: Less-than-Significant) (ISMP: Less-than-Significant) (Project Overall: Less-than-Significant)

The proposed project would entail construction activities at the proposed EPB and SRPS project components sites and implementation of the activities outlined in the proposed ISMP project component, which would not result in a demand for school or park services. During these activities, incidents requiring law enforcement, fire protection, or emergency services may occur. Any such calls for service would be provided by CAL FIRE, Monterey County Sheriff's Department, and State Parks rangers. Any temporary increase in incidents would not be expected to exceed the capacity of local

service providers to a degree that would require new or expanded facilities that would result in significant physical environmental impacts.

The construction of the proposed EPB and SRPS project components would require a total of up to approximately 25 daily construction workers during the 3 – 7 month construction period that would be dispersed between the two construction sites. While it is possible that some workers might temporarily relocate from other areas, the proposed project would not substantially increase the local population such that it would lead to an increased demand for public services. Any temporary increase in the local population during project construction would be negligible, and resulting public service demand could be accommodated by existing service providers. The implementation of the proposed ISMP project component would not require any new permanent employees. It is expected that the employees would be existing, local employees of the County.

The construction of the proposed EPB and SRPS project components and implementation of the proposed ISMP project component may discourage use of the Carmel River State Beach and temporarily result in the use of other recreational areas in the vicinity; however, the temporary use of other recreational areas in the vicinity would not result in the overuse and subsequent deterioration of those areas. Thus, impacts to public services during construction would be less-than-significant.

Impact Conclusion

Based on the above analysis, construction of the proposed EPB and SRPS project components and implementation of the proposed ISMP project component would not result in significant impacts on public services. Any demand for public services would be met through existing service providers without the need for new or physically altered governmental facilities to maintain existing service levels. Therefore, this is a less-than-significant impact, and no mitigation measures would be required.

Impact PS-2: <u>Construction Landfill Capacity</u>. Construction of the proposed EPB and SRPS project components would result in generation of solid waste; however, the solid waste would be disposed at a landfill with sufficient permitted daily and overall capacity to accommodate the proposed project's solid waste disposal needs. (Criterion b) (EPB: Less-than-Significant) (SRPS: Less-than-Significant) (ISMP: No Impact) (Project Overall: Less-than-Significant)

<u>PROPOSED ECOSYSTEM PROTECTION BARRIER PROJECT COMPONENT</u>

The construction of the proposed EPB project component would generate approximately 1,000 cubic yards of excess spoils and construction debris. Most construction debris would consist of spoils, rock, and other excavated materials. Much of the excavated materials and construction waste would be diverted for recycling and reuse. In the absence of project-specific debris management measures and waste diversion estimates, this analysis conservatively assumes that all excess spoils and construction debris would be disposed of at the MRWMD Landfill.

The Monterey Peninsula Landfill is permitted to receive 3,500 tons of waste per day. The landfill has an estimated remaining capacity of 48,560,000 cubic yards and an expected life of approximately 100 years (CalRecycle, 2013). According to the MRWMD, the landfill receives an average of approximately 300,000 tons per year, or less than 1,000 tons per day (MRWMD, 2013).

Therefore, the waste generated by the proposed EPB project component, in combination with the landfill's average acceptance rate of less than 1,000 tons per day, would be well below the daily permitted capacity of 3,500 tons. In addition, the total amount of excess spoils and construction debris

generated by the proposed EPB project component represents less than 0.01% of the landfill's remaining capacity. Construction of the proposed EPB project component would have a less-than-significant impact on landfill capacity.

PROPOSED SCENIC ROAD PROTECTION STRUCTURE PROJECT COMPONENT

The construction of the proposed SRPS project component would result in excavating sand on-site; however, the sand would remain on-site and no excess spoils or significant amount of construction debris are anticipated. Construction of the proposed SRPS project component would have a less-than-significant impact on landfill capacity.

Proposed Interim Sandbar Management Plan Project Component

The proposed ISMP project component would also result in the excavation of sand on-site. Sand moved as part of the proposed ISMP project component would remain on site and no construction debris would result from the proposed ISMP project component as no structure is proposed as part of this component. Therefore, the proposed ISMP project component would have no impact on landfill capacity. Implementation of the proposed ISMP project component would not result in the creation of any solid waste or materials that would require landfill disposal and therefore, would not be out of compliance with any applicable solid waste regulations.

Impact Conclusion

The proposed EPB project component's estimated construction-related solid waste disposal would not exceed the current landfill permitted daily solid waste acceptance rate and would contribute less than 1% of that daily rate. The proposed SRPS project component would balance cut and fill on-site and would not produce a significant amount of construction debris. The proposed ISMP project component would not result in any construction debris and sand moved as a result of the proposed ISMP project component would remain onsite. The total amount of construction-related solid waste disposal would be only 0.01% of the total permitted capacity remaining in the landfill. The impact is less-than-significant and no mitigation is required.

Impact PS-3: Construction Solid Waste Policies and Regulations. Construction of the proposed EPB and SRPS project components would potentially conflict with State and local statutes, policies, and regulations related to solid waste. (Criterion c) (EPB: Less-than-Significant with Mitigation) (SRPS: Less-than-Significant) (ISMP: Less-than-Significant) (Project Overall: Less-than-Significant with Mitigation)

The County must comply with State-mandated reductions in solid waste generation under the California Integrated Waste Management Act of 1989, which requires all California cities and counties to implement programs to reduce, recycle, and compost at least 50% of waste. Facilities in violation of these requirements are fined and could lose their permits to operate if the specified reductions are not met. Consistent with the State mandate, the County requires that 50% of inert solids and 100% of non-inert materials be diverted from landfills. As discussed above in **Section 4.11.2**, **Regulatory Environment**, AB 341 directed CalRecycle to adopt a State policy requiring cities and counties to develop strategies for achieving the goal to divert 75% of solid waste from landfills by 2020. However, AB 341 is explicit in that jurisdictions are not legally required to achieve the 75% diversion goal at this time. In addition, CalGreen Standards requires a 50% diversion of construction waste. Currently, local jurisdictions do not consistently enforce these waste diversion requirements upon individual construction projects.

PROPOSED ECOSYSTEM PROTECTION BARRIER PROJECT COMPONENT

Construction of the proposed EPB project component would generate approximately 1,000 cubic yards of construction debris that would be composed primarily of spoils, rock, and other excavated materials. Construction waste materials generated by the proposed EPB project component could make it difficult for the County to achieve solid waste diversion goals and other local regulations. While suitable soil excavated during construction would be used to backfill trenches and restore work areas, if all of these excavated materials were disposed at a landfill, the proposed project would potentially be out of compliance with State and local solid waste programs resulting in a significant impact. Implementation of **Mitigation Measure PS-3 (Construction Waste Reduction and Recycling Plan)** would reduce the impact to a less-than-significant level. This mitigation measure would require the preparation and implementation of a construction waste reduction and recycling plan identifying the types of debris the proposed project would generate and describing the manner in which these waste streams would be handled to comply with State and local solid waste statutes and regulations.

PROPOSED SCENIC ROAD PROTECTION STRUCTURE PROJECT COMPONENT

Construction of the proposed SRPS project component would produce a small amount of construction debris. Disposal of construction waste materials generated by the proposed SRPS project component would comply with State and local solid waste programs resulting in a less-than-significant impact.

PROPOSED INTERIM SANDBAR MANAGEMENT PLAN PROJECT COMPONENT

Implementation of the proposed ISMP project component may produce a minimal amount of waste. Any waste produced by the implementation of the proposed ISMP project component would be disposed with in a manner that complies with State and local solid waste programs resulting in a less-than-significant impact.

Impact Conclusion

Construction-generated solid waste disposal at a landfill may be out of compliance with State and local waste diversion policies and goals, resulting in a significant impact. Implementation of **Mitigation Measure PS-3** would reduce the potentially significant solid waste impact to a less-than-significant level.

Mitigation Measure

Mitigation Measure PS-3: Construction Waste Reduction and Recycling Plan (Applies to EPB project component). The construction contractor(s) shall prepare and implement a construction waste reduction and recycling plan identifying the types of construction debris the EPB project component will generate and the manner in which those waste streams will be handled. In accordance with the California Integrated Waste Management Act of 1989, the plan shall emphasize source reduction measures, followed by recycling and composting methods, to ensure that construction and demolition waste generated by the proposed project is managed consistent with applicable statutes and regulations. In accordance with the CalGreen Standards and local regulations, the plan shall specify that all trees, stumps, rocks, and associated vegetation and soils, and 50% of all other nonhazardous construction and demolition waste, be diverted from landfill disposal. The plan shall be prepared in coordination with the MRWMD and be consistent with the County's Integrated Waste Management Plan. Upon project completion, the County shall collect the receipts from the contractor(s) to document that the waste reduction, recycling, and diversion goals have been met.

Impact PS-4: <u>Water Supply During Construction</u>. Construction activities associated with the proposed EPB and SRPS project components would require water, but supply is sufficient and would not require new or expanded entitlements. (Criterion h) (EPB: Less-than-Significant) (SRPS: Less-than-Significant) (ISMP: No Impact) (Project Overall: Less-than-Significant)

The construction activities for the proposed EPB and SRPS project components that may require water include: 1) dust suppression along disturbed surfaces, 2) minimal concrete mixtures, 3) compaction, and 4) landscape establishment including erosion seed mixture spraying. The proposed project proposes to use recycled water for these purposes, and the CAWD has indicated that recycled water can be made available for construction purposes. Therefore, new or expanded entitlements are not needed.

These minor increases in water use would not affect existing water supply entitlements, nor would they require new or expanded entitlements. This is a less-than-significant impact.

Implementation of the proposed ISMP project component would not require any water supply; therefore, the proposed ISMP project component would have no impact.

Impact Conclusion

Some of the activities associated with the construction of the proposed EPB and SRPS project components would require a temporary water supply, which is proposed recycled water provided by CAWD. These minor increases in water use would not affect existing water supply entitlements, nor would they require new or expanded entitlements. This is a less-than-significant impact and no mitigation is required. Implementation of the proposed ISMP project component would have no impact.

Impact PS-5: <u>Public Services Demand During Operation</u>. Operation of the proposed EPB and SRPS project components would not result in public service demands for fire and police protection services, schools, or parks that would result in the need for new or physically altered facilities to maintain service capacity or performance objectives. (Criterion a) (EPB: Less-than-Significant) (SRPS: Less-than-Significant) (ISMP: No Impact) (Project Overall: Less-than-Significant)

The implementation of the proposed EPB and SRPS project components would consist of periodic operation and maintenance activities at proposed project sites. Maintenance and operation of the proposed EPB and SRPS project components infrastructure facilities would not result in demand for school or park facilities, and any demand for fire and/or police protection services would be minor and would not be expected to exceed the capacity of local service providers to a degree that would require new or physically altered public facilities that would result in significant physical environmental impacts.

The implementation proposed EPB or the SRPS project components would not require any new permanent employees. It is expected that the employees would be existing, local employees of the County, and the proposed project would not result in an increase in population that would generate new public service demand (refer to **Chapter 6**, **Section 6.8**, **Effects Found Not to be Significant, Population and Housing**). Thus, impacts to public services during operation of the proposed EPB and SRPS project components would be less-than-significant.

Impact Conclusion

Based on the above analysis, operation and maintenance of the proposed EPB and SRPS project components would not result in significant impacts on public services. Any demand for public

services would be met through existing service providers without the need for new or physically altered governmental facilities to maintain existing service levels. Therefore, this is a less-than-significant impact, and no mitigation measures would be required.

Impact PS-6: <u>Energy Use During Construction and Operation</u>. The proposed project would not include the wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance activities that cannot be feasibility mitigated. (Criterion j) (EPB: Less-than-Significant) (SRPS: Less-than-Significant) (ISMP: Less-than-Significant) (Project Overall: Less-than-Significant)

According to Appendix F of the State CEQA Guidelines, an EIR shall evaluate the potentially significant energy implications of a project. For the purposes of CEQA, a project would have a significant effect if it includes the wasteful, inefficient and unnecessary consumption of energy during project construction, operation, maintenance, and/or demolition activities that cannot be feasibility mitigated.

The proposed project would result in both direct and indirect energy consumption. Indirect energy consumption includes: 1) energy consumed by construction vehicles and energy used for construction materials, such as asphalt, steel, concrete, pipes and manufactured or processed materials, such as lumber and metal; and 2) energy consumption related to proposed project land uses (i.e., vehicular traffic). Direct energy demands are associated with the on-site uses. The following analysis has been prepared in accordance with the recommendations contained in Appendix F of the State CEQA Guidelines; both direct and indirect energy demands are described and represent less-than-significant impacts.

<u>INDIRECT ENERGY CONSUMPTION</u>

The construction of the proposed EPB and SRPS project components would result in indirect energy consumption due to construction equipment and materials. The primary energy demand during construction would be associated with the use of gasoline and diesel-powered mobile construction equipment and use of automobiles to transport workers and materials to and from the construction site. Electricity would also be used for construction lighting, field services, and electrically driven construction devices such as air compressors, pumps and other equipment. The construction of the proposed EPB and SRPS project components would result in indirect energy consumption in connection with the production of building materials and use of construction equipment. The energy consumption for construction would not result in long-term depletion of non-renewable energy resources and would not permanently increase reliance on energy resources that are not renewable.

Construction activities would not reduce or interrupt existing electrical or natural gas services due to insufficient supply. The construction of the proposed EPB and SRPS project components would not interrupt existing local PG&E service, and proposed project-related construction electricity demands would be too small to have a significant effect on PG&E's energy delivery systems or resources. Construction activities would not significantly constrain local or regional energy supplies, require additional capacity, or substantially affect peak and base periods of electrical demand.

The operation of the proposed project would result in indirect energy consumption as a result of post-construction traffic (i.e., operational traffic, although minimal), as well as energy use in connection with the production of building materials and use of construction equipment.

At this time, information regarding specific type and quantity of building materials and the construction electricity demand is not known for the proposed EPB and SRPS project components. Although the proposed project would result in increased indirect energy consumption, the amount of transportation

fuel and potential electricity use required for proposed project operation is not considered an inefficient or wasteful use of energy. In addition, the proposed project itself would not cause individuals and/or site occupants to use their vehicles; vehicle use is a function of personal choice. Indirect energy use does not represent the wasteful, inefficient or unnecessary consumption of energy.

DIRECT ENERGY CONSUMPTION

The operation and maintenance of the proposed project would result in the ongoing consumption of energy including the use of electricity for pumps, miscellaneous lighting, automated controls, and maintenance equipment. The proposed SRPS and ISMP project components do not have any electrical components that would result in the increase in energy use. The primary components of the proposed project that would result in new operational electricity demand include the two 100-horsepower (hp) pumps and one 50-hp pump for the operation of the proposed EPB project component. The proposed EPB project component would require additional electrical energy as compared to site's existing energy consumption; however, this increase is minimal and the electrical power would be provided directly from the PG&E grid that has adequate capacity to supply the proposed EPB project component demands (i.e., the necessary power can be produced by existing electricity generating facilities and delivered by existing electricity transmission lines).

Impact Statement

The energy consumption for construction would not result in long-term depletion of non-renewable energy resources and would not permanently increase reliance on energy resources that are not renewable. Construction activities would not significantly constrain local or regional energy supplies, require additional capacity, or substantially affect peak and base periods of electrical demand. The proposed SRPS and ISMP project components do not have any electrical components that would result in the increase in energy use. The proposed EPB project component would require additional electrical energy as compared to EPB site's existing energy consumption; however, this increase is minimal and the electrical power would be provided directly from the PG&E grid that has adequate capacity to supply the proposed EPB project component demands (i.e., the necessary power can be produced by existing electricity generating facilities and delivered by existing electricity transmission lines). Therefore, the construction and operation of the proposed project would not result in the consumption of energy such that existing supplies would be substantially constrained nor would it result in the unnecessary, wasteful, or inefficient use of energy resources. This is a less-than-significant impact and no mitigation measures are required.

Impact PS-7: Construction or Expansion of Recreational Facilities. The construction of the proposed project and operation of the proposed project component would not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. (Criterion e) (EPB: No Impact) (SRPS: Less-than-Significant) (ISMP: Less-than-Significant) (Project Overall: Less-than-Significant)

The preliminary 30% plans for the proposed EPB and SRPS project components do not include new recreational facilities or expansion of existing recreational facilities. The proposed EPB project component site does not currently contain public recreational facilities or public access (e.g., stairs, trails, etc.) due to its habitat reserve designation. Therefore, the construction and operation of the proposed EPB project component would not require new or expansion of existing recreational facilities that would result in adverse physical impacts to the environment. The proposed ISMP project

component would involve construction activities on the beach that may temporarily confine or restrict public use and access, but would not impact existing beach access or use in the long-term. Therefore, this is a less-than-significant impact.

The proposed SRPS project component would not require the construction or expansion of recreational facilities that might result in adverse physical effects to the environment. The purpose of the proposed SRPS project component would be to prevent erosion of the bluff below Scenic Road by preventing erosion at the bluff's toe of slope. Above the top of the revetment, the slope would be permanently planted with native species appropriate to the coastal strand and dune habitats, and maintained to control erosion. Currently, the proposed SRPS project component is designed to be buried by beach sand under normal conditions, and exposed only during high-flow conditions, after which natural, seasonal beach processes would be allowed to rebury the structure. For the majority of the year, access from the staircases off Scenic Road and parking lot would be available. The northern terminus deflects river flows away from the very innermost (northerly) part of Stewart's Cove. As such, it is anticipated that beach access would be available in that area (please refer to **Figure 3.1-5** depicting a photo simulation of the proposed SRPS project component). Beach width and access points may change during winter and flood conditions with implementation of the proposed SRPS project component; however, this occurs during existing conditions. There would be occasional flooding of the parking lot during large coastal storms and flooding would be possible when Lagoon water levels are at or near the base flood elevation. However, this also occurs under existing conditions. As a result, public access to the beach would not be significantly affected by the proposed SRPS project component and the existing access points would be available most of the year. Therefore, new or expansion of existing recreational facilities would not be required and this is a less-than-significant impact.

Impact Conclusion

The preliminary 30% plans for the proposed EPB and SRPS project components do not include new recreational facilities or expansion of existing recreational facilities. The proposed EPB project component site does not currently contain public recreational facilities or public access (e.g., stairs, trails, etc.) due to its habitat reserve designation. Therefore, the construction and operation of the proposed EPB project component would not require new or expansion of existing recreational facilities that would result in adverse physical impacts to the environment. The proposed ISMP project component would involve construction activities on the beach that may temporarily confine or restrict public use and access, but would not impact existing beach access or use in the long-term. Therefore, this is a less-than-significant impact. Public access to the beach at the proposed SRPS project component site would not be significantly affected by the proposed SRPS project component and the existing access would be available most of the year. Therefore, new or expansion of existing recreational facilities would not be required and this is a less-than-significant impact.

4.11.4 References

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