

The analysis of public services and utilities in the vicinity of the project site includes an evaluation of the potential impacts to fire protection, law enforcement, schools, parks and recreation, libraries, and utilities with implementation of the proposed project. The evaluation is based on data and information collected from available documentation and personal communication with the Monterey County Regional Fire Protection District, Monterey County Sheriff's Office, Washington Union Elementary, Spreckels Union, and Salinas Union High School Districts, Monterey County Parks Department, California Water Company, California Utilities Service, Central Coast Regional Water Quality Control Board, and Monterey Regional Waste Management District.

### 3.10.1 ENVIRONMENTAL SETTING

#### PUBLIC SERVICES

##### **Fire Protection Services**

Fire protection service at the project site would be provided by the Monterey County Regional Fire Protection District (MCRFPD). The MCRFPD provides firefighting, rescue, and emergency medical service to approximately 24,000 residents district-wide. The MCRFPD service area consists of approximately 250 square miles of predominantly rural and agricultural land uses, in addition to the community of Spreckels. In 2007, the MCRFPD responded to 1,373 incidents, 42.0 percent of which were associated with medical emergencies (Urquides 2008).

The MCRFPD staff consists of 35 full-time employees and 15 volunteer firefighters (Urquides 2008). The full-time firefighters are trained as emergency medical technicians, and the volunteer firefighters are trained as first responders. All personnel receive specific training on wildland fire control.

The MCRFPD consists of three fire stations: the Toro Station (Station #1) located at 19900 Portola Drive, Salinas; the Chualar Station (Station #2) located at 24281 Washington Street, Chualar; and the Laureles Station (Station #3) located at 31 Laureles Grade, Salinas. The administrative office is located at 201 Monterey-Salinas Highway/State Route 68 in Monterey.

Station #1 would serve the project site. The response area for Station #1 includes the Toro Park, Serra Village, Toro Hills, Indian Springs, The Bluffs, and Las Palmas subdivisions. Station #1 has an engine company staffed with a captain, a lieutenant, and two full-time firefighters on duty each day. According to the Monterey County Regional Fire Protection District, the average response time to the project site would be approximately 3–4 minutes (Urquides 2008).

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#### **Law Enforcement Services**

##### Monterey County Sheriff's Office

The Monterey County Sheriff's Office is the main provider of law enforcement services to the unincorporated areas of Monterey County. Uniformed patrol, crime investigation, and crime prevention are some of the main duties of the Sheriff's Office. The Sheriff's Office has 95 deputies, 16 sergeants, and three commanders assigned to patrol duties. The sheriff's mission is to protect the life and property of citizens in Monterey County and to operate the County jail.

The Sheriff's Office has three patrol stations: the Central Station (formerly the Salinas Station) located at 1414 Natividad Road, Salinas; the Coastal Station located at 1200 Aguajito Road, Monterey; and the South County Station located at 250 Franciscan Way, King City. The closest patrol station to the project site is the Central Station. The Central Station currently has 49 deputies (out of an allotment of 54) to provide coverage for the northern third of Monterey County including the unincorporated communities of Castroville, Aromas, Los Lomas, Pajaro, Toro Park, Spreckels, Prunedale, and Chualar. According to the Sheriff's Office, due to the size of the patrol area and unknown location of a deputy at any given time, it would be too speculative to determine a specific response time to the project site. However, an estimated time would be 20–25 minutes (Crozier 2008).

##### California Highway Patrol

The California Highway Patrol (CHP) has jurisdiction and law enforcement powers on all County roads and state highways. The CHP enforces the vehicle code and responds to other matters related to vehicle use such as traffic accidents. The CHP services the Toro area from its substation located at 19055 Portola Drive near the City of Salinas.

##### Monterey County Parks Department

The Monterey County Parks Department rangers are authorized to enforce park ordinances, protect park property, and maintain the peace within the county's parks. They have jurisdiction in Toro County Park and have a cooperative agreement with the Sheriff's Office for penal code violations and arrests within the park.

#### **Schools**

Washington Union Elementary School District and Spreckels Union School District are the primary education providers to the project site, while secondary education is provided by Salinas Union High School District. Within the Washington Union Elementary School District there are three schools: Toro Park Elementary, Washington Elementary, and San Benancio Middle School. Within Spreckels Union School District there are two schools: Spreckels Elementary and Buena Vista Middle School. Salinas Union High School District serves the project site and contains eleven schools, but Salinas High School is the only

high school serving the project site. **Table 3.10-1** provides enrollment data for all applicable schools in the Washington Union Elementary, Spreckels Union, and Salinas Union High School Districts.

**TABLE 3.10-1  
ENROLLMENT DATA FOR WASHINGTON UNION ELEMENTARY,  
SPRECKELS UNION, AND SALINAS UNION HIGH SCHOOL DISTRICTS (SCHOOL YEAR 2007–2008)**

SCHOOL	SCHOOL YEAR 2007–2008			
	GRADES	ENROLLMENT	PUPIL/TEACHER RATIO	AVERAGE CLASS SIZE
<b>WASHINGTON UNION ELEMENTARY SCHOOL DISTRICT</b>		<b>961</b>	<b>23.97</b>	<b>23.97</b>
Toro Park Elementary	K–3	395	19.7	19.7
Washington Elementary	4–5	227	28.25	28.25
San Benancio Middle School	6–8	339	28.25	28.25
<b>SPRECKELS UNION SCHOOL DISTRICT</b>		<b>888</b>	<b>21.5</b>	<b>21.5</b>
Spreckels Union Elementary	K–5	562	22.48	20.0 (K-3) 30.0 (4-5)
Buena Vista Middle School	6–8	326	27.0	27.0
<b>SALINAS UNION HIGH SCHOOL DISTRICT</b>		<b>13,572</b>	<b>28.89</b>	<b>28.0</b>
Salinas High School	9–12	2,549	28.0	28.0

Source: California Department of Education 2008

According to Washington Union Elementary School District, the student generation rate is 0.4 students per residential unit and schools in the district are currently at or near the maximum capacity of 980 students with 961 students enrolled, but are experiencing declining enrollment (Palmer 2008). According to Spreckels Union School District, the current student generation rate is approximately 0.5 per residential unit (Kahn 2007).

Spreckels Union School District has the capacity to serve approximately 696 students and is currently serving 888 students, requiring that 192 students be accommodated by interim portable facilities (SUSD 2006; Flournoy 2008). According to the Salinas Union High School District, the current generation rate is 0.24 students per residential unit (Luna 2008). The school board has stated that Salinas High School has a maximum capacity of 1,620 students. During the 2007–2008 school year, the school was beyond capacity by approximately 929 students with an enrollment of 2,549 students (Luna 2008).

**Parks and Recreation**

Toro County Park

The Monterey County Parks Department owns and operates the 4,789-acre Toro County Park located along State Route 68 at Portola Drive. Toro County Park and Portola Drive divide the project site into two sections, the western and eastern parcels. Toro County Park provides 17 miles of nature and equestrian trails; maintains an organized youth group camping area that will accommodate approximately 100 people; maintains an environmental nature center; provides several large group day use picnic areas and a championship cross county track/trail; and has nearly 350 picnic tables for day use. Toro

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County Park also encompasses an equestrian staging area for public use and a horse rental facility.

#### **Bureau of Land Management Public Land**

The Bureau of Land Management (BLM) owns approximately 7,200 acres of public land on the former Fort Ord, which is located on the northern side of State Route 68. This public land includes 50 miles of trails and is open daily from dawn to dusk. Approximately 75,000 people visit the BLM land each year. The primary activity is mountain biking, followed closely by hiking and then horseback riding. Most recreational activities take place in the eastern/southeastern portion of the property. Hiking and horseback riding activity is generally concentrated near Toro Estates and Portola Road adjacent to State Route 68.

#### **UTILITIES**

##### **Potable Water**

Most water users within the Toro Area Plan planning area obtain potable water from private wells or wells owned and operated by water service providers. The project site is located within the jurisdiction of California Water Service Company (Cal Water). According to Kleinfelder (2008), Cal Water will serve water to the proposed project under the provisions of the rules, regulations, and tariffs of the California Public Utilities Commission (CPUC).

##### **Wastewater Treatment**

Wastewater treatment service for the project site would be provided by California Utilities Service, which has a sewer treatment plant located at 16625 Reservation Road in Salinas. California Utilities Service has a valid waste discharge permit issued by the California Regional Water Quality Control Board (RWQCB). This discharge permit was granted by the RWQCB on February 9, 2007. The permit allows California Utilities Service to collect, treat, store, and discharge up to 300,000 gallons per day. The current capacity of the facility is 300,000 gallons per day and the average use in 2007 was 220,000 gallons per day. Using the average single-family home wastewater generation rate of 250 gallons per day per household (Adcock 2005), the facility has the capacity to accommodate approximately 320 additional single-family residences. However, according to California Utilities Service nine single-family residences in the Oaks Subdivision have secured connection to the facility, leaving an available capacity to accommodate approximately 311 single-family residences. Implementation of other plans that occur prior to the proposed project may have the potential to diminish the facility's capacity. According to California Utilities Service, payment of connection fees secures connection to the facility provided the estimated wastewater generated does not exceed the capacity of the facility (Adcock 2008).

**Solid Waste Service**

Solid waste collection service at the project site would be provided by the Carmel Marina Corporation, a local division of Waste Management, and delivered to the Monterey Regional Waste Management District (MRWMD) landfill located north of the City of Marina. The MRWMD landfill receives solid waste disposal and sewage sludge, recovers recycling materials, and safely recycles or disposes of household hazardous waste for the many cities on the Monterey Peninsula. The MRWMD landfill currently has a permit capacity of 3,500 tons per day and receives an average of 750 tons per day. The facility was recently re-engineered to have a total capacity of 48 million tons, of which 40 million tons are remaining. The expanded capacity will enable the district to provide service through the year 2107 (Shedden 2008).

OTHER UTILITIES

Gas and electrical services for the proposed project are provided by Pacific Gas & Electric (PG&E), whose local office is located at 2311 Garden Road in the City of Monterey. A multitude of local and long distance phone service providers serve the project site. Installation of telephone infrastructure would be through AT&T California. Comcast Digital Cable is the cable provider for the project site.

**3.10.2 REGULATORY SETTING**

STATE REGULATIONS

**California Integrated Waste Management Act**

In order to counteract the increase in waste and the decrease in landfill capacity, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000.

The act further requires every city and county to prepare two documents to demonstrate how the mandated rates of diversion would be achieved. The first document is the Source Reduction and Recycling (SRR) Element describing the chief source of the jurisdiction's waste, the existing diversion programs, and the current rates of waste diversion and new or expanded diversion programs intended to implement the act's mandate. The second document is the Household Hazardous Waste (HHW) Element, which describes what each jurisdiction must do to ensure that household hazardous wastes are not mixed with regular non-hazardous solid waste and deposited at a landfill.

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#### **School Facilities Act of 1998**

The School Facilities Act of 1998, also known as SB 50, provides state funding for new school construction projects that can satisfy specific criteria, including eligibility due to growth, Division of State Architect plan approval, and California Department of Education site approval. However, the act also limits the maximum amount of impact fees that can be charged by school districts as mitigation for new residential, commercial, and industrial construction. Further, if the maximum amount is insufficient to meet their established policies, cities and counties are prohibited from imposing additional conditions to bring the development application into conformity with the established policies. The act also prohibits local agencies from denying a development application on the basis of a person's refusal to provide school facilities mitigation that exceeds the fee amount and refusing to approve any legislative or adjudicative act on the basis that school facilities are inadequate.

#### LOCAL REGULATIONS

#### County of Monterey

#### **Monterey County General Plan**

#### Policies

- 47.2.1 The County shall impose a housing impact fee on all new residential development in districts, which demonstrate overcrowded classroom conditions for the purpose of funding interim school facilities.
- 51.2.2 County parks should be developed and distributed equitably, where feasible, in terms of population, geographic location, and recreation needs.
- 54.1.1 The County shall require provision of sewage treatment plan facilities for residential development within areas of development concentrations.
- 55.1.1 The County shall support the adopted Solid Waste Management Plan to achieve solid waste management objectives.
- 56.1.1 The County shall, when planning for development, provide for utility corridor rights-of-way.
- 56.2.1 The County shall, in accordance with the Monterey County Subdivision Ordinance, require that all new utility lines be placed underground.

**Toro Area Plan**

- 46.3.1 The County shall encourage the use of crime prevention methods such as sequential house numbering and non-repetitive street naming in subdivision design.
- 47.2.2 Emergency access and facilities within the Toro area should be improved.
- 54.1.5 To ensure cost-effective and adequate levels of wastewater treatment, the County shall promote relatively higher densities in areas where wastewater treatment facilities can be made available.

**Monterey County Health Department, Environmental Health Bureau**

The mission of the Environmental Health Bureau is to prevent environmental hazards from occurring and to protect the public and resources from environmental hazards when they occur. The agency is responsible for reviewing proposed subdivision projects and single-family dwellings for water and sewage feasibility.

**3.10.3 IMPACTS AND MITIGATION MEASURES**

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring a project’s environmental impacts are based on CEQA Guidelines and standards used by the County of Monterey. For the purposes of this Draft EIR, impacts are considered significant if:

- 1) They result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other objectives for:
  - a. Police or fire protection;
  - b. School facilities; or
  - c. Parks.
- 2) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- 3) Result in the construction of new or expansion of existing water or wastewater treatment facilities.
- 4) Result in the construction of new or expansion of existing stormwater drainage facilities.
- 5) Exceed wastewater treatment capacity.
- 6) Exceed landfill capacity or prohibit compliance with federal, state, or local statutes and regulations for solid waste disposal.

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#### METHODOLOGY

Available information pertaining to public services was reviewed during this analysis including, but not limited to, the *Monterey County General Plan* (Monterey County 1982) and the *Toro Area Plan* (Monterey County 1983). PMC contacted the Monterey County Sheriff's Office and the Monterey County Regional Fire Protection District to gather information on existing fire and police facilities, staffing for the planning area, and response times. In addition, Washington Union Elementary, Spreckels Union, and Salinas Union High School Districts were contacted to obtain information on the educational facilities.

#### PROJECT IMPACTS AND MITIGATION MEASURES

##### **Fire Protection Service and Police Protection Service**

**Impact 3.10-1** Implementation of the proposed project would result in increased demand on fire protection and police protection service. However, the increase in demand on police and fire services would not be considered substantial enough to warrant new or expanded facilities in order to maintain service ratios, response times, or other objectives for these public agencies. Any additional staffing or equipment needs associated with the proposed project would be compensated through property taxes collected from the new residential units. In addition, the Monterey County Regional Fire Protection District requires new construction to pay a fire mitigation fee based on square footage to contribute toward equipment costs. Therefore, this would be considered a **less than significant impact**.

The proposed project would introduce 212 residential units and increase the population, which would subsequently increase the demand on the Monterey County Sheriff's Office and the Monterey County Regional Fire Protection District. The proposed project is anticipated to increase the population by approximately 670 persons, based on the average household size of 3.15 in Monterey County (U.S. Census Bureau 2006).

The Monterey County Sheriff's Office Central Station and Station #1 of the Monterey County Regional Fire Protection District would provide police and fire protection service to the project site. According to the Monterey County Sheriff's Office, the response time to the project site is too speculative due to the location of the officer on the beat and the size of the patrol area. However, an estimated time would be 20 to 25 minutes (Crozier 2008). According to the Monterey County Regional Fire Protection District, the average response time to the project site would be approximately 3 to 4 minutes (Urquides 2008).

The proposed project would increase the number of calls to the Monterey County Sheriff's Office and the Monterey County Regional Fire Protection District. However, the increase in demand on police and fire services would not be considered substantial enough to warrant new or expanded facilities in order to maintain service ratios, response times, or other



objectives for these public agencies. Any additional staffing or equipment needs associated with the proposed project would be compensated through property taxes collected from the new residential units. In addition, the Monterey County Regional Fire District requires new construction to pay a fire mitigation fee based on square footage to contribute toward equipment costs. As the increase in demand would not result in physical environmental effects, impacts to police and fire protection would be considered **less than significant**. No mitigation measures are necessary.

### School Facilities

**Impact 3.10-2** Implementation of the proposed project would result in an increase in the number of students attending schools within Washington Union Elementary School District, Spreckels Union School District, and Salinas Union High School District. However, the project applicant shall be required to pay developer fees as part of the permit approval process and in accordance with Policy 47.2.1 of the *Monterey County General Plan*. Pursuant to Section 65996 (3)(h) of the California Government Code, payment of these fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Therefore, this impact would be considered a **less than significant impact**.

The proposed project has the potential to increase student enrollment in the Washington Union Elementary, Spreckels Union, and Salinas Union High School Districts with the development of residential uses. According to the Monterey County Assessors Office, primary-school-age students residing on Lots #1 through #137 would be within the Washington Union Elementary School District; students residing on Lots #138 through #146 and the 66 clustered homes on Parcel E would be within the Spreckels Union School District; and all high school students residing on the project site would be within the Salinas High School boundary.

Using Washington Union Elementary School District’s current student generation rate of 0.4 students per residential unit and 137 residential units (Lots #1 through #137), the proposed project would increase the student population in the Washington Union Elementary School District by approximately 55 students. Based on Spreckels Union School District’s student generation rate of 0.5 students per residential unit and 75 residential units (Lots #138 through #146 plus 66 clustered units on Parcel E), the proposed project would increase the student population within the Spreckels Union School District by approximately 38 students. Using Salinas Union High School District’s generation rate of 0.24 students per residential unit and 212 residential units, the proposed project would add approximately 51 students to Salinas High School.

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Funding for new public schools comes primarily from state funds, bonds, general funds, capital facilities funds, and developer impact fees. Staff funding is provided by the State of California based on average daily attendance counts. Funds to build needed school facilities are provided by existing developer school fees. The project applicant is required to pay developer fees as part of the permit approval process and in accordance with Policy 47.2.1 of the *Monterey County General Plan*. Use of these fees is restricted to capital expenditures directly attributable to student enrollment caused by new development. These expenditures include, but are not limited to, planning, design, and construction of new school facilities; expansion or reconfiguration of existing facilities; improvement of existing facilities; site acquisition; provision of interim housing and/or portable classrooms; and safety and security (SUSD 2007). When two school districts share a boundary, as is the case with Spreckels Union School District and the Salinas Union High School District, the developer fee is pro-rated between the two districts using locally agreed upon percentages. According to the 2006 Developer Fee Study prepared for the Spreckels Union School District and Salinas Union High School District, the elementary school districts can collect up to 69.23 percent of the statutory fee (SUSD 2006), while the high school district can collect up to 30.77 percent of the statutory fee (Aguillon 2008).

If state funding is available, a level II fee may be issued. Pursuant to Section 65595.5 of the California Government Code, “a level II fee is assessed if a school district (i) makes a timely application to the State Allocation Board (“SAB”) for new construction funding, (ii) conducts a School Facility Needs Analysis, and (iii) satisfies at least two of the four requirements set forth in Section 65995.5 (b)(3) (e.g., district has “substantial enrollment” or has reached maximum bonding capacity).” As of April 29, 2008, the level II fees for Salinas Union High School District are assessed at the maximum rate of \$2.01 per square foot of residential development. These level II fees became effective on September 26, 2007. Salinas Union High School District and Spreckels Union School District currently split a level I developer fee that is currently capped at \$2.63 per square foot of residential development. This split gives \$1.82 per square foot for residential development to Spreckels Union School District and \$0.81 to Salinas Union High School. A level I fee of \$0.47 per square foot of commercial is shared between both districts (Salinas Union High School District and Spreckels Union School District). As of May 23, 2008, the commercial fee was set at \$0.47 per square foot. Due to this change, Salinas Union High School District receives \$0.14 per square foot and Spreckels Union School District receives \$0.33 per square foot (Aguillon 2008). Washington Union Elementary School District shares a boundary with Salinas Union High School District, but the fees are not prorated between the two districts. Washington Union Elementary School District collects its own fees of \$1.55 per square foot for residential development and \$0.25 per square foot for commercial development (Graham 2008). However, these fees may fluctuate in the future.

The project applicant would be required to pay the school fees applicable at the time of permit issuance. Pursuant to Section 65996 (3)(h) of the California Government Code, payment of these fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or

development of real property, or any change in governmental organization or reorganization.” Therefore, the impact to schools in Washington Union Elementary, Spreckels Union, and Salinas Union School Districts would be considered a **less than significant impact**. No mitigation measures are necessary.

### **Increased Demand for Park Services/Facilities**

**Impact 3.10-3** Implementation of the proposed project would increase population in the area, which would result in an increased demand for park services. Based on existing *Monterey County Subdivision Ordinance* procedures for park mitigation, impacts related to increased demand for park services are considered **significant**.

Section 19.12.010.J.1 of the *Monterey County Subdivision Ordinance* (Monterey County 2000) requires that prior to approval of the Vesting Tentative Map, the Board of Supervisors shall determine upon recommendation by the Monterey County Parks Department Director whether land, in-lieu fees, or a combination of land and fees shall be dedicated and/or paid by the project applicant. This process ensures that the project applicant provides adequate compensation to accommodate the increase in demand for local parks.

Typically, parkland is divided into two classifications: local and regional. Local parks provide opportunities for urban recreation in urban environments and are maintained and operated by the Monterey County Parks Department. In contrast, regional parks provide more rural or wilderness recreation opportunities and are maintained and operated by the Monterey Peninsula Regional Park District (MPRPD). These two types of parks have different funding sources. The Monterey County Parks Department relies on entrance and reservation fees, land donations, parkland acquisition grants, concessionaire revenues, and special event fees to fund land acquisitions and operations. According to the MPRPD, the increased demand for regional parks is also met through collection of property taxes (Donofrio 2006).

Projects with more than 50 dwelling units must comply with Section 19.12.010-Recreations Requirements, of the *Monterey County Subdivision Ordinance, Title 19, Monterey County Code*, by dedicating land and recreation improvements in accordance with the provisions contained in Section 19.12.010D. According to the State of California’s mandated Quimby Act, a minimum of 3 acres of parkland per 1,000 residents is required to be dedicated. According to Monterey County Parks Department, the average household size is three persons, which for the proposed 212 dwelling units would result in a dedication of 1.908 acres of land for on-site park and recreation improvements.

According to Section 19.12.010E.1 of the *Monterey County Subdivision Ordinance*, if there is no park or recreational facility designated in the General Plan to serve the immediate and future needs of the residents of the subdivision, the subdivider shall either dedicate land in the amount provided in Section 19.12.010D [*Monterey County Subdivision Ordinance*] or pay a fee in lieu of dedication equal to the value of the land

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prescribed for dedication in Section 19.12.010D and in an amount determined in accordance with the provisions of Section 19.12.010G. According to Section 19.12.010G [*Monterey County Subdivision Ordinance*], the amount of the fee shall be based on the estimated fair market value of the unimproved land being subdivided and the estimated fair market value of the land. The fair market value shall be as determined by the County Assessor at the time of final map or parcel map approval. Whether the County accepts land dedication or elects to require the payment of a fee in lieu of, or a combination of both, shall be determined by consideration of the following [Section 19.12.010H *Monterey County Subdivision Ordinance*]:

1. Policies, standards, and principles for park and recreation facilities in the General Plan;
2. Topography, geology, access, and location of land in the subdivision available for dedication;
3. Size and shape of the subdivision and land available for dedication;
4. Feasibility of dedication;
5. Compatibility of dedication with the General Plan; and
6. Availability of existing local or regional previously acquired park property within a reasonable distance from the subdivision.

Additionally, Section 19.12.010.J.1 [*Monterey County Subdivision Ordinance*] requires that prior to approval of the Vesting Tentative Map, the Board of Supervisors shall determine upon recommendation by the Monterey County Parks Department Director whether land, in-lieu fees, or a combination of land and fees shall be dedicated and/or paid by the project applicant. Because the proposed project consists of more than 50 single-family dwelling units and the potential increase in use of the park by the neighboring residents, the Monterey County Parks Department has stated that at a minimum, the proposed project shall require on-site park dedication pursuant to Section 19.12.010 (D) of Monterey County Title 19 and the payment of in-lieu fees is not an option for the proposed project. The amount of on-site parkland required would be approximately 2 acres (0.003 acres/person x 3.15 persons/dwelling unit x 212 dwelling units = 2.003 acres of parkland). According to the proposed Vesting Tentative Map, no dedication of parkland is proposed, which would be considered a **significant impact**. However, the proposed project includes approximately 600 acres of open space easements, which could be modified to accommodate the required dedication of parkland. Implementation of the following mitigation measure would reduce this impact to a less than significant level.

Mitigation Measure

**MM 3.10-3** Prior to approval of final improvement plans, the project applicant shall modify the site plan to include and dedicate a minimum of 2 acres of on-site parkland to serve project residents. The parkland dedication must include recreational facilities for all age groups and be located strategically throughout the subdivision (within ¼ mile of clusters of residential units) to promote use by residents of the subdivision. Parks shall be “neighborhood scale” (0.50 to 1.0 acre in size).

Implementation of the above mitigation measure would ensure that the proposed project’s increased demand for local parkland would be accommodated through dedication of on-site parkland. According to the MPRPD, the increased demand for regional parks would be met through collection of property taxes on the proposed residential units (Donofrio 2006). No further mitigation measures would be necessary.

**Effects on Existing Park and Recreation Facilities**

**Impact 3.10-4** Implementation of the proposed project would require alterations of existing park facilities and may impact and/or conflict with facilities in the vicinity of the existing County park entrance roadway. This would be considered a **potentially significant impact**.

Implementation of the proposed project would require alterations to existing park facilities in order to accommodate the construction of Ferrini Ranch Road and to create the primary access point to the project site as discussed in detail under **Impact 3.12-2**. The location of the proposed roadway and access point would conflict with Caltrans design standards and a portion of the championship cross-country track/trail located at Toro County Park as shown in **Figure 2-7**. These conflicts would result in the need to alter some existing park facilities, including relocating the entrance gate and kiosk, providing additional entrance lanes, security measures, and the realignment of the cross-country course. These alterations would result in short- and long-term impacts as discussed in more detail below.

Short-Term Construction Impacts

Construction of the roadway improvements would result in short-term physical impacts with respect to biological resources, grading and drainage, air quality, and noise. With respect to impacts to biological resources, removal of trees would be the primary physical impact. Although the number of trees to be removed has been estimated, implementation of mitigation measures **MM 3.3-6a** and **MM 3.3-6b** would require preparation of a site-specific tree removal and replacement plan, prior to issuance of permits for the trail improvements, that is consistent with Section 21083.4(b) of the CEQA Guidelines and Section 21.64.260 of the *Monterey County Zoning Ordinance*, as well as the

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implementation of protection fencing around groups of remaining trees, which would reduce the impacts to coast live oak trees to a **less than significant** level.

The proposed alterations would also involve grading activities, which have been included in the total grading quantities for the entire project and are identified as Ferrini Ranch Road–Parks (5,700 cubic yards and 5,000 cubic yards) on the *Vesting Tentative Map Preliminary Grading Data* prepared by Whitson Engineers in March 2010. The grading activities could potentially result in erosion and localized drainage impacts. Furthermore, these grading activities may result in subsequent short-term air quality, greenhouse gas, and noise impacts from the generation of dust and particulates and the use of heavy construction and earth-moving equipment. Implementation of mitigation measures **MM 3.5-5a** and **MM 3.5-5c** would require preparation of an erosion control plan and a stormwater pollution prevention plan (SWPPP), which would ensure that sediments are minimized, and to retain native vegetation as much as possible. The construction-generated air quality, greenhouse gas, and noise impacts would be similar to those identified in **Impacts 3.2-1, 3.2-5, 3.11-1, and 3.13-1**.

These improvements would be subject to implementation of mitigation measures **MM 3.2-1, MM 3.5-5a, MM 3.11-1a, MM 3.11-1b, MM 3.11-1c, MM 3.11-1d and MM 3.13-1**, which would ensure that short-term impacts associated with air quality emissions, erosion, and noise are reduced to a **less than significant impact**. No further mitigation measures necessary.

#### Long-Term Operational Impacts

The proposed new roadway, Ferrini Ranch Road, on existing parkland as shown in **Figure 2-7** would provide primary access to Lots #13 through #137 (including Open Space Parcel A) and would be accessed via the existing Portola Drive interchange near the entrance to Toro County Park. This roadway would provide access to approximately 90 percent of the residential units proposed. The Monterey County Parks Department has expressed concerns that this roadway would impact the park entrance circulation pattern, create non-park-related congestion, require the realignment of the existing championship cross-country trail, pose park-related security issues, and result in both physical and policy-related conflicts. Specifically, the County Parks Department is concerned that improvements associated with the subdivision may result in an increase in usage of Toro County Park by users (such as subdivision residents) who could more easily avoid park entrance fees once the subdivision is in place.

#### Circulation Pattern at Project Entrance

The proposed alignment of the roadway would add vehicle trips to the existing interchange ramps and park entrance, which has existing constraints, especially during holidays and special events as identified under **Impact 3.12-2**. As further discussed in **Section 3.12, Transportation and Circulation**, there are existing traffic-related issues at the entrance to Toro County Park during certain holidays and special events, especially Easter Sunday.

According to the Traffic Impact Analysis (**Appendix G**), the increase in trips that the proposed project would generate at the entrance of Toro County Park would result in the Portola Drive/State Route 68 Westbound Ramp intersection operating at unacceptable levels of service during the weekday AM peak hour under Cumulative Project Conditions (and during holidays and special events). The project's contribution to cumulative traffic operations is considered significant, as identified in **Impact 3.12-5**. Traffic improvements identified in **Section 3.12** (mitigation measures **MM 3.12-1a**, **MM 3.12-1b**, **MM3.12-1c**, **MM 3.12-2a**, **3.12-2b**, and **MM 3.12-5**) would ultimately improve traffic operations at this location to acceptable levels of service under cumulative conditions and would also improve queuing capacity at the park entrance once the project is constructed.

Due to the close proximity of the proposed Ferrini Ranch Road starting point to the Portola Drive/State Route 68 interchange, this proposed roadway would be subject to Caltrans standards. Implementation of mitigation measure **MM 3.12-2b** would require that the roadway be located a minimum of 500 feet from the interchange, consistent with Caltrans standards. However, implementation of this mitigation measure would relocate the proposed roadway beyond the existing park entrance and kiosk, which would trigger the need to alter and relocate these existing park facilities. Alteration of existing park entrance facilities as identified in mitigation measure **MM 3.12-2b** would result in the need to alter the existing cross-country course alignment and cause additional security concerns, which are addressed below. These effects would be considered **potentially significant impacts** of the project. Implementation of the following mitigation measures would reduce impacts to the park entrance circulation pattern to a **less than significant** level.

#### Mitigation Measure

**MM 3.10-4a** Prior to approval of final improvement plans, the project applicant shall modify the site plan to locate the alignment of Ferrini Ranch Road consistent with Caltrans and Monterey County requirements as required under mitigation measure **MM 3.12-2b**. The project applicant shall include on the final improvement plans all necessary improvements to all park facilities. In addition to the requirements of mitigation measure **MM 3.12-2b**, park entrance improvements shall ensure that realignment of the championship cross-country course is completed as required by mitigation measure **MM 3.10-4b** and that security measures to prohibit illegal entrance to park property are incorporated into the design as required by mitigation measure **MM 3.10-4c**. Final improvement plans shall be subject to review and approval by the Monterey County Planning, Public Works, and Parks Departments; the State Parks Official of Grants and Local Services (OGALS); and the U.S. Department of the Interior, National Park Service (NPS).

Implementation of the above mitigation measure will ensure, through performance standards, that all necessary park facility improvements are included in the final improvement plans. Therefore, the proposed project's impact to the park entrance

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circulation would be reduced to a **less than significant** level. Additional measures would be necessary to mitigate impacts to the existing cross-country course and security, which are discussed in more detail below.

#### Realignment of Cross-Country Course

The proposed location of Ferrini Ranch Road would require realignment of the existing CCS Championship cross-country course. As this is a well-established regional course with documented high school, junior college, and track club records and race times going back to the 1980s, altering the course will affect this aspect of the existing community use of Toro County Park. The realignment of this course will require that the championship status of the track be re-attained through standardized running times over a period of approximately five years. In addition, realignment of the course will result in the physical removal of trees and require grading for the route, which would be considered a **potentially significant impact**. These physical environmental impacts would be similar to those discussed above under short-term construction impacts. Implementation of mitigation measures **MM 3.2-1, MM 3.3-6a, MM 3.3-6b, MM 3.5-5a, MM 3.5-5c, MM 3.11-1a, MM 3.11-1b, MM 3.11-1c, MM 3.11-1d, and MM 3.13-1** would reduce these impacts to a **less than significant** level.

The effect on the status of the course as a CCS Championship track, however, is a significant secondary effect of its physical alteration. To address the operational effects on the course, the following mitigation is required.

#### Mitigation Measure

**MM 3.10-4b** All alterations or realignment of the cross-country course shall be completed between seasons to avoid disruption of competition. The course shall be designed to meet the requirements of the California Interscholastic Federation, Central Coast Section (CIF-CCS) for use as a competition site.

Implementation of the above mitigation measure will mitigate the secondary effects of course alteration to a **less than significant** level by avoiding disruption to this facility.

#### Security

The proposed project includes Ferrini Ranch Road on existing park property and new residential units adjacent to park property. These areas would provide alternate routes for the public to easily access park facilities without paying the entrance fees. As the park is funded in part by these fees, this access could result in a potential loss of revenue. In addition, it would allow trespassers to have uncontrolled access to the park during non-operational hours, which could pose safety and security risks. Therefore, this would be considered a **potentially significant impact** to the existing park facility. Implementation of the following mitigation measure would reduce this impact to a less than significant level.



Mitigation Measure

**MM 3.10-4c** Prior to approval of final improvement plans, the project applicant shall include measures to ensure that illegal or uncontrolled access to park property is minimized to the extent feasible. These measures may include gating the entrance to Ferrini Ranch Road, providing security fencing along the portion of Ferrini Ranch Road that is within the park boundaries, eliminating convenient “drop-off” areas outside the park entrance.. In addition, the CC&Rs for the subdivision shall clearly identify that unauthorized access to park property or park use outside of operating hours is a violation.

Implementation of the above mitigation measure would minimize the potential for unauthorized access to the park via Ferrini Ranch Road and the project site by including measures to deter trespassing to the extent feasible. The proposed project’s impact on the security of Toro County Park would be reduced to a **less than significant** level through these measures and performance standards.

**“Take” of Parkland and Alteration of Park and Recreation Facilities**

**Impact 3.10-5** Implementation of the proposed project, specifically construction of the proposed Ferrini Ranch Road, would require a “take” of approximately 3.37 acres of parkland that is currently used for the public benefit and contributes beneficially to the local human environment. This take is considered a **potentially significant impact**.

Implementation of the proposed project would include the development of the proposed Ferrini Ranch Road on land within Toro County Park, which is owned and operated by the Monterey County Parks Department, and would be considered a “take” of parkland subject to review and approval by the California Department of Parks and the U.S. Department of the Interior.

The Monterey County Parks Department has received funding for Toro County Park from the Land and Waterways Conversation Fund (LWCF). According to Section 6(f)(3) of the LWCF grant documents, conversion of any portion of Toro County Park to non-recreational uses requires allocation of replacement land and environmental review of the proposed conversion, which is subject to review and approval by the State Parks Official of Grants and Local Services (OGALS) and the U.S. Department of the Interior, National Park Service (NPS).

Development of the proposed Ferrini Ranch Road and project entrance on Toro County Park land would convert parkland to non-recreational uses and would be considered a take of parkland. This linear area running parallel to State Route 68 is on the edge of public park property. The take of parkland would require a land swap of equal or greater value based

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on a property appraisal. The land swap area and alterations of park facilities are shown in **Figure 2-7**, as well as in **Section 4.0, Alternatives to the Project**.

The take of 3.37 acres of parkland would be caused by the 60-foot right-of-way for Ferrini Ranch Road, which would have a paved surface area of 19 feet wide. Some portions of the right-of-way may be used for slope banks where necessary. The remaining 3.37 acres would remain relatively undistributed. In exchange, the project applicant has provided approximately 7.31 acres to be dedicated to the park. The land would be in the form of a multipurpose pedestrian and bicycle trail that would connect Toro County Park with River Road to the east and San Benancio Road to the west. The proposed multipurpose trail would consist of an 8-foot-wide paved trail located within a 20-foot right-of-way that generally is aligned parallel to State Route 68 between San Benancio Road and River Road as shown on **Figure 2-7**.

Implementation of the proposed project without providing a land swap of equal or greater value in exchange for the take of parkland that would be considered a **significant impact**. The following mitigation measure has been provided in order to ensure that the take is properly compensated with comparable lands providing equivalent benefits to the public, which would reduce this impact to a **less than significant** level.

#### Mitigation Measure

**MM 3.10-5a** Prior to approval of the Final Subdivision Map, the Monterey County Planning Department and Monterey County Parks Department shall require that the project applicant prepare a final improvement package for the land swap and alterations of existing park facilities. This improvement package shall consist of maps and a property appraisal prepared in accordance with the Uniform Appraisals Standards for Federal Land Acquisitions (UASFLA) and shall be subject to review and approval by the following agencies: Monterey County Planning Department, Monterey County Parks Department, State Parks Official of Grants and Local Services (OGALS), and U.S. Department of the Interior, National Park Service (NPS). Due to federal agency involvement, the final improvement plans shall be subject to the National Environmental Policy Act (NEPA). The final improvement plans shall include the following:

1. Evidence of the value of the property to be converted based on a property appraisal prepared in accordance with the UASFLA.
2. Evidence that the compensatory lands have equal or greater public benefit and equivalent benefit to the human environment.
3. Boundary maps that show assessor parcel numbers within the entire Toro County Park and the area subject to LWCF's Section 6(f)(3).

4. A second boundary map that shows all acreage affected by the land swap and physical alterations and proposed improvements. This map shall clearly identify the border of the project area with measurements and access points; identify all easements and outstanding rights and interest in the area (right-of-way, PG&E, State Route 68 official plan lines, etc.); and include signature and date, project title, date, north arrow, street names, and assessor's parcel numbers.
5. Subsequent environmental review in accordance with the National Environmental Protection Act.

Although the proposed bicycle/pedestrian trail land swap would mitigate the direct take of parkland, the operation and maintenance of this trail may result in a secondary impact to the operations of Toro County Park. As proposed, the Monterey County Parks Department would be responsible for the maintenance of and liability for the trail should they take possession of this facility. The trail may also provide a security and use issue if it is linked to a regional trail and provides access to the park without paying entrance fees.

**MM 3.10-5b** As a component of the land swap agreement, the project applicant shall either:

1. Assume ongoing and regular maintenance of the bike/pedestrian trail for its entire length from San Benancio Road to River Road pursuant to a Maintenance Agreement with the Monterey County Parks Department; or
2. Provide compensation to the Monterey County Parks Department, through a property owners association, maintenance district, or other funding mechanism, to offset the annual direct cost of additional maintenance and management of the bicycle/pedestrian trail facility.

Implementation of the above mitigation measures would ensure that the take of parkland is accommodated by a land swap of equal or greater value and that the necessary physical alterations of the existing park facilities are incorporated into a final improvement package subject to review and approval by the Monterey County Planning Department, Monterey County Parks Department, State Parks Official of Grants and Local Services (OGALS), and the U.S. Department of the Interior, National Park Service (NPS). Measures will also ensure that the dedication of additional improved trail facilities does not result in an undue financial burden to the Parks Department. Through these measures, the proposed take of parkland would be reduced to a **less than significant** level.

#### Increased Wastewater Flows

**Impact 3.10-6** Implementation of the proposed project would result in increased wastewater flows, which will utilize capacity of the existing wastewater treatment plant and existing wastewater collection system. This would be considered a **less than significant impact**.

The proposed project includes an extension of the existing wastewater collection system within the right-of-way of proposed roadway improvements on the project site. The 212 residential units would individually connect to the extended wastewater mains, and with the aid of sanitary sewer lift stations located near Lots #44 and #144, wastewater would flow to the existing wastewater treatment facility located at 16625 Reservation Road in Salinas operated by California Utilities Service. California Utilities Service has a valid waste discharge permit issued by the California Regional Water Quality Control Board (RWQCB). This discharge permit was granted by the RWQCB on February 9, 2007. The permit allows California Utilities Service to collect, treat, store, and discharge up to 300,000 gallons per day.

Based on an average wastewater generation rate of 250 gallons per day per household, the proposed 212 residential units would generate approximately 53,000 gallons of wastewater per day. This represents an increase of approximately 25 percent in the average daily wastewater flow processed by the California Utilities Service facility in 2005. The current capacity of the wastewater treatment facility is 300,000 gallons per day and current usage is 220,000 gallons per day, providing sufficient capacity to accommodate approximately 320 more single-family residences. However, according to California Utilities Service, nine single-family residences in the Oaks Subdivision have secured connection to the facility, leaving an available capacity to accommodate approximately 311 single-family residences (Adcock 2008).

In addition, the Corral de Tierra Oaks Subdivision, consisting of approximately 300 existing single-family residences (Phases 1–4) currently on septic systems, has discussed with California Utilities Service the potential of connecting these residential units to the wastewater treatment plant. However, these connections had not been secured at the time this document was prepared (Adcock 2008). Any such connections would occur individually over time and do not represent a unified “project.”

Given that the proposed project includes the construction of 212 residential units and does not exceed the maximum capacity of 311 single-family residences, wastewater generated by the proposed project itself would not exceed the capacity of the existing wastewater treatment facility if it were approved and connected today.

Preparation of wastewater collection improvement plans and calculations by a registered engineer are required to be submitted to the Monterey County Planning Department and Monterey County Health Department, Environmental Health Bureau as part of the standard approval process. The wastewater collection improvement plans are subject to review and approval by California Utilities Service and the County of Monterey. In addition, when

wastewater generation by a new source or project increases the flow being treated at the wastewater treatment plant by more than 25 percent, California Utilities Service must notify the Regional Water Quality Control Board and submit a new Report of Waste Discharge.

Upon review and approval of the design, the project applicant would be required to confirm the existing remaining capacity of the treatment and collection system, and enter into a main extension agreement with California Utilities Service.

### **Potable Water Treatment and Distribution Facilities**

**Impact 3.10-7** Implementation of the proposed project would result in increased potable demand, which may result in the need for new or expansion of existing water treatment and/or distribution facilities. This would be considered a **less than significant impact**.

As discussed in **Section 3.6, Groundwater Resources and Hydrogeology**, implementation of the proposed project would result in a gross water demand of approximately 95.17 acre-feet per year (AFY). The proposed project's potable water demand would be met by water procured from existing wells in Cal Water's Salinas Hills System. The MCWRA monitors wells in the vicinity of the Salinas Hills System and has determined that the water levels in these wells have been decreasing by an average of one-quarter of a foot per year over the last 13 to 61 years.

The total design capacity of the Salinas Hills System is 4,260 gallons per minute (GPM). Based on an estimated water demand of 95.17 AFY, the proposed project would increase the demand on the Salinas Hills System by approximately 58.8 GPM. According to California Water Service Company, the Salinas Hills System currently has 2,216 service connections and the existing demand is approximately 1,464.72 AFY (or 907.41 GPM) (He 2007). The increased potable water demand would result in a total demand of 1,559.89 AFY (or 966.21 GPM).

The 2005 Water Quality Report for the Spreckels area indicates that average concentration of primary and secondary drinking water contaminants do not exceed drinking water standards as shown in **Table 3.10-2**. However, the total dissolved solids (TDS) (high end of the range of 554 parts per million (ppm)) did exceed the secondary drinking water standard of 500 ppm. Secondary drinking standards are not monitored by the U.S. Environmental Protection Agency (EPA), but guidelines are established in order to manage sensory characteristics of drinking water such as taste, color, and odor. According to Kleinfelder, California Water Service Company would be in compliance with the Safe Drinking Water Act and other regulations, including the California Waterworks Standards.

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**TABLE 3.10-2  
2005 WATER QUALITY REPORT FOR SPRECKELS AREA**

CONTAMINATES	MCL	RANGE	AVERAGE
PRIMARY CONTAMINATES			
Arsenic	10 ppb	1.3–1.4	1.34
Nitrate	10 ppm	ND– 2.1	1.9
SECONDARY CONTAMINATES			
<b>Total Dissolved Solids</b>	<b>500 ppm</b>	<b>432–554</b>	<b>493</b>

Notes: ppb = parts per billion; ppm = parts per million; ND = None detected

Source: Kleinfelder 2008

Once the water has been pumped and treated, the water would be conveyed through new 4-inch and 8-inch water mains within the roadway right-of-way and stored in two proposed storage tanks located at the end of Road K near Lot #66 and along Road A south of Lot #40. Two booster pumps would convey water from the water mains to the water tanks. One booster pump would be located at the end of Road K near Lot #66 and the other would be located near the Alternative B access road near Lot #84. These improvements are noted on the proposed vesting tentative map as shown in **Figures 2-5a** through **2.5-e**.

Additional water service infrastructure improvements will be constructed on-site by the project applicant in conformance with Monterey County and California Water Service standards. In addition, water supply, treatment, and storage impact fees will be assessed to cover the cost of infrastructure improvements necessary to serve the project site. California Water Service Company requires payment of connection fees to cover the cost of infrastructure improvements necessary to serve the project site. The existing water system has sufficient capacity to provide water to the proposed project and the necessary infrastructure exists to serve the project site; therefore, the impact is considered **less than significant**.

#### Stormwater Drainage Facilities

**Impact 3.10-8** Implementation of the proposed project would result in the development of a new stormwater drainage system. The project has designed a drainage and detention system to control increases in runoff volume according to existing County standards. This would be considered a **less than significant impact**.

A majority of the surface water runoff on the project site would be collected on-site via a stormwater drainage system installed within the right-of-way of proposed roadways. The proposed project includes new storm drainpipes and catch basins within the right-of-way of the roadway improvements. The water collected in the stormwater drainage system would flow to seven watershed drainage areas, as shown in **Figure 3.7-3**. Stormwater will be allowed to seep naturally into the ground, replenishing the groundwater resources. As discussed in **Section 3.7, Surface Water Hydrology and Water Quality**, detention basins have been identified for each of the drainage areas, which would detain approximately 2.6 acre-feet of runoff generated by the proposed project. The final design calculations for

these drainage facilities will be completed concurrent with the final improvement plans and subject to review and approval by the Water Resources Agency.

The drainage control plans shall include detention ponds designed to detain the difference between the 100-year post-development runoff rate and the 10-year pre-development runoff rate on-site in accordance with Monterey County Water Resource Agency's requirements. The project has designed a drainage and detention system to control increases in runoff volume according to existing County standards. All final designs and improvement plans will require verification and review by the MCWRA prior to construction to ensure that design is consistent with local engineering standards, capacity calculations, and safety. Therefore, the proposed project's effect on stormwater drainage facilities would be considered a **less than significant** impact.

#### **Solid Waste Disposal**

**Impact 3.10-9** The proposed project will generate additional solid waste for disposal at the MRWMD landfill in the City of Marina and may affect the landfill's ability to comply with federal, state, and local regulations. This would be considered a **less than significant impact**.

The proposed project would result in an increase in population of approximately 670 persons. According to the Monterey Regional Waste Management District (MRWMD), the average person in Monterey County generates 1.28 tons of solid waste per person per year (Shedden 2008). Based on an increase in population of approximately 670 and an average solid generation rate of 1.28 tons per person per year, the proposed project would generate approximately 858 tons of solid waste per year.

The MRWMD landfill receives approximately 225,000 tons of solid waste per year. The proposed project would increase solid waste production by approximately 0.38 percent. Since the MRWMD landfill has the ability to receive approximately 40 million tons, the proposed project would not exceed the capacity of the landfill. If the MRWMD continues to achieve the AB 939 State-mandated 50 percent recycling goal, the landfill will continue to serve the current service area through the year 2107 (Shedden 2008). Therefore, the impact of the proposed project on the MRWMD landfill is considered **less than significant**. No mitigation measures are necessary.

#### **Other Utilities**

**Impact 3.10-10** Implementation of the proposed project would result in an increased demand on other utilities such as electrical, gas, telephone, and cable utilities. This would be considered a **less than significant impact**.

The increased demand of 212 residential units will require the extension of other utility services to each residential unit via easements along roadways. All new utilities will be installed underground in the joint utility trenches located within the right-of-way of the roadway improvements as designated on the proposed Vesting Tentative Map. As part of

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the permit approval process, the project applicant will be required to submit the Vesting Tentative Map to Pacific Gas & Electric, AT&T, and Comcast. Therefore, the impact to other utilities will be **less than significant**. No mitigation measures are necessary.

#### CUMULATIVE IMPACTS AND MITIGATION MEASURES

#### Cumulative Impacts to Public Services and Utilities

**Impact 3.10-11** Implementation of the proposed project, in combination with other reasonably foreseeable development, would result in a cumulative increase in demand on public services, resulting in the need for increased public facilities, fire and police protection services, educational services, parks and recreation facilities, and utilities. This cumulative demand would be considered a **less than significant cumulative impact**.

No significant increases in demand on public services, emergency services, water service, schools, solid waste, and utilities have been identified for the proposed project that cannot be adequately mitigated. The project's incremental, cumulative contribution to these services is not sufficient to trigger the need for new or expanded facilities, or cause additional environmental impacts from the construction of such new facilities, beyond those analyzed and disclosed for the project itself.

However, the proposed project would require approximately 212 wastewater connections, which would leave a remaining capacity in the wastewater treatment plant to serve approximately 99 single-family residences. According to the Monterey County Planning and Building Inspection Department's list of active planning projects (as of November 20, 2006), reasonably foreseeable development in the service area includes approximately 49 residential lots, a 126,500-square-foot shopping center, and a 3,600-square-foot fire station administration building. Some of these developments, if not all, may want to connect to the existing wastewater treatment plant. **Table 3.10-3** provides a summary of existing and anticipated connections to the wastewater treatment plant.

In addition, there are approximately 300 existing homes in the San Benancio/Corral de Tierra corridor that are currently on septic systems. Some of these property owners have expressed the desire to connect to the existing wastewater treatment facility and some may be forced to connect to the existing facility if their systems fail. However, as the number and timing of these potential connections are not known, they are not anticipated to factor significantly into the cumulative demand for remaining capacity as a near-term unified "project."



TABLE 3.10-3  
ESTIMATED WASTEWATER FLOW

CONNECTION SOURCE	ANTICIPATED WASTEWATER (GPD)
Existing Connections	220,000
Proposed Project	53,000
Cumulative Development	19,900
<i>Oaks Subdivision</i>	2,700
<i>Harper Canyon (Encina Hills) Subdivision</i>	5,200
<i>Corral De Tierra NRV OMNI</i>	12,000
<b>Total Cumulative Increased Wastewater Flow</b>	<b>292,900</b>

Source: MCHD 2009

The capacity of the existing wastewater treatment plant is regulated by the RWQCB, and the plant is not allowed to operate when it exceeds the maximum capacity. According to California Utilities Service, connections to the wastewater treatment plant are guaranteed on a first-come, first-served basis based upon payment of connection fees. **Table 3.10-3** illustrates that with cumulative development the existing plant will be very close to the permitted plant capacity of 300,000 gallons per day. Upon the maximum capacity of the wastewater treatment plant being exceeded, California Utilities Service would be required to submit to the Regional Water Quality Control Board and Environmental Health Bureau an application for amendment to the Report of Waste Discharge Order No. R3-2207-0008 and new permits associated with expansion (including any necessary environmental review). As the project’s cumulative contribution to flows will not exceed plant capacity based on projected future demand, the cumulative increase in wastewater demand would be considered a **less than significant cumulative impact**. No mitigation measures are necessary.

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