

FINAL

**ENVIRONMENTAL ASSESSMENT FOR THE
REPLACEMENT OF GUARD BOOTHS AT
THE PRESIDIO OF MONTEREY, MONTEREY, CA**



PREPARED FOR:

**Headquarters
US Army Garrison, Presidio of Monterey
1759 Lewis Road, Suite 210
Monterey, CA 93944-3223**

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FINAL
ENVIRONMENTAL ASSESSMENT AND
FINDING OF NO SIGNIFICANT IMPACT FOR THE
REPLACEMENT OF GUARD BOOTHS AT
THE PRESIDIO OF MONTEREY, MONTEREY, CA

November 2014

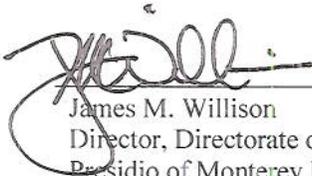
Reviewed by:



Lenore Grover Bullington
Chief, Environmental Division
Presidio of Monterey Public Works

04 Nov 2014

Date

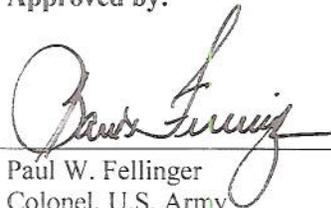


James M. Willison
Director, Directorate of Public Works
Presidio of Monterey Public Works

6 Nov 2014

Date

Approved by:



Paul W. Fellingner
Colonel, U.S. Army
Commanding
Presidio of Monterey

1 Dec 14

Date

FINDING OF NO SIGNIFICANT IMPACT

This Finding of No Significant Impact (FONSI) has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, Public Law 91-190, 42 U.S. Code §4321 et seq.; the Council on Environmental Quality regulations for implementing NEPA, 40 *Code of Federal Regulations* (CFR), Parts 1500–1508; and Environmental Analysis of Army Actions, 32 CFR 651 and Army Regulation 200-2. The FONSI is the decision document for the attached Environmental Assessment (EA) for the Replacement of Guard Booths at the Presidio of Monterey (POM), Monterey, CA.

DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

The Proposed Action is to replace two guard booths at the Pvt. Bolio Road and Taylor Street entry gates with new bullet-proof guard booths that will comply with the Unified Facilities Criteria (UFC) guide for guard operations and force protection. The existing guard booths would be removed and disposed of prior to the installation of the new guard booths. To provide further security for the installation, in-ground hydraulic vehicle barrier systems and 4-foot concrete-filled bollards to prohibit unauthorized entry of vehicles through the Pvt. Bolio, Taylor, and Franklin gates would be installed. In addition to the two new guard booths, overhead canopy structures would be installed at the guard booths at Pvt. Bolio Road, Franklin Street, and Taylor Street to protect against inclement weather. The canopy's exterior finishes would match the surrounding buildings and would have lighting and ceiling inspection mirrors installed on the interior of the structures.

Under Alternative 1, the same actions would occur as those under the Proposed Action, except no canopies would be constructed.

Under the No-Action Alternative, the existing guard booths would not be removed and new guard booths would not be installed. No overhead canopies or additional security measures would be installed. The existing guard booths that are not compliant with the UFC guide would remain.

SUMMARY OF ENVIRONMENTAL CONSEQUENCES

The proposed project would result in no impacts or negligible impacts to land use, biological resources, geology and soils, water resources, hazardous waste and materials, utilities, socioeconomics, and environmental justice. Potential impacts to air quality would not be significant with implementation of best management practices identified in the EA. Short-term noise impacts during construction would not be significant with implementation of mitigation measures to meet the City of Monterey's noise standards. Although long-term impacts to visual and aesthetic resources would occur from the canopies, the impacts would not be significant with the use of roofing material to match existing nearby buildings; lighting angled towards the ground; and adherence to the POM Installation Design Guide standards. No significant impacts to cultural resources are expected as the proposed Pvt. Bolio guard booth and canopy would not adversely affect the viewshed of the historic district. Short-term impacts to traffic from the closure or partial closure of access roads during construction would not be significant with implementation of best management practices identified in the EA and could be reduced by staggering the construction periods at the Pvt. Bolio, Taylor, and Franklin gates.

PUBLIC REVIEW AND COMMENT

The public was provided the opportunity to review and comment on the Environmental Assessment and findings. The following places were provided a copy of the Environmental Assessment for public review: Monterey Public Library, Pacific Grove Library, and the US Army Garrison, Presidio of Monterey. The following newspaper published a Notice of Availability: the Monterey County Herald. The comment period was September 28, 2014 through October 28, 2014. The public was directed to send comments to Lenore, Grover-Bullington, POM Environmental Chief, US Army Garrison, Presidio of Monterey at P.O. Box 5004, Monterey, CA 93944, or via electronic mail to lenore.r.grover-bullington.civ@mail.mil. During the review period, no public comments were received; refer to Appendix A for public notice distribution list.

CONCLUSION

Based on the environmental analyses contained in the EA, it has been determined that implementation of the Proposed Action, with implementation of best management practices and mitigation measures, would not have any significant direct, indirect, or cumulative impacts on the human environment (which includes the physical and natural environment and the relationship of people with those environments). Because no significant impacts would result from implementing the Proposed Action, an environmental impact statement is not required and will not be prepared.

Approved by:



Paul W. Fellingner
Colonel, U.S. Army
Commanding
Presidio of Monterey

1 Dec 14

Date

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LIST OF ABBREVIATIONS / ACRONYMS

°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
ACP	Access Control Point
AIRFA	American Indian Religious Freedom Act
APE	Area of Potential Effect
AR	Army Regulation
ARPA	Archeological Resources Protection Act of 1979
BMP	Best Management Practice
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
Cal-Am	California American Water Company
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	<i>Code of Federal Regulations</i>
dBA	A-weighted scale
DLIFLC	Defense Language Institute Foreign Language Center
DoD	Department of Defense
DPW	Directorate of Public Works
EA	Environmental Assessment
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ICRMP	Integrated Cultural Resource Management Plan
IDG	Installation Design Guide
INRMP	Integrated Natural Resource Management Plan
JSIVA	Joint Staff Integrated Vulnerability Assessment
Ldn	Day-night average level
Leq	Equivalent energy level
Lmax	The maximum A-weighted sound level during the measurement period
MBUAPCD	Monterey Bay Unified Air Pollution Control District
mg/m ³	milligrams per cubic meter
MMMP	Multi-Modal Mobility Plan
mph	miles per hour
MPWMD	Monterey Peninsula Water Management District
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCAB	North Central Coast Air Basin
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
PA	Programmatic Agreement
PG&E	Pacific Gas and Electric Company
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
POM	Presidio of Monterey

ppb	parts per billion
ppm	parts per million
ROI	Region of Influence
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOP	Standard Operating Procedure
SWPPP	Storm Water Pollution Prevention Plan
U.S.	United States
U.S.C.	United States Code
UFC	Unified Facilities Criteria
USAG-POM	United States Army Garrison-Presidio of Monterey

EXECUTIVE SUMMARY

The United States (U.S.) Army Garrison-Presidio of Monterey (USAG-POM) has prepared this environmental assessment (EA) to evaluate the potential environmental effects of replacing two guard booths at two entry gates and installing canopies over guard booths at three entry gates at the Presidio of Monterey (POM). The Proposed Action is needed to provide the installation's guard force with guard booths that are in compliance with the Unified Facilities Criteria (UFC) guide for guard operations and force protection. This EA was developed in accordance with the National Environmental Policy Act (NEPA) of 1969 [42 United States Code (U.S.C.) § 4321 et seq.]; implementing regulations issued by the President's Council on Environmental Quality (CEQ), 40 *Code of Federal Regulations* (CFR) Parts 1500-1508; and Environmental Analysis of Army Actions, 32 CFR Part 651 and Army Regulation (AR) 200-2.

ES.1 Summary of the Proposed Action and Alternatives

The Proposed Action is to replace two guard booths at the Pvt. Bolio Road and Taylor Street entry gates with new bullet-proof guard booths that will comply with the UFC guide for guard operations and force protection. The existing guard booths would be removed and disposed of prior to the installation of the new guard booths. In-ground hydraulic vehicle barrier systems would be installed at the Franklin, Pvt. Bolio, and Taylor gates to prohibit unauthorized entry of vehicles through the gates. Four-foot concrete-filled bollards would provide further security for the installation.

In addition to the two new guard booths, overhead canopy structures would be installed at the guard booths at Pvt. Bolio Road, Franklin Street, and Taylor Street to protect against inclement weather. The frames would be designed with a clear span gable frame system as per "American Building Company" standards. The canopies would have a 17-foot height minimum with a maximum height of approximately 24 feet at the apex for the Franklin and Pvt. Bolio gates. The canopy at Taylor Gate would be slightly smaller with a 14-foot height minimum and a maximum height of approximately 21 feet at the apex. The footings of the canopies would likely occur in the softscape areas, as the canopies would span the entire road.

Under Alternative 1, the same actions would occur as those under the Proposed Action, except no canopies would be constructed.

Under the No-Action Alternative, the existing guard booths would not be removed and new guard booths would not be installed. While the No-Action Alternative would not satisfy the purpose of or need for the Proposed Action, it is analyzed in accordance with CEQ regulations.

ES.2 Summary of Environmental Consequences

All potentially relevant resource areas were initially considered for analysis in this EA. In compliance with NEPA and CEQ guidelines, the discussion of the affected environment and the environmental consequences focus only on those resource areas considered potentially subject to impacts and with potentially significant environmental issues. POM concluded that the proposed project would result in no impacts or negligible impacts to the following resource areas: land use, biological resources, geology and soils, water resources, hazardous waste and materials, socioeconomics, and environmental justice. Therefore, these resource areas were not carried forward for detailed description and analysis. The proposed project would provide beneficial impacts to guard safety through increased ballistic and unauthorized entry protection and protection from the elements with the erection of the canopies.

Upon further analysis, the POM determined the Proposed Action would not have significant impacts on air quality, visual and aesthetic resources, cultural resources, infrastructure, transportation, and noise with

implementation of measures incorporated into the Proposed Action, best management practices (BMPs), and mitigation measures in the EA. Table ES-1 summarizes the potential environmental impacts of the Proposed Action, Alternative 1, and the No-Action Alternative.

ES.3 Public Review and Comment

The public was provided the opportunity to review and comment on the Environmental Assessment and findings. The following places were provided a copy of the Environmental Assessment for public review: Monterey Public Library, Pacific Grove Library, and the US Army Garrison, Presidio of Monterey. The following newspaper published a Notice of Availability: the Monterey County Herald. The comment period was September 28, 2014 through October 28, 2014. The public was directed to send comments to Lenore, Grover-Bullington, POM Environmental Chief, US Army Garrison, Presidio of Monterey at P.O. Box 5004, Monterey, CA 93944, or via electronic mail to lenore.r.grover-bullington.civ@mail.mil. During the review period, no public comments were received; refer to Appendix A for public notice distribution list.

Table ES-1. Summary of Environmental Consequences

Resource Topic	Proposed Action		Alternative 1	No-Action
	Impacts	Best Management Practices/Mitigation Measures		
Air Quality	Short-term emissions of various air pollutants, fugitive dust, and greenhouse gases over a period of 6 to 8 weeks during construction	<ul style="list-style-type: none"> ◆ Prevent visible emissions by sufficiently wetting structures prior to removal, continue wetting as necessary during active removal. ◆ Prohibit removal activities when peak wind speeds exceed 15 miles per hour. ◆ To reduce potential air quality impacts, begin construction work after peak morning traffic hours and end prior to peak evening commuting traffic hours. 	Fewer emissions than the Proposed Action since the construction time period would be shorter.	No impacts to air quality.
Visual and Aesthetic Resources	<ul style="list-style-type: none"> ◆ Short-term adverse impacts from ground disturbance; the presence of workers, vehicles, and equipment; and the generation of dust and vehicle exhaust associated with construction ◆ Long-term adverse impacts from new canopies 	<ul style="list-style-type: none"> ◆ Use roof materials for the proposed canopies that would match the existing nearby rooftops. ◆ Remove existing pole lights and angle new lighting towards the ground to minimize impact to the surrounding neighborhoods. ◆ Follow standards in the POM IDG. 	Fewer adverse visual impacts than the Proposed Action since the canopies would not be erected and the construction time period would be shorter.	No changes to visual resources would occur and the existing tall light fixtures would not be eliminated.

Resource Topic	Proposed Action		Alternative 1	No-Action
	Impacts	Best Management Practices/Mitigation Measures		
Cultural Resources	No adverse effects to the POM Historic District or archeological resources	<ul style="list-style-type: none"> ◆ An archaeologist meeting the Secretary of the Interior’s Standards per 36 CFR 61 and a Native American consultant will monitor all ground disturbance at the Pvt. Bolio Gate. ◆ If there is an inadvertent discovery of cultural resources, work shall be redirected 100 feet (30 meters) from the find until it can be evaluated by the USAG-POM Archaeologist. ◆ In the event of an inadvertent discovery, actions specified in 36 CFR § 800.13 and in the POM's ICRMP will be followed. In the event of an inadvertent discovery of cultural items as defined under NAGPRA, the consultation requirements in Section 106 of the NHPA and Section 3 of NAGPRA will be followed. 	No adverse effects to the POM Historic District or archeological resources. This alternative eliminates any potential impacts to the viewshed within the historic district from the canopy at the Pvt. Bolio Gate.	No impacts to cultural resources.
Infrastructure	<ul style="list-style-type: none"> ◆ No change in demand and no long-term disruption in utilities service ◆ No increase in impervious surface area; therefore, no adverse impacts to stormwater conveyance systems ◆ Small amount of waste would not adversely impact solid waste landfills 	None	Impacts to utilities would be the same as for the Proposed Action.	No changes or impacts would occur to utilities.

Resource Topic	Proposed Action		Alternative 1	No-Action
	Impacts	Best Management Practices/Mitigation Measures		
Transportation	<ul style="list-style-type: none"> ◆ Short-term closure of one or more lanes would increase traffic congestion around the gate under construction, and would increase the traffic load for the other POM gates. ◆ Relocation of the Pvt. Bolio guard booth 60 feet closer to Lighthouse Avenue would result in a loss of approximately two cars worth of staging length on Pvt. Bolio Road. At most, an additional two cars would be backed up on Lighthouse Avenue. 	<ul style="list-style-type: none"> ◆ Coordinate effort between POM Safety, Emergency Services, and Command Group Offices and the POM DPW during the construction phase of the project to minimize traffic impacts. ◆ Make efforts to conduct construction activities during non-duty days (weekends) and/or on days with no training. ◆ Use a "staggered" approach, where construction only takes place at one gate at a time. ◆ Direct traffic around each ACP location. ◆ Open the Artillery Road Gate on days to accommodate diverted traffic and overflow when another ACP is closed. ◆ To reduce potential transportation impacts, begin construction work after peak morning traffic hours and end prior to peak evening commuting traffic hours. ◆ Implement delivery time of day constraints (no deliveries during peak traffic hours) on commercial vehicles entering through the ACPs during construction and post-construction, if practical. 	<p>Fewer short-term adverse impacts to transportation than the Proposed Action since construction time period would be shorter.</p>	<p>No direct impact to transportation. However, an increased safety risk to the guards could occur. Without protection from the weather, there would be a reduced ability to facilitate streamlined identification and inspection procedures that allow traffic to flow smoothly onto the installation. The automated monitoring of exiting vehicles from an automated access control system would not provide additional security measures as it would not be protected by the canopy structure.</p>

Resource Topic	Proposed Action		Alternative 1	No-Action
	Impacts	Best Management Practices/Mitigation Measures		
Noise	Short-term adverse noise impacts during construction would include noise from large equipment at the three gates and en route to those gates.	<ul style="list-style-type: none"> ◆ Employ sound attenuation measures such as temporary sound barriers near the gates during construction. ◆ The construction contractor should ensure that all equipment has the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators, intact and operational. Further, all construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices. ◆ Limit construction activities to weekday, daytime hours (Monday through Friday from 8:00 a.m. to 5:00 p.m.). In addition, the POM currently promotes quiet hours during the normal workweek for some construction projects. This could include quiet hours between 6:00 a.m. and 10:00 a.m. on specific workdays, if requested by affected staff. ◆ Notify local neighborhoods of the project, and post signage that provides a phone number for the public to call to register complaints about construction-related noise problems. 	Fewer adverse noise impacts than the Proposed Action since construction time period would be shorter.	No noise impacts.

- CFR *Code of Federal Regulations*
- DPW Directorate of Public Works
- ICRMP Integrated Cultural Resources Management Plan
- IDG Installation Design Guide
- NAGPRA Native American Graves Protection and Repatriation Act
- NHPA National Historic Preservation Act
- POM Presidio of Monterey
- USAG U.S. Army Garrison

1.0 PURPOSE OF AND NEED FOR ACTION

1.1 Background

The USAG-POM has prepared this EA to evaluate the potential environmental effects of replacing two guard booths at two entry gates and installing canopies over guard booths at three entry gates on the POM installation. The Proposed Action is required to provide the installation's guard force with guard booths that are in compliance with the UFC guide for guard operations and force protection. This EA was developed in accordance with the NEPA of 1969 [42 U.S.C. § 4321 et seq.]; implementing regulations issued by the President's CEQ, 40 CFR Parts 1500-1508; and Environmental Analysis of Army Actions, 32 CFR Part 651 and AR 200-2. Its purpose is to inform decision makers and the public of the likely environmental consequences of the Proposed Action and alternatives.

The USAG-POM is the organizational entity with base operations command and control of the POM Installation. The USAG-POM reports directly to the Installation Management Command Headquarters. The USAG-POM is a geographical entity comprising multiple U.S. Army sites grouped together for planning purposes.

This EA focuses on one site, the POM. The POM consists of 392 acres located within the City of Monterey, California situated on the promontory headlands of the Monterey Peninsula at the southern point of Monterey Bay (Figure 1-1). The property has been federal lands since the U.S. Government assumed the governance of California from Mexico in 1846. The Defense Language Institute Foreign Language Center (DLIFLC), the primary tenant organization at the POM, is regarded as one of the finest schools for foreign language instruction in the nation. The mission of the DLIFLC is to provide culturally-based foreign language education and training for Department of Defense (DoD) personnel to ensure success of the defense language program and enhance national security.

The POM also contains a 75-acre Historic District, which has been determined eligible for listing on the National Register of Historic Places (NRHP) and is comprised of 76 buildings that function as classrooms, offices, and warehouse space. The installation is surrounded predominantly by residential communities (Figure 1-2).

1.2 Purpose and Need

The purpose of the Proposed Action is to remove existing wooden guard booths and install bullet-proof guard booths to protect the installation's guard force against undetermined situations and crises. The existing guard booths at the Pvt. Bolio and Taylor gates would be removed and replaced with 4-foot by 6-foot ballistic-rated (UL 752 Level III) guard booths. The existing guard booths, which were constructed in 2001, do not meet Unified Construction Criteria 4-022-01, 25 May 2005, "Security/Engineering: Entry Control Facilities/Access Control Points" and were identified in the September 2012 Joint Staff Integrated Vulnerability Assessment (JSIVA) as a potential security issue. In-ground hydraulic vehicle barrier systems would prohibit unauthorized entry of vehicles through each gate. Four-foot concrete-filled bollards would provide further security for the installation on Pvt. Bolio Road, Franklin Street, Rifle Range Road, and Lawton Road. Overhead canopies would be installed over the Pvt. Bolio, Franklin, and Taylor guard booths to protect against adverse weather conditions. The Proposed Action is needed to provide the installation's guard force with guard booths that are in compliance with the UFC guide for guard operations and force protection.

Location in California



Presidio of Monterey (POM)

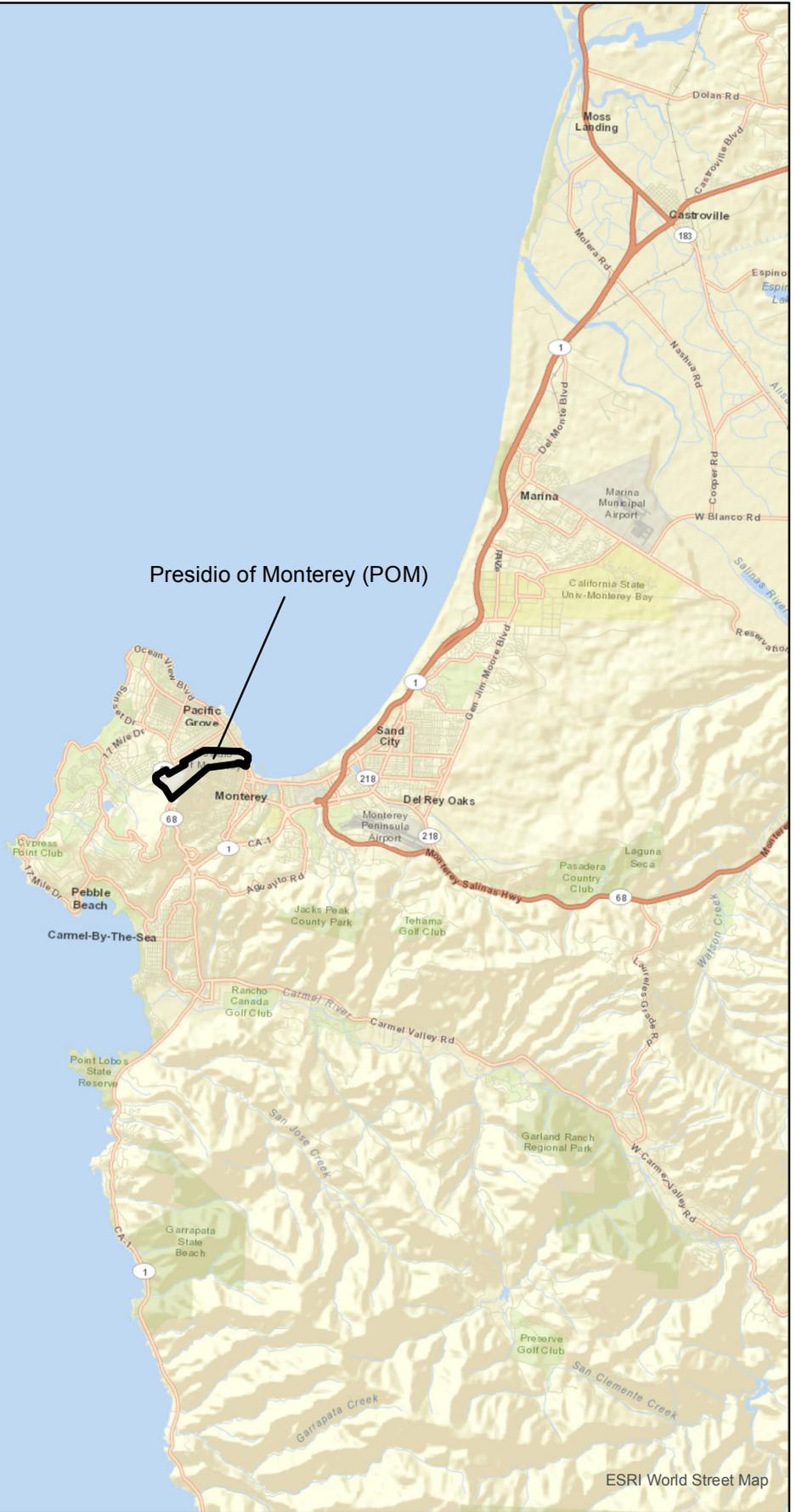


Figure 1-1. POM Vicinity Map



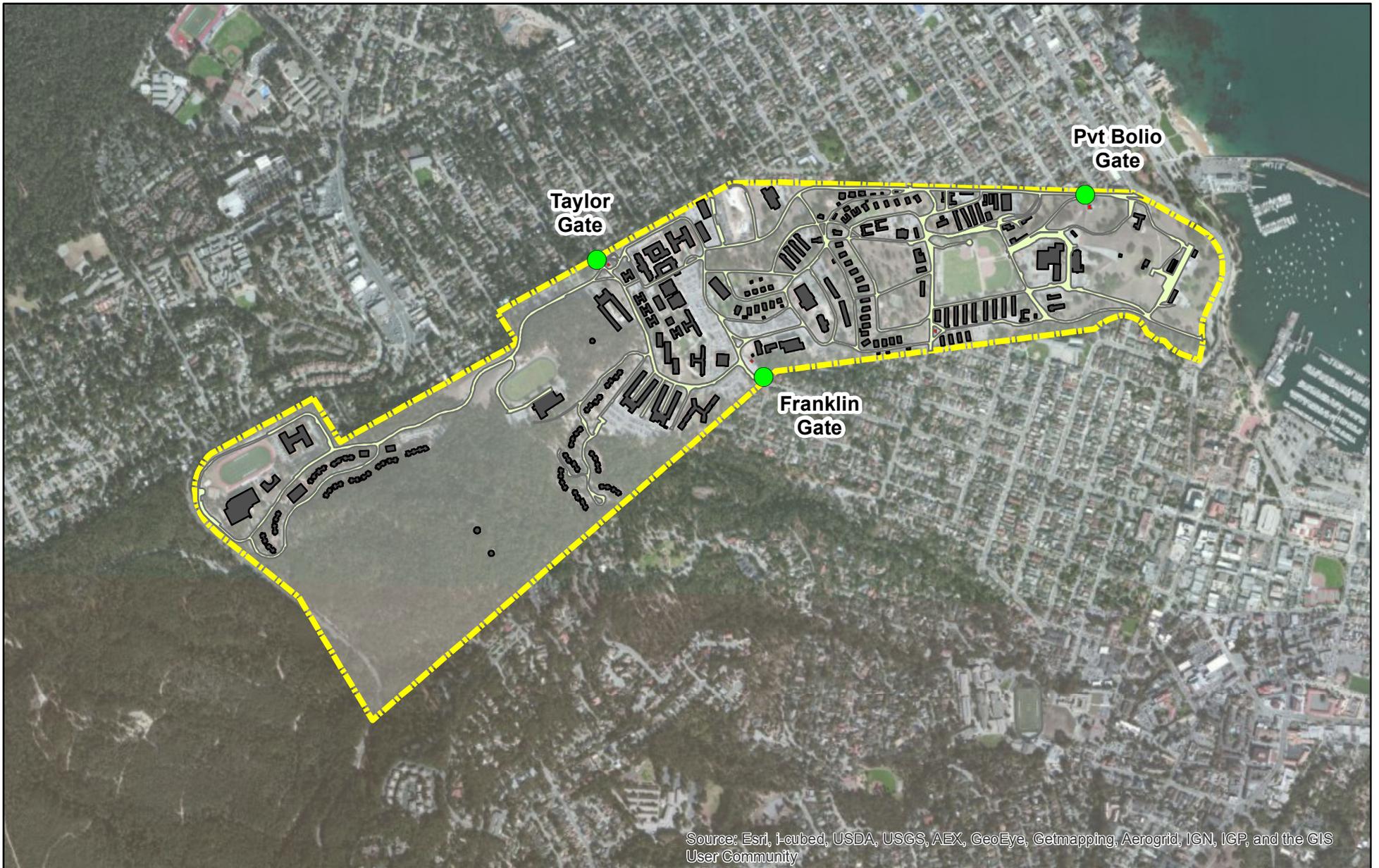


Figure 1-2. POM Installation and Gate Locations

Legend

- POM Guard Booths
- Visitor Centers
- Pavement and Roadway
- Buildings
- POM Boundary

POM = Presidio of Monterey



1.3 Scope of the Document

This EA evaluates the potential environmental effects of replacing two guard booths and installing new canopies at three guard booths at the POM. It focuses on those resource topics that would be affected by the Proposed Action. Much of the description of the affected environment in this document was incorporated from previously prepared environmental documents and studies for projects at the POM. This information was supplemented with information from additional research and a site visit of the project area to document current conditions. One of the main sources of information is the *Final Environmental Impact Statement, Presidio of Monterey Real Property Master Plan, Monterey, California*, which was completed in February 2013 and is available on-line (http://www.monterey.army.mil/DPW/env_assessment.html).

1.4 Public Participation and Agency Coordination

NEPA encourages lead agencies responsible for preparation of an EA to coordinate with the public and other governmental agencies and to solicit input on their proposed action early in the decision-making process. This section discusses public, tribal, and agency involvement in the review of the draft EA and consultations on the Proposed Action.

1.4.1 Public Review Process

Public participation opportunities with respect to this EA and decision making on the Proposed Action are guided by 32 CFR Part 651.14. A Notice of Availability of the draft EA (Appendix A) was published on September 28 and September 29 in the *Monterey Herald* notifying the public of the availability of the draft EA and initiating the 30-day public comment period. A copy of the draft EA was available for review at the Monterey Public Library, 625 Pacific St., Monterey, CA 93940; the Pacific Grove Library, 550 Central Avenue, Pacific Grove, CA 93950; and the U.S. Army Garrison, Presidio of Monterey Department of Public Works, 4463 Gigling Road, Seaside, CA 93955 and an electronic version of the draft EA was also made available on the POM website at: http://www.monterey.army.mil/dpw/env_assessment.html. In accordance with the *Intergovernmental Cooperation Act of 1968* (42 U.S.C. 4231(a)) and the *Intergovernmental Review of Federal Programs* (Executive Order (EO) 12372), which require federal agencies to cooperate with and consider federal, state, and local interests in implementing a proposal, POM provided notice of the draft EA to agencies and organizations. A list of individuals and organizations that were mailed notices about the availability of the draft EA and how to comment is provided in Appendix A. The public was directed to send comments to Lenore, Grover-Bullington, POM Environmental Chief, US Army Garrison, Presidio of Monterey at P.O. Box 5004, Monterey, CA 93944, or via electronic mail to lenore.r.grover-bullington.civ@mail.mil. No public comments were received during the review period.

1.4.2 National Historic Preservation Act

Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470f; 36 CFR Part 800) requires federal agencies to evaluate the effects of federal undertakings on historical, archaeological, and cultural resources. The Pvt. Bolio Gate lies within the POM Historic District, and in accordance with Section 106, the California State Historic Preservation Officer (SHPO) was consulted on May 21, 2014 and concurred with the Army's determination of no adverse effect on June 27, 2014 (Appendix A). The California Native American Heritage Commission (NAHC) has identified no federally recognized tribes affiliated with the POM Installation; however, the POM's Integrated Cultural Resources Management Plan (ICRMP) identifies the non-federally recognized Ohlone/Costanoan-Esselen Nation (Tribe) as the tribal contact for issues concerning the Native American Graves Protection and Repatriation Act

(NAGPRA). The Tribe was consulted on-site at the Pvt. Bolio Gate on 20 November 2013. The results of this consultation are documented in the Section 106 consultation included in Appendix A.

Inadvertent discoveries will require implementation of procedures set forth in POM's ICRMP and AR 200-1, which include consultation procedures and planning requirements in Section 106 of the NHPA. An inadvertent discovery of human remains, funerary objects, sacred objects, or objects of cultural patrimony will require implementation of the procedures set forth above and also procedures set forth in Section 3 of NAGPRA (25 U.S.C. 3001 et seq.; 43 CFR 10).

1.4.3 Endangered Species Act

The U.S. Fish and Wildlife Service (FWS) was contacted regarding the proposed action via the Information Planning and Conservation System (IPaC). On December 04, 2013, the FWS provided a list of threatened and endangered species that may occur in the proposed project location (Appendix A). No federally listed species will be adversely affected by the proposed action or alternatives. The species list fulfills the requirements under section 7(c) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.).

1.4.4 Coastal Zone Management Act

The California Coastal Commission (CCC) was contacted on September 24, 2014 and concurred with the Army's negative determination for the proposed project on October 21, 2014 (Appendix A).

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

This section describes the Proposed Action and alternatives considered, including the No-Action Alternative. The NEPA process evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action. Reasonable alternatives must satisfy the purpose of and need for a proposed action, as defined in Section 1.2. In addition, CEQ regulations also specify the inclusion of a No-Action Alternative against which potential effects can be compared. While the No-Action Alternative would not satisfy the purpose of or need for the Proposed Action, it is analyzed in accordance with CEQ regulations.

2.1 Proposed Action

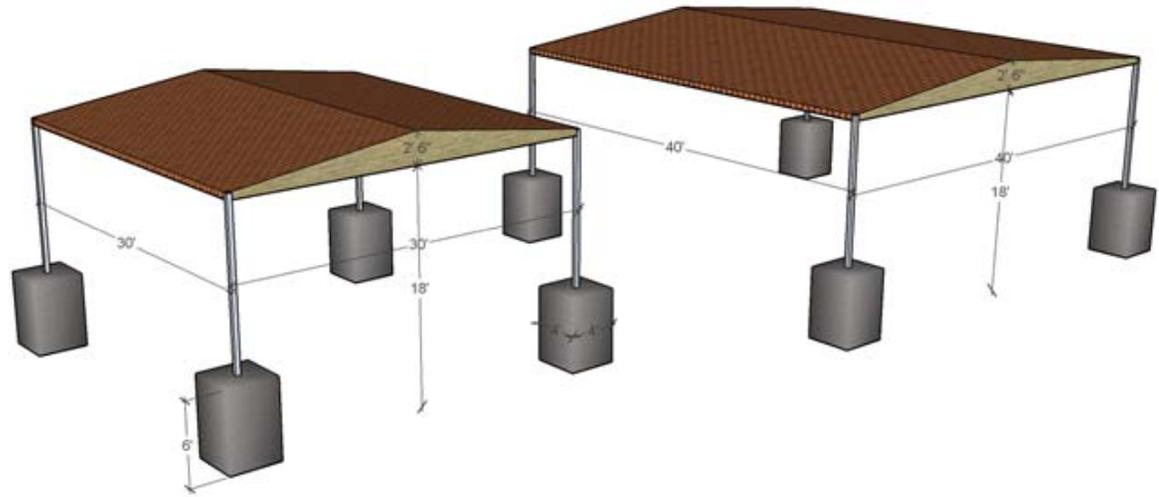
The Proposed Action is to replace two guard booths at the Pvt. Bolio Road and Taylor Street entry gates with new bullet-proof guard booths that will comply with the UFC guide for guard operations and force protection. The existing guard booths would be removed and disposed of prior to the installation of the new guard booths. The booths would measure 4-feet wide by 6-feet long with an overall height of 9 feet 6 inches, including the exterior roof, and would be composed of welded steel. The booths would be placed on new concrete pads measuring 6-feet wide by 8-feet long. The wall panels and ceiling would be composed of UL752 Level 3 bullet resistant 0.25-inch steel plates on the exterior panels, with 18-gauge steel used for the interior panels. The POM would relocate the existing electrical and telecom services from the existing guard booths to the new guard booths. The booths would also be heated and air conditioned. All steel surfaces would be painted with rust inhibitive acid based primer. In-ground hydraulic vehicle barrier systems would be installed at the Franklin, Pvt. Bolio, and Taylor gates to prohibit unauthorized entry of vehicles through the gate. These barriers would cross the 24-foot roads and would be installed approximately 20 inches below the road surface. Four-foot concrete-filled bollards would be installed to provide further security for the installation.

In addition to the two new guard booths, overhead canopy structures would be installed at the guard booths at Pvt. Bolio Road, Franklin Street, and Taylor Street. The canopies would provide the guards with protection from inclement weather and facilitate streamlined identification and inspection procedures that allow the traffic onto the installation to flow smoothly. Monitoring of exiting vehicles by an automated access control system protected by the canopy structure would provide additional security measures. The canopy frames would be designed with a clear span gable frame system as per “American Building Company” standards. The canopies would have a 17-foot height minimum with a maximum height of approximately 24 feet at the apex for the Franklin and Pvt. Bolio gates (Figure 2-1). The canopy at Taylor Gate would be slightly smaller with a 14-foot height minimum and a maximum height of approximately 21 feet at the apex. The footings of the canopies would likely occur in the softscape areas, as the canopies would span the entire road.

The canopy’s exterior finishes would match the surrounding buildings and would have lighting and ceiling inspection mirrors installed on the interior of the structures. Canopy lighting would be situated so there would be little impact to the surrounding neighborhoods. Illumination would concentrate on the entrances and exits and be angled towards the ground. The new lighting would occur under the canopy; therefore, some of the existing tall light fixtures would be eliminated.



(a)



(b)

Figure 2-1. Mock up of the (a) new guard booths and (b) canopies for the POM gates. The smaller canopy size would be used at the Taylor gate.

The construction staging area would be located near Building 220, along Artillery Road. All staging would be on hardscape. A backhoe would be required for construction at the Pvt. Bolio and Taylor gates. Approximately two trucks per day, making three to four trips inside POM, for 6 to 8 weeks during construction would haul 20 to 30 cubic yards of construction material. At the Franklin Gate, two to three parking stalls would be blocked off at the visitor center during construction. A crane, for one day at each gate, may be required to install the canopies. Construction for each gate is expected to last approximately 3 weeks and only one gate at a time would be under construction to minimize impacts to traffic flow.

Table 2-1 summarizes the Proposed Action requirements at each gate.

Table 2-1. Proposed Action Requirements for each Gate

Proposed Action Requirements	Taylor Gate	Franklin Gate	Pvt. Bolio Gate
Remove current guard booth	Yes	No	Yes
Install new concrete foundation	6 feet by 8 feet	No	6 feet by 8 feet
Place new guard booth	4 feet wide by 6 feet long by 9 feet 6 inches high	No	4 feet wide by 6 feet long by 9 feet 6 inches high
Construct canopy	30 feet by 30 feet	40 feet by 40 feet	40 feet by 40 feet
Install in-ground hydraulic vehicle barrier systems	Across the 24-foot road and 20 inches below the road surface	Across the 24-foot road and 20 inches below the road surface	Across the 24-foot road and 20 inches below the road surface
Install electrical conduit	80 feet along Rifle Range Road and 40 feet along Lawton Road	No	40 feet from the existing line in the middle of Pvt. Bolio Road
Add concrete bollards	Lawton Road and Rifle Range Road	Franklin Street	Pvt. Bolio Road
Other	None	None	Expand south side turnout near Pvt. Bolio Gate for a 6 feet by 6 feet turnaround area

2.2 Alternative 1

Under Alternative 1, the same actions would occur as those under the Proposed Action, except no canopies would be constructed. The guard booths at the Pvt. Bolio and Taylor gates would be replaced with new 4 feet by 6 feet guard booths that comply with the UFC guide for guard operations and force protection. New 6 feet by 8 feet concrete foundation pads would be poured for the new guard booths. The existing electrical and telecom services would be relocated from the current guard booths to the new guard booths. The 4-foot concrete-filled bollards and in-ground hydraulic vehicle barrier systems would be installed at the Pvt. Bolio, Taylor, and Franklin gates.

2.3 Measures Incorporated into the Proposed Action and Alternative 1

Avoidance and minimization measures would be implemented prior to and during construction to minimize or avoid adverse effects. In addition to those measures and in compliance with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), appropriate BMPs would be implemented during construction that would minimize impacts on water quality. BMPs would include gravel bags and/or fiber bags to ensure there is minimal runoff into storm drains that discharge directly to the Monterey Bay. Most likely the entire

project would disturb less than 1 acre of land; therefore, a Storm Water Pollution Prevention Plan (SWPPP) is not needed. However, if more than 1 acre is disturbed, a SWPPP and coverage under the California stormwater construction general permit would be required. A spill contingency and containment plan would be prepared and implemented in the event that hazardous materials are accidentally spilled during construction. During construction, engineering controls that may be used to protect water resources include hay bales and silt fencing. In addition, inspection and monitoring would be implemented. The construction contractor would also be responsible for complying with relevant measures in the POM Integrated Natural Resource Management Plan (INRMP) (POM 2008) and the POM ICRMP (POM 2004), as they apply to the Proposed Action and at the discretion of POM.

Impacts to migratory bird species using trees adjacent to the Taylor Gate can be reduced through timing of the project to avoid nest disturbance. No trees will be removed during construction. Construction contracts would include tree protection measures as follows: 1) Protect trees, vegetation, and other designated features by erecting high-visibility fencing; 2) Locate fence no closer to trees than the drip line. Drip line is defined as either a) width of tree crown as measured by the lateral extent of foliage or b) width of tree as defined as outermost leaves; and 3) Keep the fenced area off limits to material and equipment storage and vehicle and pedestrian traffic.

The ICRMP for POM (POM 2004) identifies standard operating procedures (SOPs) to protect cultural resources and comply with applicable federal laws. Specific guidance is provided in the ICRMP to implement the following SOPs:

- ◆ Comply with Section 106 of the NHPA
- ◆ Comply with the Archeological Resources Protection Act of 1979 (ARPA)
- ◆ Comply with NAGPRA

An archeologist and Tribal representative would be present during construction at the Pvt. Bolio Gate to help mitigate potential impacts from inadvertent discoveries. Inadvertent discoveries would require implementation of procedures set forth in the POM ICRMP and AR 200-1, which include consultation procedures and planning requirements in Section 106 of the NHPA. An inadvertent discovery of human remains, funerary objects, sacred objects, or objects of cultural patrimony would require implementation of the procedures set forth above and also procedures set forth in Section 3 of the NAGPRA (25 U.S.C. 3001 et seq.; 43 CFR 10). In the event of discovery of a paleontological resource during ground-disturbing activities, procedures identified in the POM ICRMP would be implemented.

Additional BMPs are identified for each resource category as discussed in Section 3.0.

2.4 No-Action Alternative

Under the No-Action Alternative, the existing guard booths would not be removed and new guard booths would not be installed. The existing guard booths that are not compliant with the UFC guide would remain. No canopies to protect against inclement weather would be installed. The existing tall light fixtures would remain. The 4-foot concrete-filled bollards and the in-ground hydraulic vehicle barrier systems would not be installed for guard safety.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter describes the existing environmental and human resources that could potentially be affected by the Proposed Action and alternatives. The environment described in this chapter is the baseline for the consequences that are presented for each resource and each alternative. The region of influence (ROI), or study area for each resource category is the POM and immediate surroundings, unless stated otherwise in the individual resource category discussion.

This chapter also describes potential impacts for each environmental and human resource. CEQ defines impacts at 40 CFR 1508.8, “Effects and impacts as used in these regulations are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.”

3.1 Analysis Approach

All potentially relevant resource areas were initially considered for analysis in this EA. In compliance with NEPA and CEQ guidelines, the discussion of the affected environment and the environmental consequences focus only on those resource areas considered potentially subject to impacts and with potentially significant environmental issues. This section is based largely on existing information documented in the *Final Environmental Impact Statement, Presidio of Monterey Real Property Master Plan, Monterey, California* (POM 2013a). No new major environmental data collection efforts were conducted on POM lands specifically for this EA.

Significance criteria were developed for the affected resource categories and, for many resource categories, are necessarily qualitative in nature. Quantitative criteria can be established when there are specific numerical limits established by regulation or industry standard. Impacts are classified as significant or not significant based on the significance criteria. Significant impacts are those which would exceed the quantitative or qualitative limits of the established criteria. In the following discussions, to highlight adverse impacts for the decision maker, the impacts are considered adverse unless identified as beneficial.

3.2 Resource Areas Excluded from Further Analysis

Consistent with NEPA implementing regulations and guidance, DoD focuses the analysis in an EA on topics with the greatest potential for environmental impacts. This sliding-scale approach is consistent with NEPA [40 CFR 1502.2(b)], under which impacts, issues, and related regulatory requirements are investigated and addressed with a degree of effort commensurate with their importance. POM concluded that the proposed project would result in no impacts or negligible impacts to the resource areas identified in Table 3-1 and they are not considered further in this EA.

Table 3-1. Resource Areas Excluded from Further Analysis

Resource Area	Rationale
Land Use	The Proposed Action would not alter the current land use of the area and similar operations are already conducted at the site.
Biological Resources	The Proposed Action would not alter any habitat or affect any threatened and endangered species. As wildlife in the Proposed Action area are already adapted to the urban areas and the vehicle movement and noise, negligible impacts to wildlife are expected from the construction projects. No special status species (aside from migratory birds) or critical habitats have been identified within or adjacent to the immediate project areas (POM 2008, USFWS 2013). Impacts to migratory bird species using trees adjacent to the Taylor Gate can be reduced through timing of the project to avoid nest disturbance. No trees will be removed during construction. Construction contracts would include tree protection measures as follows: 1) Protect trees, vegetation, and other designated features by erecting high-visibility fencing; 2) Locate fence no closer to trees than the drip line. Drip line is defined as either a) width of tree crown as measured by the lateral extent of foliage or b) width of tree as defined as outermost leaves; and 3) Keep the fenced area off limits to material and equipment storage and vehicle and pedestrian traffic. After construction the landscape features damaged or destroyed during construction operations outside the limits of the approved work area would be restored.
Geology and Soils	The Proposed Action would not expose personnel at the POM site to safety risks associated with earthquake activity or other geologic hazards. The guard booths, canopies, and barriers would all be confined within areas that are currently paved and/or previously disturbed. Construction for the Proposed Action would likely impact less than 1 acre of land total
Water Resources	The Proposed Action would not affect ground or surface water features at the POM. Impermeable surface areas would not increase. A spill contingency and containment plan would be implemented to prevent contamination of groundwater during construction. During construction, engineering controls that may be used include hay bales and silt fencing. In addition, inspection and monitoring would be implemented. Detailed construction plans would be developed at the time of project design and implementation. The details of each of these measures would be site-specific. It is not likely that the project would impact more than 1 acre of land total; however a SWPPP and coverage under the California stormwater construction general permit will be required if it does.
Hazardous Waste and Materials	Two small guard booths would be removed as part of the Proposed Action; however, no hazardous material sites or storage facilities would be affected. The landfill would support the addition of the two booths. The projects would result in minimal exposure of personnel to hazardous materials, and compliance with safety and response measures would reduce potential risks. No demolition of buildings would occur and therefore impacts from asbestos are not expected. In addition, all guard booths were constructed after 1978 and are not expected to contain lead-based paint.
Socioeconomics	The Proposed Action would have a minimal short-term effect on the local economy as a result of construction activities (jobs and purchasing of materials). The surrounding community would be able to support the labor pool required for construction.
Environmental Justice	Potential impacts from the Proposed Action to low-income and/or minority populations and children would not occur. Changes to the existing baseline conditions in the region would be negligible as a result of the Proposed Action.

Resource Area	Rationale
Health and Public Safety	The Proposed Action would not increase safety hazards to the population or demands for emergency services. The new guard booths would provide increased ballistic and unauthorized entry protection for the guards and the canopies would provide protection from the elements.

POM Presidio of Monterey
SWPPP Storm Water Pollution Prevention Plan

3.3 Air Quality

This section provides an analysis of air quality effects that would result from implementation of the Proposed Action and alternatives.

3.3.1 Existing Conditions

This section describes existing air quality conditions in the vicinity of the Proposed Action including climate and meteorology, local air quality conditions, a summary of the overall regulatory framework for air quality management in California and the region, and sensitive receptors.

3.3.1.1 Climate and Meteorology

The Proposed Action would be located in the North Central Coast Air Basin (NCCAB), which includes Santa Cruz, San Benito, and Monterey Counties. The climate of Monterey County is described as temperate with abundant fog in the summer and more clear days in the spring and fall. Average annual rainfall is 17 inches (most occurs between November and April); average annual temperature is 57 degrees Fahrenheit (°F), with average summer highs of 68°F and average winter lows of 61°F (uscitiesonline.com 2013).

3.3.1.2 Local Air Quality Conditions

The existing air quality conditions in the Proposed Action area can be characterized by regional monitoring data. Information obtained from the monitoring stations near the POM for the 3-year time period 2010–2012 indicate that air quality in the region is relatively good, experiencing few violations of the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) (CARB 2013a).

Areas are classified as either *attainment* or *nonattainment* with respect to NAAQS and CAAQS based on local monitoring data. If a pollutant concentration is consistently lower than the federal or state standard, the area is classified as being *in attainment* of the standard for that pollutant. If a pollutant violates the standard for several consecutive years, the area is considered a *nonattainment area*. Finally, regions previously designated nonattainment areas that since have obtained attainment, are designated *maintenance areas*.

The U.S. Environmental Protection Agency (EPA) has classified the NCCAB (and therefore Monterey County) as in attainment for all pollutants under the federal NAAQS. The California Air Resources Board (CARB) has classified the NCCAB as a nonattainment area for the state 8-hour ozone and particulate matter less than 10 microns in diameter (PM₁₀) standards, and an attainment area for the state particulate matter less than 2.5 microns in diameter (PM_{2.5}), carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead standards (MBUAPCD 2013a). The NCCAB attainment status for all criteria pollutants is presented in Table 3-2.

Table 3-2. Attainment Status for North Central Coast Air Basin – January 2013

Pollutant	Federal Standards	State Standards
Ozone	Attainment/Unclassified	Nonattainment
Inhalable Particulates (PM ₁₀)	Attainment	Nonattainment
Fine Particulates (PM _{2.5})	Attainment/Unclassified	Attainment
Carbon Monoxide	Attainment/Unclassified	Monterey County – Attainment San Benito County – Unclassified Santa Cruz County – Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment/Unclassified	Attainment

SOURCE: MBUAPCD 2013a

Although the 1-hour ozone standard was revoked on June 15, 2005, the former 1-hour ozone designations and classifications are being retained for purposes of anti-backsliding. Attainment areas with maintenance plans for the 1-hour standards are required to demonstrate maintenance for 10 years after being designated under the 8-hour ozone standard (EPA 2013).

3.3.1.3 Regulatory Setting

Federal. The Federal Clean Air Act (CAA) enacted in 1963 and amended several times thereafter [1990 Clean Air Act Amendments (CAAA) most recent], establishes the framework for current air pollution control. The CAA directs the EPA to establish NAAQS for six pollutants: ozone, carbon monoxide, lead, nitrogen dioxide, particulate matter, and sulfur dioxide. The NAAQS and CAAQS are presented in Table 3-3.

Table 3-3. Summary of National and California Ambient Air Quality Standards

Pollutant	Averaging Time	National Standards ⁽¹⁾		California Standards ^(2,3)
		Primary ^(3,4)	Secondary ^(3,5)	
Ozone (O ₃)	1-hour	-	-	0.09 ppm (180 µg/m ³)
	8-hour	0.075 ppm (147 µg/m ³)	Same as primary standard	0.070 ppm (137 µg/m ³)
Carbon monoxide (CO)	1-hour	35 ppm (40 mg/m ³)	-	20 ppm (23 mg/m ³)
	8-hour	9 ppm (10 mg/m ³)	-	9.0 ppm (10 mg/m ³)
Nitrogen dioxide (NO ₂)	Annual arithmetic mean	0.053 ppm (100 µg/m ³)	Same as primary standard	0.030 ppm (57 µg/m ³)
	1-hour	100 ppb (188 µg/m ³)	-	0.18 ppm (339 µg/m ³)
Inhalable particulate matter (PM ₁₀)	Annual arithmetic mean	-	Same as primary standard	20 µg/m ³
	24-hour	150 µg/m ³		50 µg/m ³
Fine particulate matter (PM _{2.5})	Annual arithmetic mean	12 µg/m ³	15 µg/m ³	12 µg/m ³
	24-hour	35 µg/m ³	Same as primary standard	-
Sulfur dioxide (SO ₂) ⁶	24-hour	-	-	0.04 ppm (105 µg/m ³)
	3-hour	-	0.5 ppm (1,300 µg/m ³)	-
	1-hour	75 ppb (196 µg/m ³)	-	0.25 ppm (655 µg/m ³)
Lead (Pb) ⁷	30-day average	-	-	1.5 µg/m ³
	Calendar quarter	1.5 µg/m ³	Same as primary standard	-
	Rolling 3-month average	0.15 µg/m ³		-

SOURCE: CARB 2013b

Notes: ppb = parts per billion; ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; - = no standard exists

(1) National standards (other than ozone, particulate matter, and those standards based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM₁₀ 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1 day. For PM_{2.5}, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

(2) California standards for ozone, CO (except Lake Tahoe), NO₂, and particulate matter are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

(3) Concentrations are expressed first in units in which they were issued (i.e., ppb, ppm or µg/m³). Equivalent units given in parentheses are based on a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

(4) National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

(5) National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

(6) The EPA strengthened the NAAQS for SO₂ on June 2, 2010, by establishing a new 1-hour standard. The EPA also has revoked the annual and 24-hour standards because they will not add additional public health protection given the new 1-hour standard.

(7) The California Air Resources Board has identified lead as a toxic air contaminant with no threshold of exposure for adverse health effects. This action allows for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

The CAAA requires that all federally funded projects conform to the appropriate State Implementation Plan (SIP) so that the projects do not interfere with strategies employed to attain the NAAQS. The conformity rule applies to federal projects in areas designated as nonattainment areas for any of the six criteria pollutants and in some areas designated as maintenance areas. A general conformity analysis demonstrates project conformance with the SIP.

As indicated above, Monterey County is in attainment for all NAAQS. Therefore, general conformity does not apply as there are no adopted SIPs for the region. An analysis of direct and indirect emissions against the federal *de minimis* thresholds is not required.

State and Local. The CARB and Monterey Bay Unified Air Pollution Control District (MBUAPCD) are the state and local agencies responsible for air quality management in the Proposed Action area, and have primary implementation responsibility for the NAAQS and CAAQS. In addition, the CARB and MBUAPCD have adopted rules and regulations to reduce emissions throughout the district.

The California Clean Air Act (CCAA) establishes air quality management processes that are similar to the federal CAA process, but with a focus on the CAAQS, which for select pollutants and averaging periods are more rigorous than comparable NAAQS. The Global Warming Solutions Act of 2006, California Assembly Bill 32, codified the state's Green House Gas emissions targets established by California EO S-3-05 (June 1, 2005).

The NCCAB is in nonattainment of CAAQS for ozone and PM₁₀, therefore, in 2008, an Air Quality Management Plan was prepared by MBUAPCD to support attainment of CAAQS as required by the CCAA (MBUAPCD 2008a). In 2008, the MBUAPCD adopted the California Environmental Quality Act (CEQA) Air Quality Guidelines document (MBUAPCD 2008b) for assessment and mitigation of air quality effects under CEQA. The guidelines focus on environmental documentation in relationship to CEQA providing uniform procedures for addressing air quality in environmental documents, and therefore can be used by lead agencies, consultants, and project applicants to prepare a NEPA analysis. The following applicable components are found in the guidelines:

- ◆ Criteria and thresholds for determining if a significant adverse effect on air quality will result from implementation of a project
- ◆ Procedures and modeling protocols for quantifying and analyzing effects on air quality
- ◆ Mitigation methods for impacts to air quality

Specific rules applicable to the project may include but are not limited to:

- ◆ Rule 424, National Emission Standards for Hazardous Air Pollutants
- ◆ Rule 439, Building Removals

3.3.1.4 Sensitive Receptors

Sensitive receptors (sensitive populations) are more vulnerable to air pollution effects than the general population. Sensitive receptors in the vicinity of localized air pollution sources are of particular concern. Typically, sensitive receptors include residences, schools, childcare centers, athletic facilities and playgrounds, churches, and long-term care/rehabilitation centers. Sensitive receptors within 500 feet of the Proposed Action are limited to residences.

3.3.2 Environmental Consequences

3.3.2.1 Proposed Action

Construction and on-road vehicle emissions would be the primary contributors to air quality impacts from the Proposed Action. Removal of the existing guard booths and construction of the new guard booths, in-ground hydraulic vehicle barriers, and overhead canopies would result in short-term temporary emissions of various air pollutants from construction equipment over a period of approximately 3 weeks for each access control point (ACP). Construction equipment, such as trucks, a backhoe, and a crane, would emit carbon monoxide, nitrogen oxides, oxides of sulfur, volatile organic compounds, ozone precursors, fugitive dust (PM₁₀ and PM_{2.5}), and greenhouse gases (e.g., carbon dioxide, methane, nitrous oxide). After construction was completed, operational emissions associated with the ACPs would likely decrease in intensity from current emissions as a result of improved efficiency and would be limited to on-road vehicle emissions and indirect emissions associated with electricity use.

The CEQA Air Quality Guidelines (§15002) define “significant effect on the environment” as “a substantial adverse change in the physical conditions which exist in the area affected by the proposed project” (MBUAPCD 2008b). Removal without demolition of the two guard booths would result in insignificant release of fugitive dust (PM₁₀ and PM_{2.5}). MBUAPCD Rule 439 (Building Removals) requires that there be no visible emissions whatsoever from building removals. Visible emissions are to be prevented by sufficiently wetting structures prior to removal, continued wetting as necessary during active removal, and prohibition of removal activities when peak wind speeds exceed 15 miles per hour (mph) (MBUAPCD 2013b). Emissions from construction equipment would be limited and of short duration, and would therefore not exceed threshold of significance criteria. Therefore, removal activities associated with the Proposed Action would not result in significant impacts to air quality.

MBUAPCD (2008b) established thresholds of significance to determine if project construction activities would result in a significant adverse impact to air quality. Construction activities which directly generate 82 pounds per day or more of PM₁₀ would have a significant adverse impact on local air quality when located nearby and upwind of sensitive receptors. Construction projects using typical construction equipment, such as dump trucks, scrapers, bulldozers, compactors, and front-end loaders that temporarily emit precursors of ozone (volatile organic compounds or nitrogen oxides), are accommodated in the emission inventories of state- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone Ambient Air Quality Standards (AAQS). Emissions from construction activities represent short-term temporary impacts, depending on the size and phasing of a project.

Table 3-4 identifies the level of construction activity, based on the construction threshold that could result in significant temporary adverse air quality impacts if not mitigated.

Table 3-4. Construction Activity with Potentially Significant Impact to Air Quality

Activity	Threshold
Construction site with minimal earthmoving	8.1 acres per day
Construction site with earthmoving (grading, excavation)	2.2 acres per day

SOURCE: MBUAPCD 2008b

NOTE: Construction projects below the screening level thresholds shown above are assumed to be below the 82 pounds/day particulate matter less than 10 microns in diameter threshold of significance, while projects with activity levels higher than those above may have a significant impact on air quality.

Implementation of the Proposed Action would require minimal earthmoving and would not exceed the 8.1 acres per day threshold. Therefore, there would be no significant short-term adverse air quality impacts as a result of construction activities associated with implementation of the Proposed Action.

Implementation of the Proposed Action would result in limited on-road vehicle traffic delays in the immediate vicinity of each ACP. On-road vehicle traffic control during construction activities would be managed by the contractor using BMPs to limit delays and avoid times of peak usage, resulting in an approximately 20 percent reduction in capacity associated with reduced speeds. Currently, traffic approaches each ACP at approximately 20 mph (Forte 2014). Reduced on-road vehicle traffic speeds in the immediate vicinity of each ACP to 15 mph would result in increased mobile source emissions in the project area. The additional trips by the two construction vehicles (3-4 times per day) to and from the construction staging area on Infantry Road, would not significantly impact air quality as these vehicles would travel small distances (less than 2 miles).

The CARB released a simplified tool (EMFAC2011-PL) to report project-level emission rates which uses emissions and activity data from its on-road vehicle emissions estimating model EMFAC2011. EMFAC2011-PL processes data at a sub-area level defined by County-Air Basin-District boundaries (CARB 2012). EMFAC2011-PL was used to determine project level on-road vehicle emission factors for all vehicle classes, model years, and fuels for the immediate vicinity of each ACP at both the current 20 mph and reduced 15 mph on-road vehicle traffic speeds to determine potential air quality impacts associated with construction delays. Potential on-road vehicle emissions in the immediate vicinity of each ACP resulting from implementation of the Proposed Action were modeled by EMFAC2011-PL (Appendix B).

EMFAC2011-PL model outputs and calculated emissions for the individual ACPs are found in Appendix B and demonstrate there would be no exceedances of MBUAPCD Thresholds of Significance and therefore implementation of the Proposed Action would not result in significant adverse impacts to air quality.

Relocating the Pvt. Bolio Gate 60 feet closer to Lighthouse Avenue would result in a loss of approximately two cars worth of staging length on Pvt. Bolio Road. At most, an additional two cars would be backed up on Lighthouse Avenue which would not impact air emissions from idling cars. Long-term impacts to air quality would be slightly less than under existing conditions due to increased efficiency and as no increase in operational intensity would occur as a result of new guard booths, in-ground hydraulic vehicle barriers, or overhead canopies. That is, there would be no resulting increase in on-road vehicular traffic in the project area as a result of the Proposed Action.

3.3.2.2 Alternative 1

Since the canopies would not be constructed and the construction time period would be shorter, implementation of Alternative 1 would result in fewer emissions than the Proposed Action, and would therefore not exceed threshold significance criteria for construction or on-road vehicles. Implementation of Alternative 1 would not result in significant adverse impacts to air quality.

3.3.2.3 No Action Alternative

No removal or construction activities would be implemented, and the existing guard booths would continue to be non-compliant with the UFC guide for guard operations and force protection. Additionally, no in-ground hydraulic vehicle barriers or overhead canopies would be installed. No construction emissions would be generated. Ongoing activities at the POM ACPs would continue to generate emissions and contribute to overall emissions in the county, but no new emissions from guard booth removal and replacement or related activities would be generated.

3.3.3 Mitigation Measures

No mitigation measures beyond BMPs are necessary as air emissions resulting from implementation of the Proposed Action would not result in significant adverse impacts. Visible emissions would be prevented by sufficiently wetting structures prior to removal, continued wetting as necessary during active removal, and prohibition of removal activities when peak wind speeds exceed 15 mph. In addition, conducting construction after morning and prior to afternoon peak traffic hours would assist in the reduction of vehicle emissions during construction.

3.4 Visual and Aesthetic Resources

Visual and aesthetic resources include natural and manmade physical features that provide the landscape its character and value as an environmental resource. Landscape features that form a viewer's overall impression about an area include landform, vegetation, water, color, adjacent scenery, its uniqueness, and constructed modifications to the natural setting. Visual impacts are determined by considering the visual character of the existing environment and the visually prominent features of a proposed project.

3.4.1 Existing Conditions

This section describes the existing aesthetic and visual resource conditions in the area of the Proposed Action. The POM's visual character is unique because of a large intact historic district, the natural forests in and around the Huckleberry Hill Nature Preserve, the presence of a military cemetery, and the Mission or Spanish elements in newer buildings. In addition, the POM is visible from public roads and private homes in the cities of Monterey and Pacific Grove (POM 2013a).

The POM is situated on a sloping hillside above the City of Monterey, and ranges in elevation from approximately 770 feet above sea level at its highest point in the western part of the installation, to approximately 30 feet above sea level at its lowest elevation to the east. The POM overlooks Monterey Bay, which is the most prevalent view from the installation (POM 2013a). The California Coastal Act considers and protects scenic and visual qualities of coastal areas as resources of public importance (Section 30251). As provided in Section 304 of the Coastal Zone Management Act, the term "coastal zone" specifically excludes "lands the use of which is by law subject solely to the discretion of or which is held in trust by the Federal government, its officers or agents."

The POM contains six areas that can be categorized according to their visual layout and history. These areas from east to west are identified as: the archaeological district, historic district (Lower Presidio), the Parade Ground (Soldier's Field), Fitch Hill, the main campus, and Presidio Knoll (POM 2013a). Presidio Knoll, the location of the Huckleberry Hill Nature Preserve, is the most prominent visual feature of the POM. This area consists of a large, dense forest of Monterey pine trees covering a steeply sloped hill and was established to mitigate the effects of constructing barracks on the knoll. The peak of the knoll is one of the highest points on the Monterey Peninsula. Presidio Knoll is an undeveloped nature preserve at an elevation above 550 feet above mean sea level and is developed at lower elevations.

The main campus area contains most of the facilities that are devoted to instruction. Buildings occupying this portion of the POM are of various heights and architectural styles, but the primary design theme is international. Most of the buildings in the Fitch Hill and Parade Ground areas were constructed between 1903 and 1940. Other buildings in these areas have Spanish Revival and historic (i.e., World War II) design themes. The Taylor and Franklin gates are located at the north side and south side of the main campus area, respectively (Figure 1-2). The Franklin Gate provides the most direct and primary access to the core of the POM and is shown in Figure 3-1. The Pvt. Bolio Gate is located at the northeastern boundary of the POM in the historic district (Figure 1-2). Residential neighborhoods are located to the north of the Taylor and Pvt. Bolio gates and to the east and south of the Franklin Gate. The existing Taylor Gate is shown in Figure 3-2 and the Pvt. Bolio Gate is shown in Figure 3-3.

Figure 3-1. Existing Guard Booth at Franklin Gate

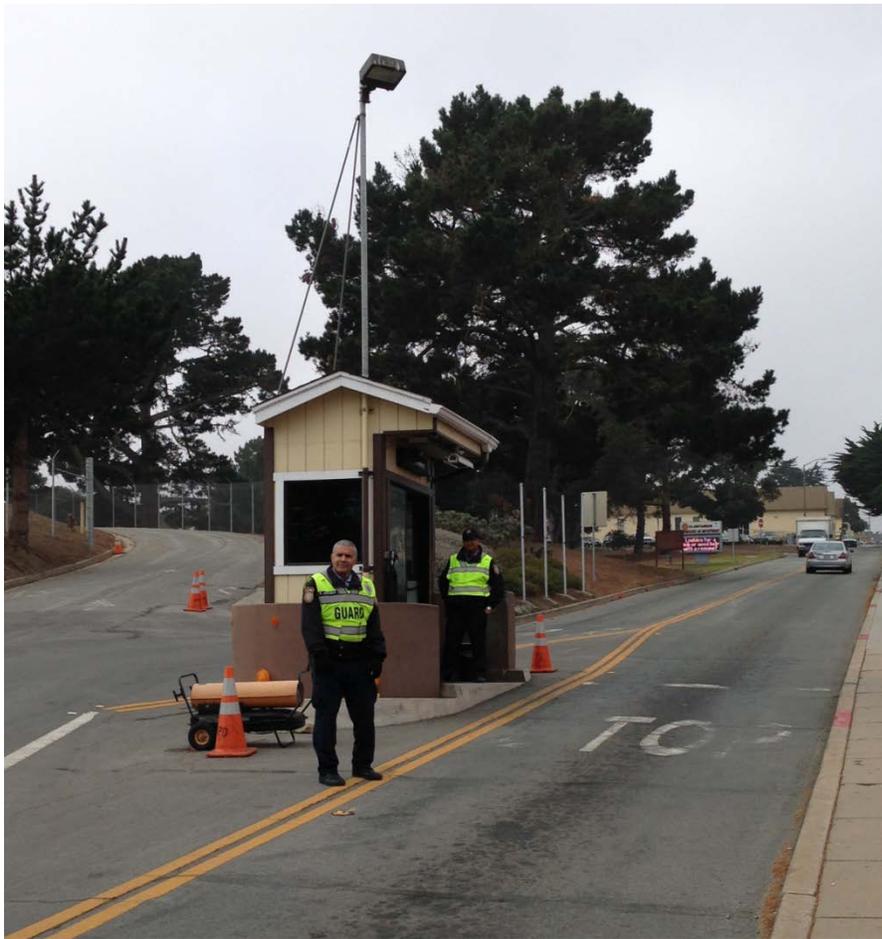


The POM's Installation Design Guide (IDG) establishes standards for the visual, scenic and aesthetic quality of development at POM. The IDG is a component of the Real Property Master Plan that promotes the use of consistent architectural themes and standards for Army facilities and infrastructure. The IDG is used as a reference to acquire recommendations for Army standards on the design of all facilities, new roads, road widening, parking, sidewalks and other pedestrian paths, bicycle paths, site furnishing selection and placement, signage selection and placement, lighting selection and placement, utility corridor selection, and utilities. These design guidelines incorporate sustainable design, quality of design, anti-terrorism measures, low maintenance measures, historical and cultural considerations, durability, safety, and compatibility.

Figure 3-2. Existing Guard Booth at Taylor Gate



Figure 3-3. Existing Guard Booth at Pvt. Bolio Gate



3.4.2 Environmental Consequences

Potential impacts to aesthetic and visual resources are considered significant if the Proposed Action would substantially degrade the natural or constructed physical features in the area of the POM that provide the area its character and value as an environmental resource. In general, the magnitude of visual impacts is determined by the number of viewers affected, viewer sensitivity to changes, distance of viewing, and compatibility with existing land use.

3.4.2.1 Proposed Action

The Proposed Action would cause minor, short-term visual impacts resulting from ground disturbance; the presence of workers, vehicles, and equipment; and the generation of dust and vehicle exhaust associated with the removal of existing guard booths and the construction of new guard booths. The largest equipment used would be a backhoe for the Pvt. Bolio and Taylor gates. About two trucks per day would haul construction material and a crane may also be needed to install the canopies. The construction staging area would be located by Building 220, along Artillery Road on hardscape. Once construction is complete, the restoration of disturbed areas will remove these visual impacts.

In the long term, the Proposed Action would cause minor visual impacts by changing the visual character at the Taylor, Franklin, and Pvt. Bolio gates as the proposed canopies would be new structures. Figure 3-4 shows an overlay image of the proposed guard booth and canopy at the Pvt. Bolio Gate.

Figure 3-4. Proposed Guard Booth and Canopy at Pvt. Bolio Gate



Existing vegetation around the Taylor and Franklin gates would help mask the appearance of the canopies at these gates from surrounding neighborhoods. The resident on Taylor Street nearest the POM boundary fence would likely see the proposed canopy at the Taylor Gate through the trees. The resident on the south side of Franklin Street nearest the POM would see the canopy at the Franklin Gate. The residents to the north of the POM on Hawthorne Street would be able to see the canopy and guard booth at the Pvt. Bolio Gate, but they would not obstruct the neighborhood's entire viewshed. In addition, visitors to the park would briefly see the new canopy, along with the new guard booth, as they enter and leave the park. Visitors driving, bicycling, and walking southward into the park would see the canopy structure. However, it would not unduly interfere with the view of the city from the entrance road.

To lessen these visual impacts, the exterior finishes of the canopies would match those of the surrounding buildings. Lighting and ceiling inspection mirrors would be installed on the interior of the structures. Canopy lighting would be situated so there would be little impact to the surrounding neighborhoods. Illumination would concentrate on the entrances and exits and be angled towards the ground. The new lighting would occur under the canopy; therefore, some of the existing tall light fixtures would be eliminated.

The Taylor and Franklin gates are not visible from the historic district or the coastline. The Pvt. Bolio Gate is approximately 1,000 feet from the coastline; however, it cannot be seen from the coast as the slope of the area and surrounding buildings and vegetation effectively screen it. The proposed guard

booth and canopy would not adversely affect the views of travelers along the Monterey coastline and marina. The Army has submitted a coordination letter to the California Coastal Commission describing the Proposed Action in accordance with 35 CFR 930.35. The proposed Pvt. Bolio guard booth and canopy would not adversely affect the viewshed of the historic district because it would be adjacent to the property boundary (on the edge of the historic district), near where the current guard booth is located and where the view is already encumbered by the non-historic installation boundary fence. Section 3.5 discusses potential impacts to cultural resources.

Since the proposed guard booths and canopies would be visually similar to their surroundings, would be compatible with existing land use, and would not adversely affect the historic district or views from the coast, effects on the visual character at the POM would be less than significant.

3.4.2.2 Alternative 1

Under Alternative 1, the short- and long-term impacts to visual resources would be similar to those described for the Proposed Action. The two guard booths would be replaced; however, no canopies would be constructed. No existing tall light fixtures would be eliminated. This alternative would, therefore, result in fewer long-term visual impacts than the Proposed Action.

3.4.2.3 No-Action Alternative

Under the No-Action Alternative, the POM would not replace the current guard booths and erect the canopies at three gates. No changes to visual resources would occur and no existing tall light fixtures would be eliminated.

3.4.3 Mitigation Measures

No mitigation measures are required for visual impacts. The following BMPs would be implemented to lessen visual impacts:

- ◆ The POM would use roof materials for the proposed canopies that would match the existing nearby rooftops.
- ◆ Pole lights would be removed and new lighting would be lower and angled towards the ground to minimize impact to the surrounding neighborhoods.
- ◆ Standards in the POM IDG would be followed.

3.5 Cultural Resources

Cultural resources include prehistoric and historic archaeological sites, structures, districts, or areas containing physical evidence of human activity. These resources are protected and identified under several federal laws and EOs. These include the NHPA (1966), the Archaeological and Historic Preservation Act (1974), the American Indian Religious Freedom Act (AIRFA) (1978), ARPA (1979), NAGPRA (1990), EO 13007 (sacred sites), and 36 CFR 79, Curation of Federally-Owned and Administered Collections (collections). The NHPA requires that federal agencies assume the responsibility for the preservation of historic and prehistoric resources located on lands owned or controlled by that agency. Section 110 (a)(2) of the NHPA requires that “...each federal agency shall establish a program to locate, inventory, and nominate to the Secretary all properties under the agency’s ownership or control...that appear to qualify for inclusion on the National Register...” Section 110 (a)(2) further requires that “each agency shall exercise caution to assure that any property that might qualify for inclusion is not inadvertently transferred, sold, demolished, substantially altered, or allowed to deteriorate significantly.”

The EA process requires the assessment of potential impacts on cultural resources. In addition, under Section 106 of the NHPA, federal agencies must take into account the effect of their undertakings on historic properties and allow the Advisory Council on Historic Preservation an opportunity to comment. Under this process, the federal agency evaluates the NRHP eligibility of resources within the proposed undertaking's area of potential effect (APE) and assesses the potential impacts of the proposed undertaking on historic resources in consultation with the SHPO and other parties. The APE is defined as the geographic area(s) "within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The APE for cultural and traditional resources encompasses areas where ground disturbing activities would occur which includes the area immediately surrounding the guard booth locations at the Taylor, Franklin, and Pvt. Bolio gates; therefore, three APEs are delineated for the analyses. The APEs also include the visual setting of the guard booths and canopies as they relate to the POM Historic District.

3.5.1 Existing Conditions

The POM is an installation with multiple layers of history representing at least 7,000 years of human habitation beginning with Native American occupation, followed by Spanish, Mexican, and later American occupation. A brief summary of the important historical periods which shaped POM's cultural properties is provided in Table 3-5. A more detailed description of the POM's history is available in the POM ICRMP (POM 2004).

3.5.1.1 Historic Properties

Historic elements represent significant past events. The commanding view of Monterey Bay from the POM led the governments of Spain (c. 1770s), Mexico (c. 1822) and the United States (c. 1846) to erect military fortifications here. The POM contains approximately 102 historic buildings, historic road system, and monuments with a historic landscape district (POM 2004). The Lower POM comprises two historic properties eligible for inclusion in the NRHP: El Castillo and the POM Historic District. El Castillo was placed on the NRHP in 1971 for its association with the foundations of the original Spanish fortification and the presence of sites of prehistoric occupation. Subsequent research has more fully documented the contributing nature of other site components, such as the remains of the American Fort Mervine; a variety of commemorative monuments; and sites of historic events, such as the Vizcaino/Serra landing (POM 2013a). Although the boundaries of the NRHP historic property extend beyond Army property into the city and overlap somewhat with the later designated POM Historic District (which is entirely on Army property), El Castillo essentially constitutes the eastern and oldest portion of the POM Installation. Although the POM retains the ultimate responsibility under the NHPA, the Army has leased the 26-acre heart of El Castillo, including its major contributing features, to the City of Monterey for a Lower Presidio Historic Park (POM 2013a). The Lower Presidio Historic Park is listed on the NRHP because of archeological sites that contain remnants of these redoubts as well as evidence of Native American occupation including burials and trade items from the eastern Sierra Nevada and Napa.

Table 3-5. Presidio of Monterey Installation Important Historic Periods

Historic Period	Date	Description
Native American	circa 5000 B.C. to A.D. 1602	Native American peoples inhabiting the central coast of California were known as the Ohlone. The people relied on the hunter-gather type society. Archaeological sites representing many of those years are found at the Lower POM.
Early European Exploration	1602 to 1770	Exploration of Alta California (upper California) began by the Spanish who reached Monterey in 1770 to establish a permanent settlement. The establishment of the Spanish missions and susceptibility to European diseases caused the dramatic decline in the native population. The threat of maritime rival powers in the Pacific, and the desire to spread the Catholic faith, enticed the Spanish to colonize Alta California. The military encampment known as the Presidio was established.
California Mission Settlement	1770 to 1849	A battery with fortifications was constructed in 1796 on higher land farther north along the waterfront (i.e., currently the Lower POM), eventually acquiring the name of “El Castillo” and becoming the beginning of the modern-day POM. The Mexican period of governance in California (1822) coincided with Mexico’s independence from Spain. In 1848, the Treaty of Guadalupe-Hidalgo was signed and Mexico ceded all of Alta California to the United States.
American Period/Statehood	1849-Present	California was admitted to the U.S. as the 31 st state in 1850. Following the Spanish-American War, construction of the installation for Army infantry began in 1902 and includes what is now called the Presidio of Monterey Historic District. Development of the surrounding community and the installation continued through World War II. In 1946, the Army Language School was established and later renamed the Defense Language Institute Foreign Language Center.

SOURCES: adapted from POM 2004 and POM 2013a

The POM Historic District constitutes a 75-acre district within POM that represents the period from 1902-1939 when POM operated as an Infantry, Cavalry, and Artillery cantonment. The District is comprised of 76 buildings, 20 structures, 3 monuments, roads, rock walls, and cultural landscapes (Figure 3-5). The district has been determined eligible for listing on the NRHP and is managed via a *Programmatic Agreement Among the United States Army, the Advisory Council on Historic Preservation, and the California State Historic Preservation Officer Regarding Routine Maintenance of Historic Properties at the Presidio of Monterey (PA)*. The POM’s Programmatic Agreement (PA), executed in 1993, allows the Army to complete routine maintenance and repair of contributing structures in the historic district without further Section 106 consultation, if all requirements in the PA are adhered to. The City of Monterey contains a National Historic Landmark district (the City of Monterey’s “Old Town”) in its downtown which is adjacent to the southern boundary of the POM. New structures built in the vicinity of these historic elements must be respectful of the historic context.

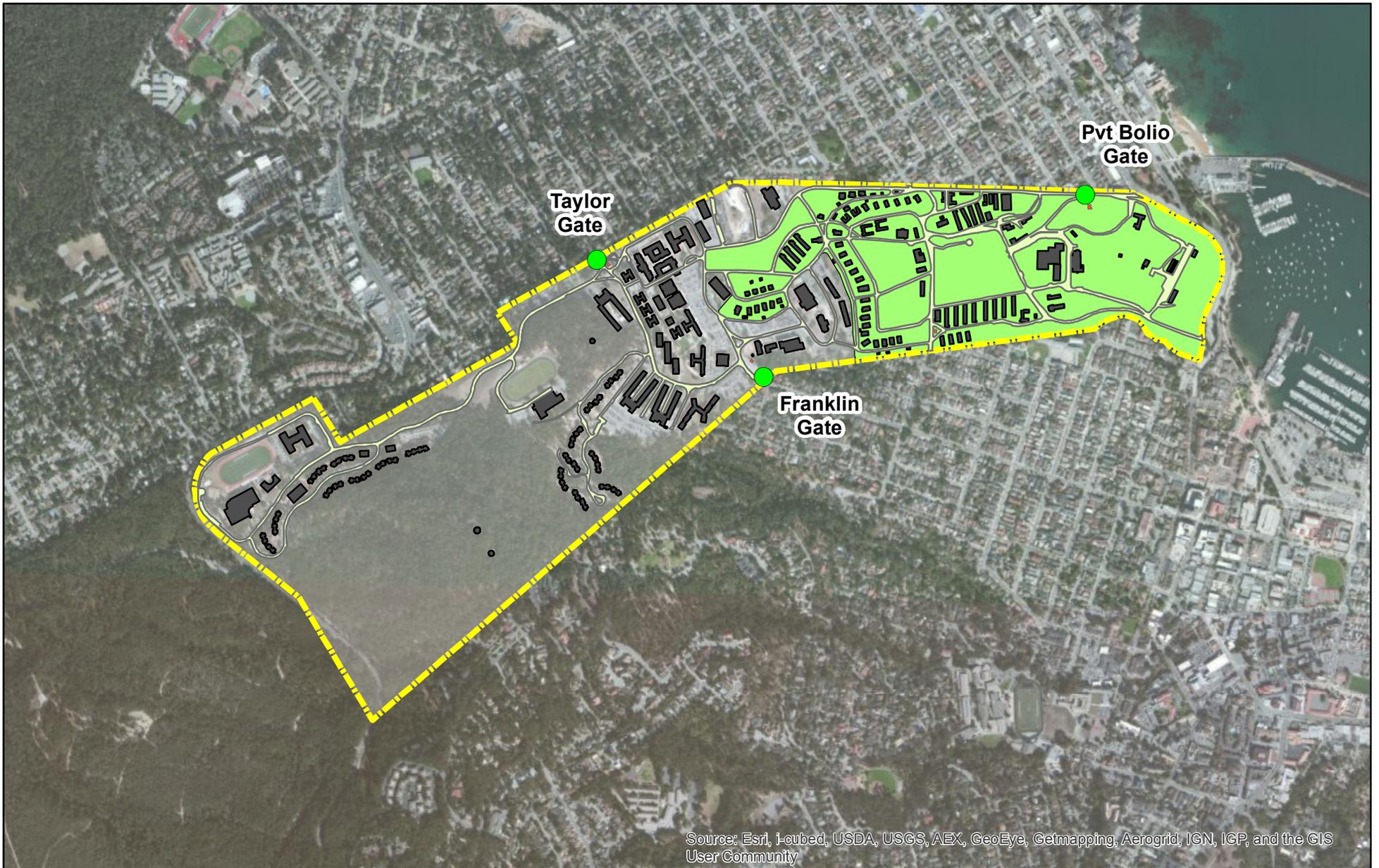


Figure 3-5. POM Historic District

Legend

- POM Guard Booths
- Visitor Centers
- Pavement and Roadway
- Buildings
- POM Boundary
- Historic District

POM = Presidio of Monterey



3.5.1.2 Archeological Resources

The POM has identified archeological sites representing every period of human occupation. Concerns for effects on archeological resources at the POM are managed by strict protocols, known as SOPs #5, #6, and #8 in the ICRMP, for archeological monitoring and the appropriate treatment of any archeological issues that arise, anticipated or unanticipated (POM 2004). Per the 1993 PA, all ground-disturbing activities in the POM Historic District and El Castillo require monitoring by an archaeologist who meets the Secretary of Interior's Professional Qualification Standards per 36 CFR Part 61, Appendix A. The proposed Pvt. Bolio guard booth and canopy would be located within the POM Historic District and would require monitoring during construction.

3.5.2 Environmental Consequences

Potential impacts to historic properties and/or archeological resources are considered significant if the Proposed Action or alternatives would:

- ◆ Physically destroy, damage, or alter all or part of the property;
- ◆ Physically destroy, damage, alter or remove items from archeological contexts without a proper mitigation plan;
- ◆ Isolate the property from or alter the character of the property's setting when that character contributes to the property's qualification for the NRHP;
- ◆ Introduce visual, audible, or atmospheric elements that are out of character with the property or alter its setting;
- ◆ Neglect a property resulting in its deterioration or destruction; or
- ◆ Transfer, lease, or sell the property without a proper preservation plan.

3.5.2.1 Proposed Action

The Franklin and Taylor gates are located outside the POM Historic District, approximately 510 feet south and 1,020 feet west respectively. The proposed canopies at both gates and the guard booth at Taylor Gate would be constructed outside of the POM Historic District and at a distance that would not affect the historic district's setting. The Pvt. Bolio Gate, however, is located within the POM Historic District. The proposed action at the Pvt. Bolio Gate would not adversely affect the Historic District because the new guard booth would merely replace the current, non-historic booth and the exterior color of the new guard booth would be consistent with the color scheme used throughout the district. The proposed canopy would not adversely affect the viewshed of the Historic District because it would be located at the existing entryway where the view is already encumbered by the non-historic installation boundary fence, gate, and guard booth (Figure 3-4). New lighting would be placed under the canopy and angled down towards vehicles entering the gate; therefore, existing tall light fixtures would be removed thus eliminating unnecessary light pollution. In addition, the canopy roof line and roofing materials would be compatible with other contributing buildings in the Historic District. The current guard booth erected in 2001, is not a contributing element to the POM Historic District. In addition, the City of Monterey's National Historic Landmark district is south of the Pvt. Bolio guard booth location and would not be impacted by the Proposed Action.

Activities at the Pvt. Bolio Gate would be outside the boundaries of two known archeological sites and no known archeological sites are near the Taylor and Franklin gates. All construction projects, if

implemented, would occur within previously disturbed areas, therefore, no direct effects are anticipated to subsurface areas from these projects.

Indirect impacts to archeological sites would not occur as construction equipment, personnel, and lay down areas would remain on pavement. However, if during construction there is an inadvertent discovery of cultural resources, all activity in the area of discovery would be halted and the POM Archaeologist would be contacted in accordance with the contractors Statement of Work and SOPs outlined in POM's ICRMP will be followed as discussed in Section 3.5.3. No adverse effects to the POM Historic District or archeological resources are expected under the Proposed Action.

3.5.2.2 Alternative 1

Under Alternative 1, the guard booths at the Pvt. Bolio and Taylor gates would be replaced and the in-ground hydraulic system constructed, however, the canopies at all three locations would not be erected. This alternative eliminates any potential impacts to the viewshed within the historic district from the canopy at the Pvt. Bolio Gate.

Although reduced construction activities occur under this alternative since the canopies would not be erected, in-ground hydraulic barriers and additional infrastructure at the Taylor and Pvt. Bolio gates would cause ground disturbance in previously disturbed areas. The Franklin Gate would require construction of the in-ground hydraulic system. Construction activities would occur outside known archeological sites; however, there would still be a potential for inadvertent discoveries during construction. Inadvertent discoveries during construction at any of the sites would be handled in accordance with the POM ICRMP as discussed in Section 3.5.3.

3.5.2.3 No-Action Alternative

Under the No-Action Alternative, the POM would not replace the current guard booths and erect canopies at the three gates. Activities in the historic district would not occur and any potential for impacts to archeological resources would be eliminated. There would be no impacts to cultural resources.

3.5.3 Mitigation Measures

Construction activities associated with guard booth replacement have the potential to expose unknown subsurface cultural resources. If cultural resources were inadvertently discovered, work shall be halted within 98 feet (30 meters) of the find until it can be evaluated by a qualified professional archaeologist (per 36 CFR Part 61) and the USAG-POM Cultural Resource Manager. Inadvertent discoveries require implementation of procedures set forth in the POM's ICRMP and AR 200-1, which include consultation procedures and planning requirements found in Section 106 of the NHPA (16 U.S.C. 470f; 36 CFR Part 800). Because the Pvt. Bolio Gate is within the Historic District, an archaeologist (per 36 CFR 61) and a Native American consultant will be on-site during all ground disturbance in this location to ensure prompt response in the event of an inadvertent discovery.

If an inadvertent discovery of human remains were to occur, work shall cease within 30 meters of the find and immediate notification must be made to the USAG-POM Cultural Resource Manager. The Cultural Resource Manager would preliminarily determine if the remains are from a recent crime scene (50 years old or less) or are of Native American descent and would immediately notify the Garrison Commander. If the remains appear recent, a 30-meter radius would be declared off limits to everyone except authorized personnel and the Army's Criminal Investigation Command would assume control of the crime scene. If the remains appear to be of Native American descent, the Monterey County Coroner's Office and the Ohlone/Costanoan-Esselen Nation would be contacted, if the tribal representative was no longer on site.

An inadvertent discovery of cultural items as defined under NAGPRA will require further consultation under Section 106 of the NHPA and Section 3 of NAGPRA as outlined in the POM ICRMP SOP #4.

3.6 Infrastructure

This section discusses utility systems which are classified as distribution and collection systems including electrical, natural gas, telecommunications, potable water, sanitary sewer, storm drainage, and solid waste disposal.

3.6.1 Existing Conditions

This section describes existing utilities at and surrounding the POM.

3.6.1.1 Energy Sources and Telecommunications

Pacific Gas and Electric Company (PG&E) provides electrical power. Using existing electrical infrastructure, PG&E can provide a maximum of approximately 4,500 kilovolt-amperes to the POM (POM 2013a). Electrical service to the guard booths at the Pvt. Bolio, Franklin, and Taylor gates is provided via underground conduit. Overhead lighting fixtures, which provide illumination to the gate areas, are attached directly to the Pvt. Bolio Road and Taylor Street guard booths. Overhead lighting for the Franklin Gate is provided by larger, free-standing light poles, some of which are part of the lighting infrastructure for an adjacent parking lot. PG&E also supplies natural gas service and maintains all infrastructure. Underground, high-pressure gas lines run along Rifle Range Road and cross the POM near Lighthouse Avenue.

AT&T and the Boingo network provide telephone and internet service at the POM. Cable service is provided by Suddenlink Communications.

3.6.1.2 Potable Water Supply, Wastewater Treatment, Storm Water System, and Solid Waste Disposal

The California American Water Company (Cal-Am) supplies potable water to POM from the Carmel Valley groundwater basin, located southwest of the POM. Monterey Peninsula Water Management District (MPWMD) manages the water distribution to the City of Monterey (including the POM). Between the years of 2005 to 2010, the annual average water use at the POM was 166 acre-feet (approximately 54 million gallons) (POM 2013a). Permanent surface water features are not present on the POM. As such, on site surface water is not a reliable water source.

With the exception of the laterals, the City of Monterey owns and maintains all sewer lines at the POM (the POM owns and maintains the laterals). Wastewater generated at the POM is treated at the Monterey Regional Control Agency wastewater treatment plant, located approximately 2 miles north of the City of Marina, California. The wastewater treatment plant is permitted to treat up to 27 million gallons of wastewater per day. Water receiving secondary treatment is discharged into Monterey Bay (POM 2013a).

POM stormwater runoff is collected mainly by an existing drainage system onsite and discharged to the Pacific Ocean or Monterey Bay. Any stormwater not collected by the POM system drains to the systems for the cities of Monterey and Pacific Grove. Stormwater discharge from these municipalities also drains to the Pacific Ocean or Monterey Bay.

Monterey City Disposal Service manages solid waste collection and recycling services. Collected waste is sent to the Monterey Environmental Park, located approximately 2 miles north of the City of Marina,

California. The Monterey Regional Waste Management District operates the Monterey Environmental Park.

3.6.2 Environmental Consequences

Effects on infrastructure are considered in terms of increases in demands on systems and the ability of existing systems to meet those demands. Potential effects to the environment could occur if the existing systems are insufficient to handle the increased demands requiring construction and operation of a new system. Utility demands include both construction and operations usage. Individual segments that comprise the totality of the infrastructure are discussed below. As liquid fuel, potable water, and wastewater systems are not affected by the Proposed Action, they are not discussed further.

Potential impacts to the electrical systems are considered significant if the Proposed Action would:

- ◆ Change regional electricity demands requiring major new components such as transmission lines, transformers, and substations; or
- ◆ Cause long-term disruptions in available electrical services.

Potential impacts to stormwater conveyance systems are considered significant if the Proposed Action would:

- ◆ Cause flow obstructions and increases to the stormwater drainage system;
- ◆ Accelerate deterioration of the stormwater drainage system; or
- ◆ Cause long-term interruptions of stormwater drainage system components.

Potential impacts to solid waste are considered significant if the Proposed Action would increase solid waste such that it overwhelms local landfills.

3.6.2.1 Proposed Action

Potential impacts to utilities as a result of the Proposed Action would be negligible. The relocation and/or reuse of the existing electrical and telecommunications services would not result in a change in demand or a long-term disruption in service. The proposed canopy would provide protection for the automated monitoring/identification of exiting vehicles (closed circuit camera systems) in support of an automated access control system infrastructure. As the Proposed Action is not expected to increase impervious surface area, no impacts are anticipated with regard to stormwater conveyance systems. The small amount of waste generated by the Proposed Action is not expected to have an impact on solid waste landfills. No other utilities would be affected.

3.6.2.2 Alternative 1

Under Alternative 1, the impacts to utilities would be the same as those under the Proposed Action. The removal of the canopies from the project would not have an impact on utilities, as existing external lighting would be used around the guard booth area. Automated monitoring of exiting vehicles from an automated access control system would not provide additional security measures as it would not be protected by the canopy structure.

3.6.2.3 No-Action Alternative

Under the No-Action Alternative, the POM would not replace two guard booths and erect canopies at three gates. No changes or impacts would occur to utilities.

3.6.3 Mitigation Measures

As negligible impacts to utilities are expected as a result of the Proposed Action, no mitigation measures are needed.

3.7 Transportation

This section discusses transportation and traffic conditions in and around the POM.

3.7.1 Existing Conditions

The POM is readily accessible from surrounding communities via a series of major and minor roadways. State Highway 1, located approximately 1.2 miles southeast of the POM, is a major roadway connecting Los Angeles and Northern California. State Highway 68 bounds the POM to the west, and provides access from Salinas to Monterey and areas south of Seaside. Following the Monterey Bay coastline, Lighthouse Avenue is a four-lane major arterial roadway, providing access to the POM via the Pvt. Bolio Gate. Other minor arterial roads, such as David Avenue to the north and Pacific Street to the south provide localized access to the POM.

Four operational gates, or ACPs, currently provide access to the POM from Pvt. Bolio Road, Franklin Street, High Street, and Taylor Street. The three ACPs involved with the Proposed Action, the Pvt. Bolio, Franklin, and Taylor gates, are discussed further below. The observed average traffic volume numbers below refer to the amount of vehicles traveling in and out of a particular ACP during the specified time period.

Pvt. Bolio ACP. Located at the intersection of Pvt. Bolio Road and Lighthouse Avenue on the eastern side of the POM, the Pvt. Bolio ACP provides access via Lighthouse Avenue to the cities of Monterey, Pacific Grove, Seaside, and Marina. Due to the existing conditions at the other gates, the Pvt. Bolio ACP also handles the majority of the heavy vehicles and commercial traffic entering and leaving the POM. Southbound traffic attempting to enter the Pvt. Bolio ACP from Lighthouse Avenue can cause some localized congestion during peak hours. The Pvt. Bolio ACP includes one inbound lane and one outbound lane. The observed average traffic volume for the Pvt. Bolio ACP is 2,614 vehicles per weekday (POM 2013a).

Franklin ACP. Centrally located on the south side of the POM, the Franklin ACP provides the most direct access to the central POM facilities. Consisting of two inbound lanes and one outbound lane, this ACP provides access to most of the DLIFLC students living off-post. Pedestrian turnstiles handle foot traffic. The Franklin ACP also provides the most direct access to emergency response vehicles. Due to the steep grade on Franklin Street, most heavy vehicle or commercial traffic diverts to the Pvt. Bolio ACP. The observed average traffic volume for the Franklin ACP is 5,079 vehicles per weekday (POM 2013a).

Taylor ACP. Located on the north side of the POM, the Taylor ACP provides the only direct access to the cities of Monterey, Pebble Beach, and Pacific Grove. During peak hours, DLIFLC student traffic on minor arterial roads, such as Rifle Range Road on POM, causes congestion around the Taylor ACP. Consisting of one inbound and one outbound lane, the observed average traffic volume for the Taylor Street ACP is 4,509 vehicles per weekday (POM 2013a).

3.7.2 Environmental Consequences

Transportation impacts are considered in terms of both construction and operations requirements. Potential impacts to transportation are evaluated with respect to the potential for the Proposed Action to:

- ◆ Disrupt or improve current transportation patterns and systems; and
- ◆ Change existing levels of safety.

3.7.2.1 Proposed Action

There is no expected change in the traffic (vehicular and pedestrian) pattern or usage at any of the POM ACPs following the construction phase of the project (Stuebinger 2013). Under the Proposed Action, construction activities are expected to last 3 weeks per ACP. During this 3-week time period, each ACP is expected to operate at approximately 80-85 percent capacity, causing minor short-term adverse impacts. A loss of parking spaces around the ACPs is not expected, with the exception of two to three parking spaces at the Visitor's Center near the Franklin ACP during construction (POM 2014).

Under the Proposed Action, construction vehicles and equipment would be staged along Infantry Road. The construction vehicles (not expected to be larger than a pickup truck) are expected to make three to four trips per day from the staging area to the respective ACPs (POM 2014), which would cause negligible impacts to traffic flow.

Each ACP would be closed entirely for one day to allow for a crane to install a new guard booth, causing temporary adverse impacts to traffic. During this operation, diverted vehicles and the mobilization of the crane from its staging area on Artillery Road would disrupt current traffic patterns, increase traffic loads at other ACPs, and negatively affect the level of safety within the roadways around the POM.

Under the Proposed Action, the Pvt. Bolio guard booth would be relocated 60 feet closer to Lighthouse Avenue. Currently, vehicles in queue (i.e. vehicles waiting in line to enter the POM) wait along Pvt. Bolio Road. By using the current distance from the Pvt. Bolio guard booth to Lighthouse Avenue (approximately 500 feet) and the average length of a vehicle in queue (25 feet, including spacing between vehicles) (DOT 2013), it can be calculated that Pvt. Bolio Road can currently accommodate 20 vehicles in queue. According to the POM traffic study, the current maximum number of observed vehicles in queue at the Pvt. Bolio ACP during peak traffic hours is nine (POM 2013a, Appendix F). As a result of the Proposed Action and using the vehicle length information above, the loss of space for two to three vehicles in queue along Pvt. Bolio Road would have no long-term impact on traffic and traffic conditions around the POM.

Upon completion of the new guard booths and associated infrastructure, vehicle processing time in general is expected to improve on the currently estimated 10-15 seconds per vehicle (POM 2014). As such, the Proposed Action is expected to create negligible, long-term impacts to transportation.

3.7.2.2 Alternative 1

Compared to the Proposed Action, Alternative 1 would lessen the short-term, adverse impacts to transportation slightly, as the time required for construction would be shortened. Long-term impacts on transportation would remain the same as those described under the Proposed Action.

3.7.2.3 No-Action Alternative

Under the No-Action Alternative, the POM would not replace guard booths at two ACPs or erect canopies at three ACPs. No direct changes or impacts would occur to transportation. However, not implementing the Proposed Action would potentially increase the safety risk of the guards and disrupt traffic flow onto the installation. The new booths would not only provide protection from hostile encounters, but the in-ground barriers would allow the guards to prevent unwanted entry to the POM and reduce transportation issues. In addition, the canopies would provide the guards with protection from

inclement weather and facilitate streamlined identification and inspection procedures that allow the traffic onto the installation to flow smoothly. Automated monitoring of exiting vehicles by an automated access control system would not provide additional security measures as it would not be protected by the canopy structure.

3.7.3 Mitigation Measures

Coordination and management of mitigation measures will be processed through the POM Safety, Emergency Services, and Command Group Offices. Implementation of the following mitigation measures will help minimize transportation impacts under the Proposed Action:

- ◆ During construction activities, construction at only one ACP is expected to be conducted at a time.
- ◆ Efforts would be made to conduct construction activities during non-duty days (weekends) and/or on days with no training.
- ◆ Construction during peak commute hours would be avoided where possible.
- ◆ The construction contractor would direct traffic around each ACP location.
- ◆ The Artillery Road Gate may be opened on days to accommodate diverted traffic and overflow when another ACP is closed.
- ◆ Delivery time of day constraints (no deliveries during peak traffic hours) on commercial vehicles entering through the ACPs could be implemented, both during construction and post-construction, if practical.

3.8 Noise

Noise or “unwanted sound” can be intermittent or continuous, steady or impulsive, stationary or transient. Noise emanates from vehicular traffic and from project sites during construction. Ambient noise (the existing background noise environment) can be generated by a number of noise sources, including mobile sources, such as automobiles and trucks, and stationary sources such as construction sites, machinery, or industrial operations. In addition, there is an existing and variable level of natural ambient noise from sources such as wind, streams and rivers, wildlife, and other sources.

Humans or wildlife can be affected by noise either interfering with normal activities or diminishing the quality of the environment. The impact of noise greatly depends upon the characteristics of the noise (e.g., loudness, pitch, time of day, and duration) and the sensitivity (or perception) of the noise receptor. Noise levels heard by humans or wildlife depend on such variables as distance, percentage and type of ground cover, and objects or barriers between the noise source and the receiver, as well as the atmospheric conditions.

The standard unit of sound is the decibel, which measures loudness. However, since the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) typically is used to measure noise as it relates to human sensitivity. The A-weighted scale deemphasizes low- and high-frequency components of sound in a manner similar to the frequency response of the human ear. The A-weighted scale is the basis for federal and most local noise ordinances. Most humans can barely perceive a change in sound level of 3 dBA. Table 3-6 provides typical noise levels of common noises to provide perspective.

Table 3-6. Common Noise Levels

Source	Sound Level (dBA)	Concern
Soft whisper	30	None. Normal safe levels.
Quiet office	40	
Average home	50	
Conversational speech	66	
Busy traffic	75	May affect hearing in some individuals, depending on sensitivity, exposure duration, etc.
Noisy restaurant	80	
Average factory	80 – 90	
Pneumatic drill	100	Continued exposure to noise over 90 decibels may eventually cause hearing impairment.
Automobile horn	120	
Jet plane	140	Exposure to noise at or over 140 decibels may cause pain.
Gunshot	140	

SOURCE: Channing L. Bete Co. 1985

The following terms are typically used in analyzing noise impacts:

- ◆ **Leq** – Equivalent energy level. The A-weighted sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1-, 8-, and 24-hour measurement periods.
- ◆ **Lmax** – The maximum A-weighted sound level during the measurement period.
- ◆ **Ldn** – Day-night average level. A 24-hour average Leq, with the addition of 10 dBA to the sound level during the hours of 10:00 p.m. to 7:00 a.m. to account for greater noise sensitivity of people at night.

Sound traveling over a distance can be affected by many factors. Temperature, humidity, wind direction, barriers such as walls, forests, hills, and absorbent materials, such as soft ground and light snow, are all factors in how sound is perceived at different distances. Noise attenuates from the divergence of sound waves with distance. In general, this mechanism results in a 6-dBA decrease in the sound level with every doubling of distance from a point source. For example, the 84 dBA average sound level at 50 feet (for instance, the noise that might be associated with construction of the guard booths) would be attenuated to 78 dBA at 100 feet, 72 dBA at 200 feet, and to 66 dBA at 400 feet.

3.8.1 Existing Conditions

The City of Monterey noise regulations consist of a set of noise performance standards that apply to all land use classifications in all zoning districts (City of Monterey 2010). All uses and activities shall comply with the provisions of the Monterey Noise Regulations (Sections 22-17 and 22-18). Decibel levels shall be compatible with neighboring uses, and no use shall create ambient noise levels which exceed the noise standards, shown in Table 3-7. The POM is located within a Residential District and a Public and Semi-Public District.

Table 3-7. City of Monterey Maximum Noise Standards by Zoning District

Zone of Property Receiving Noise	Maximum Decibel Noise Level (dBA)
Open Space District	60
Residential District	60
Public and Semi-Public District	60
Commercial District	65
Industrial District	70
Planned Development	Study required

SOURCE: City of Monterey 2010

Duration and Timing – The noise standards shall be modified as follows to account for the effects of time and duration on the effect of noise levels:

In Residential Districts, the noise standard shall be 5 dB lower between 10:00 p.m. and 7:00 a.m.

- ◆ Noise that is produced for no more than a cumulative period of 5 minutes in any hour may exceed the standards above by 5 dB.
- ◆ Noise that is produced for no more than a cumulative period of 1 minute in any hour may exceed the standards above by 10 dB.

The major sources of noise in the project area are motor vehicle traffic on regional roadways such as State Highway 1 and State Highway 68 and local roadways internal and adjacent to POM. Additional noise sources include overhead aircraft, construction activities, and commercial and residential area activities. The Monterey Peninsula Airport is approximately 3 miles from the POM. A 1979 airport noise study indicated the airport did not cause unreasonably high noise levels at the POM. However, because the POM is in the vicinity of the airport approach and departure zones, the aircraft noise could be heard at the POM.

The POM is subject to noise from State Highway 68, which passes by its western boundary. Noise contours developed by Caltrans show noise levels ranging from 50 to 75 dBA Leq (1 hour), depending on proximity to State Highway 68 (Jones & Stokes 1994). Potential noise complaints are received by the POM through its Public Affairs Office and addressed on an individual basis by the Public Affairs Office and DPW Environmental Office (POM 2013a).

The EPA recommends an average Ldn of 50 to 60 dBA, with an average daytime Leq of 50 to 60 dBA and a nighttime Leq of 40 to 50 dBA to protect public health and welfare (EPA 1974). Sound levels at the POM vary based on proximity to the more heavily traveled roadways on and adjacent to the site.

3.8.2 Environmental Consequences

There are two principal criteria for evaluating noise impacts of a project: 1) evaluating the increase in noise levels above the existing ambient levels as a result of the project; and 2) complying with relevant standards and regulations. Noise impacts from construction activities would be considered significant if noise levels extending off-post exceed those allowed by neighboring communities as described above.

Potential noise impacts resulting from the Proposed Action are evaluated with respect to the potential for:

- ◆ Annoyance – noise can impact the performance of various every day activities such as communication and watching television in residential areas. Sound levels that cause annoyance vary greatly by individual and background conditions.

- ◆ Hearing loss – one-time exposure to an intense “impulse” sound such as an explosion or by long or repeated exposure to sounds at or above 85 dBA can cause hearing loss (NIDCD 2007).

3.8.2.1 Proposed Action

The vast majority of noise generated by the Proposed Action would be from construction-related sources. Construction noise would be consistent with commercial-level construction and would be localized, intermittent, and temporary. Short-term noise impacts during construction would include noise from large equipment such as backhoe, trucks, and concrete pump and mixer trucks. This type of construction equipment generates noise levels between 74 and 88 dBA at 50 feet (Table 3-8).

Table 3-8. Typical Noise Emission Levels for Construction Equipment

Equipment	Typical Noise Level (dBA) 50 Feet from Source
Backhoe	80
Loader	85
Concrete Pump and Mixer	82-85
Truck	88
Mobile Crane	83

SOURCE: Federal Transit Administration 2006

Noise-generating activities would occur at the three gates and en route to those gates. All construction noise activities would be limited to normal daytime working hours (8:00 a.m. to 5:00 p.m.) over a period of 6 to 8 weeks. Approximately two trucks per day would be used to haul away construction debris. Impacts from construction noise could be reduced by employing BMPs, such as employing noise-controlled construction equipment to the extent possible.

Noise sensitive receptors at the POM include barracks buildings, administration and other office buildings, and classrooms. Residences and businesses adjacent to POM’s gates are also sensitive to increased noise levels. Residences exist within approximately 23 feet of the Pvt. Bolio guard booth, 115 feet of the guard booth at the Taylor Gate, and 108 feet of the guard booth at the Franklin Gate. Several buildings within the POM near the entrance gates, including the Administration Building near the Franklin Gate, and the Visitor Center at Pvt. Bolio Gate would be impacted the most by construction noise. No standardized criteria have been developed for assessing construction-noise impacts. *Transit Noise and Vibration Impact Assessment* (Federal Transit Administration 2006) recommends not exceeding a one-hour equivalent level of 90 dBA during the daytime in a residential area and 100 dBA in an industrial or commercial area.

As described earlier, there is a 6-dBA decrease in the sound level with every doubling of distance from a point source. The nearest residence at the Pvt. Bolio Gate (23 feet) could experience noise levels near 95 dBA during construction. The nearest residences at the Taylor and Franklin gates could experience noise levels near 81 dBA during construction. These sound levels only account for attenuation due to distance. In addition to distance alone, sound levels are further attenuated when sound paths are interrupted by manmade noise barriers, buildings, or by topography and vegetation.

The Proposed Action would result in limited on-road vehicle traffic delays in the immediate vicinity of each ACP. On-road vehicle traffic control during construction activities would be managed by the contractor by avoiding times of peak usage and using BMPs to limit delays. Further, only one gate would be closed for construction at a time, limiting the amount of traffic delays at each ACP. Expected processing capacity during the construction period would be 80-85 percent of baseline. Construction noise impacts would be intermittent and short term in duration, for a total of 3 weeks at each gate.

However, noise mitigation would be necessary to reduce noise levels during construction activities in order to meet the City of Monterey's noise standards.

In the long term, an increase in the number of vehicles entering and exiting the gates after construction of the guard booths, canopies, and in-ground hydraulic barriers is not expected; therefore, the amount of noise anticipated from regular operations at the gates is not expected to change from baseline conditions. It is anticipated that there would be a 10-15 second processing time for each vehicle after the new guard booths are in place. In addition, moving the Pvt. Bolio Gate 60 feet closer to Lighthouse Avenue could increase the number of cars waiting in the queue by approximately two as described in Section 3.7.2.1 and is not expected to significantly increase noise from idling vehicles.

3.8.2.2 Alternative 1

Under Alternative 1, noise impacts would be similar to those for the Proposed Action and would be localized, intermittent, and temporary. There would be a slight decrease in the duration of construction activities since the canopies would not be installed under this alternative. Similar mitigation measures to reduce noise levels would be implemented as under the Proposed Action. After construction is complete, noise at the gates would remain the same as baseline conditions and as the Proposed Action.

3.8.2.3 No-Action Alternative

Under the No-Action Alternative, the POM would not replace the current guard booths and erect canopies at three gates. There would be no impacts from construction noise and no changes to existing noise levels.

3.8.3 Mitigation Measures

Potential mitigation measures include the following:

- ◆ Employ sound attenuation measures such as temporary sound barriers near the gates during construction.
- ◆ The construction contractor should ensure that all equipment has the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators, intact and operational. Further, all construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices.
- ◆ As mentioned above, construction activities should be limited to daytime hours (8:00 a.m. to 5:00 p.m.). In addition, the POM currently promotes quiet hours during the normal workweek for some construction projects. This could include quiet hours between 6:00 a.m. and 10:00 a.m. on specific workdays, if requested by affected staff.
- ◆ Local neighborhoods should be notified of the project, and signage should be posted that provides a phone number for the public to call to register complaints about construction-related noise problems.

4.0 CUMULATIVE IMPACTS AND IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

4.1 Cumulative Impacts

The CEQ regulations (40 CFR 1508.7) require assessment of cumulative impacts in the decision-making process for federal projects. Cumulative impacts on environmental resources result from incremental effects of proposed actions, when combined with other past, present, and reasonably foreseeable future projects in the area. Cumulative impacts can result from individually minor, but collectively substantial, actions undertaken over a period of time by various agencies (federal, state, and local) or individuals. Informed decision making is served by consideration of cumulative impacts resulting from projects that are proposed, under construction, recently completed, or anticipated to be implemented in the foreseeable future. The geographic scope of this analysis includes the POM.

4.1.1 Related Projects

POM reviewed information on past, present, and reasonably foreseeable future projects and actions that could result in impacts to a particular resource over the same period and in the same general location as the proposed projects. Past projects within the area include upgrades to the guard booths in 2001. The only present project identified in the area is the Barracks Complex Phase 1, which involves a new 5-story barracks building, dining facility, administration facility, and four new parking lots (POM 2013a). Reasonably foreseeable future actions are limited to those that occur at the POM, have been approved, and that can be identified and defined with respect to timeframe and location. The environmental impacts of the other actions have been or will be analyzed in separate NEPA documents. This EA addresses the environmental impacts of these other actions only in the context of potential cumulative impacts. Reasonably foreseeable future actions that have been identified and considered in the analysis of cumulative impacts for the POM are listed below.

- ◆ The City of Monterey's Multi-Modal Mobility Plan (MMMP), adopted in March 2013, discusses the City's goal of supporting and promoting alternative modes of transportation such as bicycling, walking and transit. It is focused on linking surrounding regional facilities, the City's mixed-use areas, visitor destinations, recreation and open space areas, educational facilities, and residential neighborhoods. The New Monterey Bike Boulevard, one component of the MMMP, would traverse the POM Historic District on the eastern portion of the POM from Pvt. Bolio Road to Artillery Street. The New Monterey Bike Boulevard is considered high priority in the MMMP, and would encourage bicycle use as a method for traveling to work at the POM (City of Monterey 2013).
- ◆ The POM proposes to demolish Buildings 279, 281, 282, and 283, located near Pvt. Bolio Road in the POM Historic District, in order to construct additional surface parking and re-engineer circulation routes within the installation's fenced boundary. Buildings 279, 282, and 283 were constructed in 1903, while Building 281 was constructed in 1921. All four buildings are wooden structures, and three of them show signs of significant deterioration. The project is required to increase the amount of on-base parking and to improve traffic flow and safety conditions along Pvt. Bolio Road, Fitch Avenue, and Sell Road (POM 2013b).
- ◆ Cal-Am is proposing to implement pipeline repair and restoration activities in two areas affected by a water leak within and just outside the Huckleberry Hill Nature Preserve on the western portion of the POM. This project is needed to restore the affected areas to pre-erosion conditions and to protect the pipeline and other facilities in the general area from future water damage and erosion should another pipeline or tank leak (POM 2013c).

- ◆ Building 795, located near the Taylor Gate, is a (less than 500 square-foot) concrete block building owned and operated by California American Water. It was constructed specifically as a pump station in 1985. The pump building is no longer required and will be demolished within the next 5 years (Prishmont Quimby 2013).
- ◆ Building 230, which is located southwest of the Pvt. Bolio guard booth, is an Army and Air Force Exchange Service Auto Repair and Gas Station. This facility will be getting a new sewer line lateral in the upcoming years. Small construction equipment will cause ground disturbance. The disturbed area will be revegetated once the replacement is complete.

4.1.2 Impact Discussion

4.1.2.1 Proposed Action

Air Quality. The other proposed projects listed above would result in similar emissions and air quality impacts as the Proposed Action, which would be minor and primarily temporary. These projects would require minimal earthmoving and would total less than the 8.1 acres per day threshold for PM_{10} . MBUAPCD Rule 439, Building Removals, requires that visible emissions are eliminated in order to reduce particulate matter. Emissions would be expected to dissipate within the vicinity of the POM, and emission control and reduction measures, such as sufficiently wetting structures prior to removal, continued wetting during active removal and debris reduction process, inward demolition, and prohibition of removal activities when peak wind speeds exceed 15 mph (MBUAPCD 2013b), would be implemented during all projects. Air emissions from construction equipment would not exceed the thresholds for any of the significance criteria. Cumulative impacts on local and regional air quality from construction activities related to the Proposed Action and other proposed and current projects would not be expected to adversely affect regional air quality. Greenhouse gas emissions generated as a result of the projects would cause an incremental increase in global greenhouse gas concentrations. There would be no air emissions from the operations of the proposed bike path, pipeline, parking lot, or the new sewer lateral at Building 230, and very few emissions from the Barracks Complex Phase 1.

Visual and Aesthetic Resources. The proposed New Monterey Bike Boulevard would traverse the eastern edge of the POM, which is open to the public. Since the bike path is flat, there would be minimal visual impacts that would affect the POM and the surrounding areas. Several paved roads and buildings already exist in this area. The City of Monterey would consult with the POM regarding the exact location of the bike path. Further, the bike path location and style would comply with the POM's IDG, which establishes standards for the visual, scenic and aesthetic quality of development at POM.

The proposed demolition of Buildings 279, 281, 282, and 283 and replacement with a parking lot and landscaping would result in minor adverse impacts to the viewshed of the Historic District because the integrity of the original plan and layout of the area would be altered, and the view towards these buildings from the surrounding Historic District to the south, east, and west would be modified.

Building 230's new sewer lateral, the Cal-Am pipeline repair project, and the demolition of Building 795 would have no long-term impacts to visual and aesthetic resources. The ground overlying the sewer lateral would be revegetated similar to its existing condition, while development of the land on which Building 795 is located would comply with the POM's IDG. The new Barracks Complex Phase 1 buildings have been designed to be compatible with the surrounding area, and will not impede views of the coast (POM 2013a). Cumulative visual and aesthetic adverse impacts from the Proposed Action, when considered with future actions, are not expected to occur.

Cultural Resources. The proposed New Monterey Bike Boulevard would traverse the POM Historic District on the eastern edge of the POM, which is open to the public. Since the bike path is flat, there

would be minimal visual impacts that would affect the Historic District; several paved roads and buildings already exist in this area. The bike path location and construction would comply with the POM's ICRMP, along with the POM's IDG.

The proposed demolition of Buildings 279, 281, 282, and 283 would occur in the POM Historic District, which has been determined eligible for listing on the NRHP. The POM has determined that this undertaking would have an adverse effect on these four contributing elements of the district. There are other buildings in the Historic District that date to the period of significance that are representative of this type of construction, which retain sufficient integrity of the characteristics that qualify the overall Historic District for listing on the NRHP. Therefore, the undertaking would not affect the POM Historic District's eligibility for listing in the NRHP.

The design features of the new Barracks Complex Phase 1 buildings comply with the POM's ICRMP and will not result in an adverse effect on cultural or historic resources in the study area (POM 2013a). Cumulative impacts from the Proposed Action, when combined with the projects listed above, are mitigable to less than significant under NEPA.

Infrastructure. There would be no cumulative impacts to utilities, including electrical and communication services and stormwater, since none of the other planned projects involve changes in utilities, with the exception of the Barracks Complex Phase 1. Other proposed and planned projects would result in the improvement or expansion of infrastructure and other facilities at the POM, which would result in a beneficial cumulative impact. New sewer lines and storm drains associated with the new Barracks complex will improve existing utilities by replacing aged and deteriorated infrastructure. The new buildings will be Leadership in Energy and Environmental Design certified, and it is expected that energy demands will decrease from existing conditions once these buildings are in use (POM 2013a).

The removal of the guard booths, combined with the proposed demolition of Buildings 279, 281, 282, 283, and 795, along with facilities demolished for the Barracks project, would result in a temporary increase of solid waste production although this would not have a noticeable effect on local solid waste landfills.

Transportation. The planned and current projects, combined with the Proposed Action, would have localized adverse cumulative impacts on traffic during construction if the projects were conducted during the same timeframe. However, spatial and temporal separation of the projects is likely to occur, therefore reducing potential adverse cumulative impacts. Cumulative impacts to traffic and transportation would be beneficial after completion of the projects.

Noise. Removal and construction of the guard booths and associated structures would cause increased short-term localized noise. It is unlikely that all of the planned construction-related projects would occur simultaneously. Further, with the exception of the Pvt. Bolio Gate and the planned bike path, and the Taylor Gate and Building 795, none of the gates and aforementioned planned and current projects are located near each other. Therefore, the noise receptors (i.e., people living and working near the planned projects) would only be impacted by some of the projects, but not all of them. Cumulative impacts to noise would be minor, localized, and temporary.

4.1.2.2 Alternative 1

Cumulative impacts for Alternative 1 would be the same as those described for the Proposed Action only slightly smaller in magnitude since the canopies would not be erected and the construction duration would be shorter.

4.1.2.3 No-Action Alternative

The No-Action Alternative would not involve construction of new guard booths, canopies, and in-ground hydraulic barriers, and therefore would not result in any cumulative effects.

4.2 Irreversible and Irrecoverable Commitment of Resources

NEPA CEQ regulations require environmental analyses to identify “...any irreversible and irretrievable commitments of resources that would be involved in the proposal should it be implemented” (40 CFR Section 1502.16). A commitment of resources is irreversible when its primary or secondary impacts limit the future options for a resource or limit those factors that are renewable only over long periods of time. Examples of nonrenewable resources are minerals, including petroleum. An irretrievable commitment of resources refers to the use or consumption of a resource that is neither renewable nor recoverable for use by future generations. An example of an irretrievable resource is the loss of a recreational use of an area or the disturbance of a cultural site. While an action may result in the loss of a resource that is irretrievable, the action may be reversible. Irreversible and irretrievable commitments of resources are primarily related to construction activities.

For the Proposed Action, resources consumed during construction, including labor, fossil fuels, and construction materials, would be committed for the life of the project. Nonrenewable fossil fuels would be irretrievably lost through the use of gasoline- and diesel-powered construction equipment. Irretrievable commitment of building materials for construction of the Proposed Action would also occur. The expenditure of funds from POM would also be irreversible.

The Proposed Action would continue to commit the areas around the current guard booths for future access points and retention of the previously disturbed area would continue. Although these resources (e.g., land, soils) could be reclaimed in the future, it is unlikely that they would be restored to their original conditions and functionality. Therefore, these commitments are considered irreversible. Implementation of SOPs from the POM ICRMP and BMPs used during construction would reduce the potential for the irreversible or irretrievable loss of cultural resources as a result of the Proposed Action.

5.0 CONCLUSIONS

POM's Proposed Action would meet the Unified Construction Criteria 4-022-01, 25 May 2005, "Security/Engineering: Entry Control Facilities/Access Control Points" and provide the installation and its guards added protection at the Pvt. Bolio, Taylor, and Franklin gates. The POM concludes the following about the potential environmental impacts of its Proposed Action.

- ◆ Installation of the new guard booths and canopies would not have any meaningful or detectable impacts on land use, water resources, biological resources, geology and soils, hazardous waste and materials, socioeconomics, and environmental justice.
- ◆ The Proposed Action would provide beneficial impacts to guard safety through increased ballistic and unauthorized entry protection and protection from the elements with the erection of the canopies.
- ◆ The proposed project would not have significant effects on air quality or utilities with implementation of BMPs identified in this EA.
- ◆ Short-term noise impacts during construction activities would require mitigation measures to meet the City of Monterey's noise standards.
- ◆ Although long-term impacts to visual and aesthetic resources would occur from the canopies, these visual impacts would decrease with the use of roofing material to match existing nearby buildings; lighting angled towards the ground; and adherence to the POM IDG standards. Significant impacts to visual resources are not expected.
- ◆ The proposed Pvt. Bolio guard booth and canopy would not adversely affect the viewshed of the historic district because it would be adjacent to the property boundary (on the edge of the historic district), near where the current guard booth resides, where the view is already encumbered by the non-historic installation boundary fence. In addition, the canopy roof material would be constructed to blend with the surrounding historic building roof tops. Since all construction projects, if implemented, would occur within previously disturbed areas, no direct effects are anticipated to subsurface areas from these projects. In the event of an inadvertent discovery, actions specified in 36 CFR 800.13 and in the POM ICRMP would be followed. No significant impacts to cultural resources are expected with implementation of the Proposed Action.
- ◆ The closure or partial closure during construction activities of any of the three ACPs involved in the Proposed Action would create a direct, negative impact on traffic conditions, as the diverted vehicles would disrupt current traffic patterns and negatively affect the level of safety within the roadways on and around the ACPs. Staggering the construction periods at the gates would help reduce some of the adverse impact.
- ◆ No significant cumulative impacts caused by the Proposed Action when combined with other planned activities nearby are expected.
- ◆ Under the No-Action Alternative, POM would not replace the existing guard booths and erect protective canopies. No impacts to the existing environment would occur, and beneficial impacts of the proposed project (e.g., increased safety) would not be realized.

Based on the environmental analyses contained in this EA, it has been determined that implementation of the Proposed Action would not have any significant direct, indirect, or cumulative impacts on the human environment. Because no significant impacts would result from implementing the Proposed Action, an environmental impact statement is not required and will not be prepared.

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7.0 LIST OF PREPARERS AND CONTRIBUTORS

7.1 U.S. Army

Lenore Grover-Bullington, Environmental Division Chief, POM
Laura Prishmont Quimby, Cultural Resource Manager and NEPA Program Manager, POM
Anthony Barcinas, Directorate of Public Works, POM
Mike Stuebinger, Chief of Police, POM
Noel Rodriguez, Physical Security, POM
Robert Guidi, Directorate of Public Works, POM
Lorrie Madison, Natural Resource Manager, POM
Tania Leisten, Directorate of Public Works, Environmental Division, POM
Shellie Sullo, Social Science Study Manager, Planning Division Sacramento District, USACE

7.2 AGEISS Inc.

Wendy Arjo, Certified Wildlife Biologist®, Project Manager
Tonya Bartels, Technical Editor
Aaron Klug, Environmental Scientist
Lee Major, Environmental Engineer
Pam Roszell, Environmental Specialist
Leroy Shaser, Environmental Scientist

APPENDIX A

Interagency and Public Coordination

Draft EA Distribution



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, US ARMY GARRISON, PRESIDIO OF MONTEREY
1759 LEWIS ROAD, SUITE 210
MONTEREY, CA 93944-3223

REPLY TO
ATTENTION OF

Office of the Garrison Commander

Dear Interested Parties:

The Department of the Army invites all interested parties to review and comment on the Draft Environmental Assessment (EA) for the replacement of two guard booths and the construction of protective canopies for three guard booths at the United States Army Garrison, Presidio of Monterey (POM), Monterey County, California.

The Proposed Action is to replace two guard booths at the Pvt. Bolio Road and Taylor Street entry gates with new bullet-proof guard booths that will comply with the Unified Facilities Criteria (UFC) guide for guard operations and force protection. In addition, the Army plans to erect canopies over the guard booths to protect guards against adverse weather conditions, and to install in-ground barrier systems at the Pvt. Bolio, Taylor, and Franklin gates. The Pvt. Bolio guard booth is located within the Presidio of Monterey Historic District.

The Draft EA was prepared pursuant to the National Environmental Policy Act (NEPA) of 1969 (Public Law 91-190, 42 U.S. Code §4321 et seq.), the Council on Environmental Quality regulations implementing NEPA (40 Code of Federal Regulations (CFR), Parts 1500-1508), and the Environmental Analysis of Army Actions (32 CFR 651 March 2002). The EA evaluates potential environmental impacts of the proposed action and alternatives and identifies measures to minimize or avoid adverse environmental effects.

Comments on the Draft EA are due no later than 5:00 p.m. on October 28, 2014.

The draft EA is available for review at the following locations:

Monterey Public Library
625 Pacific Street, Monterey, CA 93940-2821
Phone (831) 646-3932

Pacific Grove Library
550 Central Avenue, Pacific Grove, CA 93950-2789
Phone: (831) 648-5760

U.S. Army Garrison, Presidio of Monterey
Department of Public Works
4463 Gigling Road
Seaside, CA 93955
Phone (831) 242-7925

Presidio of Monterey website at:
http://www.monterey.army.mil/dpw/env_assessment.html

Please forward written comments to:

Attn: Lenore R. Grover-Bullington
Directorate of Public Works, Environmental Division
P.O. Box 5004
Monterey, California 93944-5004

Via electronic mail to: Lenore.r.grover-bullington.civ@mail.mil

Via facsimile to: 831-242-7019

Sincerely,

A handwritten signature in cursive script, appearing to read "Paul W. Fellingner".

Paul W. Fellingner
Colonel, U.S. Army
Commanding
Presidio of Monterey

NOTICE OF AVAILABILITY



Presidio of Monterey Draft Environmental Assessment for the Replacement of Guard Booths

The U.S. Army Invites Public Comments on the Draft Environmental Assessment (EA) for the Replacement of Guard Booths at the Presidio of Monterey, Monterey County, California.

The U.S. Army Garrison, Presidio of Monterey (POM) has prepared a draft EA to evaluate the environmental effects of replacing two guard booths and installing canopies and in-ground barriers at three guard booths at the POM Installation.

A copy of the draft EA and draft Finding of No Significant Impact will be available for review beginning September 28, 2014 at the following locations:

Monterey Public Library
625 Pacific Street
Monterey, CA 93940

Pacific Grove Library
550 Central Avenue
Pacific Grove, CA 93950

U.S. Army Garrison
Presidio of Monterey Department of Public Works
4463 Gigling Road
Seaside, CA 93955

Presidio of Monterey website:
http://www.monterey.army.mil/dpw/env_assessment.html

You may also request a copy of the document from the address below.

Please forward written comments to:

Lenore Grover-Bullington
U.S. Army Garrison, Presidio of Monterey
Directorate of Public Works, Environmental Div.
P.O. Box 5004
Monterey, CA 93944
Email to: lenore.r.grover-bullington.civ@mail.mil

**THE DEADLINE FOR PROVIDING PUBLIC COMMENTS
IS OCTOBER 28, 2014**

Draft EA DISTRIBUTION LIST

Department of the Army, Presidio of Monterey
Attn: Lenore Grover-Bullington, Chief, Environmental Division
P.O. Box 5004
Monterey, CA 93944

U.S. Fish and Wildlife Service, Ventura Office
Attn: Douglass Cooper, Deputy Assistant Field Supervisor-Coast Division North
2493 Portola Road, Suite B
Ventura, CA 93003

California Department of Parks and Recreation
California State Historic Preservation Office
Attn: Dr. Carol Roland-Nawi, State Historic Preservation Officer
P.O. Box 942896
Sacramento, CA 94296

California Office of Planning and Research, State Clearinghouse
1400 10th Street, Room 100
Sacramento, CA 98512-3044

California State Water Resources Control Board
1001 I Street
Sacramento, CA 95814

California Air Resources Board
1001 I Street
Sacramento, CA 95814

County of Monterey- Planning Department
Attn: Mike Novo, Director
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Monterey County Library
Attn: Victor Henry
625 Pacific Street
Monterey, CA 93940

Pacific Grove Library
Attn: Mary Byrne Elturk
550 Central Avenue
Pacific Grove, CA 93950

Ohlone/Costanoan-Esselen Nation
Attn: Louise J. Miranda Ramirez, Tribal Chairwoman
P.O. Box 1301
Monterey, CA 93942

In addition, neighbors surrounding the Pvt. Bolio, Taylor, and Franklin gates were informed of the NOA via letter.

Agency Consultation



DEPARTMENT OF THE ARMY
UNITED STATES ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, PRESIDIO OF MONTEREY
DIRECTORATE OF PUBLIC WORKS
BLDG 4463 GIGLING RD – P.O. BOX 5004
MONTEREY, CA 93944-5004

REPLY TO
ATTENTION

MAY 21 2014

Dr. Carol Roland-Nawi
State Historic Preservation Officer
Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 94296-0001

Re: Replacement of Guard Booths at the Presidio of Monterey, Monterey County, California

Dear Dr. Roland-Nawi:

In accordance with Section 106 of the National Historic Preservation Act of 1966 (NHPA)(16 U.S.C. 470), as amended, and the implementing regulation found at 36 CFR § 800, the United States Army Garrison, Presidio of Monterey (Presidio), Monterey County, California (Figure 1), is notifying you of a proposed undertaking that has the potential to affect historic properties. The Presidio plans to replace existing non-historic wooden guard booths with bullet-proof booths to protect the installation's guard force against undetermined situations and crises at the Private (Pvt.) Bolio and Taylor Gates. In addition, the Army plans to erect canopies over the guard booths and install in-ground barrier systems at the Pvt. Bolio, Taylor, and Franklin Gates. These measures are necessary to provide the installation's guard force with guard booths that are in compliance with the Unified Facilities Criteria (UFC) guide for guard operations and force protection.

This notification combines a discussion of the proposed undertaking and the Area of Potential Effect (APE) per 36 CFR § 800.11(e)(1) with our finding of No Adverse Effect. We are providing documentation of our findings as set forth in 36 CFR § 800.11(e)(2-6).

36 CFR § 800.11(e)(1) – Description of the Undertaking and its Area of Potential Effect

The new guard booths would measure 4-feet wide by 6-feet long with an overall height of 9-feet 6-inches, including the exterior roof, and would be composed of welded steel construction (Figure 2). The booths would be placed on new concrete pads measuring 6-feet wide by 8-feet long. The wall panels and ceiling would be composed of UL752 Level 3 bullet resistant 0.25-inch steel plates on the exterior panels, with 18-gauge steel used for the interior panels. The Presidio would relocate existing electrical and telecom services from the guard booths being replaced to the new guard booths. For both the Pvt. Bolio booth (Figure 3) and the Taylor booth (Figure 4) this would require an additional 40-feet of conduit extended from the existing line. The booths would also be heated and air conditioned. All steel surfaces would be painted with rust inhibitive acid based primer. In-ground hydraulic vehicle barrier systems would be installed at each guard booth to prohibit unauthorized entry of vehicles through the gate. These barriers would cross the 24-foot roads and would be approximately 20-inches below the road surface. Four-foot concrete-filled bollards would be added to provide further security for the installation.

In addition to the two new guard booths, overhead canopy structures would be installed at Pvt. Bolio, Franklin (Figure 5), and Taylor Gates. The frames would be designed with a clear span gable frame system as per “American Building Company” standards (Figure 2). The canopies would have an 18-foot height minimum with a maximum height of approximately 25 feet at the apex. The footings of the canopies would occur in the softscape areas adjacent to the road. The canopy’s exterior finishes would match the surrounding buildings and would have lighting and ceiling inspection mirrors installed on the interior of the structures. Canopy lighting would be situated so there would be little impact to the surrounding neighborhoods. Illumination would concentrate on the entrances and exits and be angled towards the ground. The new lighting would occur under the canopy; therefore, some of the existing tall light fixtures would be eliminated.

The APE encompasses areas where construction activities would occur, which includes the areas immediately surrounding the guard booth locations at the Taylor, Franklin, and Pvt. Bolio Gates; therefore, three APEs are delineated for the analyses (Figure 6). The APEs also include the visual setting of the guard booths and canopies as they relate to the Presidio of Monterey Historic District.

36 CFR 800.11(e)(2) – Description of Steps Taken to Identify Historic Properties

In order to identify historic properties in the APE’s, archival research was completed at the Presidio, Directorate of Public Works, Environmental Division, Cultural Resource Management Program Office. All Presidio related cultural resource records at the Northwest Information Center of the California Historical Resources Information System have been copied and are housed at the Presidio Cultural Resources Management Office. Research efforts included a review of the literature, cultural resource records, and the Presidio Base Comprehensive Plan Geographical Information System.

Archival research and archaeological survey confirmed there are no archaeological sites located within the APE’s (Figure 7). The 392-acre Presidio installation was archaeologically surveyed by Roberts and Zahniser in 1980 (“Intensive Cultural Resources Survey Report Presidio of Monterey, California.” Study S-3633 on file at the Northwest Information Center, Sonoma State University, Rohnert Park, California). The Presidio Archaeologist, Laura Prishmont Quimby, MA, RPA, conducted a follow-on pedestrian survey of the APE’s in November 2013. Areas where bioturbation (caused by ground squirrel activity) has disturbed the ground surface were carefully examined for evidence of archaeological deposits. Ms. Prishmont Quimby also surveyed previously recorded archaeological sites CA-MNT-15 and CA-MNT-697, which are located near the Pvt. Bolio APE, in order to confirm that the boundary of each site did not extend into the project area (Figure 8). No deposits were noted in the APEs. Further information on these two sites is presented below.

CA-MNT-15 is a sloping prehistoric shell midden covered in grass and extending ~ 75-meters (m) north-south and ~ 90-m east-west (Figure 8). The site contains one modified granite rock feature (approximately 2 by 2-m) with 51 cupule petroglyphs. The site has been recorded several times via pedestrian survey, but has not been archaeologically tested. In 1971, the area where CA-MNT-15 is located was listed on the National Register of Historic Places (NRHP) under the historic name “El Castillo” (CA-MNT-101), but site CA-MNT-15 was not specifically

mentioned in the nomination. In 2006, the NRHP nomination was updated and included CA-MNT-15. In November 2013, there was an inadvertent discovery of disarticulated Native American human remains near the surface of the site. This site is situated ~ 380 feet (116 meters) south of the Pvt. Bolio APE and will therefore not be impacted by the proposed project.

CA-MNT-697 is a 14-m by 22-m shell midden with historic and modern debris (Figure 8). This site was archaeologically tested by Hildebrant, McGuire and Tordoff in 1985 (“Archaeological Investigations of Five Sites Located at the Presidio of Monterey, Monterey County, California.” Study S-17788 on file at the Northwest Information Center, Sonoma State University, Rohnert Park, California). Testing consisted of three 1-m by 2-m units excavated to 40-centimeters (cm) below the surface. The units were excavated at 10-cm levels and the soil was passed through ¼-inch screen. Two 25-cm by 25-cm column samples were excavated at 10-cm levels and passed through 1/8th-inch screen. In order to delineate the extent of the subsurface cultural deposits, six auger bores were also excavated. Although five pieces of Monterey chert, 11 fragments of large mammal bone (possibly deer) and 5 fragments of abalone shell were recovered, the dominant artifact category represented was historic and modern debris: 91 fragments consisting of rubber, plastic, recent bottle glass and metal. Modern materials were mixed throughout the deposit. The archaeologists recommended the site ineligible for listing due to the “...virtual absence of useful data at the site” (1985:22). CA-MNT-697 is located ~125 feet (38 m) uphill (southwest) of the Pvt Bolio APE and will therefore not be impacted by the proposed project.

36 CFR 800.11(e)(3) - Description of Affected Historic Properties

Archival research identified one potentially affected historic property in the Pvt. Bolio APE: The Presidio of Monterey Historic District (Figure 6). No historic properties were identified in the Taylor and Franklin Gate APE’s.

The Presidio of Monterey Historic District (Historic District) was determined eligible for listing on the NRHP in 1986 and is managed via the *Programmatic Agreement Among the United States Army, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer Regarding Routine Maintenance of Historic Properties at the Presidio of Monterey* (PA). The proposed guard booth replacement and canopy construction within the Presidio Historic District does not qualify for exclusion under the terms of the PA, which is focused on routine maintenance.

The period of significance for the Historic District is 1902-1939, when the Presidio operated as a cavalry-infantry-artillery cantonment; however, the primary period of significance is 1902-1910 when the post was initially planned and constructed. The Franklin and Taylor Gate APE’s are located uphill and out-of-sight of the Presidio Historic District (~500 feet south of- and ~1000 feet northwest of the district respectively) and therefore the undertaking in these locales will not affect the district or the districts’ viewshed (Figure 6). The Pvt. Bolio APE is within the boundary of the Presidio Historic District; therefore, the effects of the proposed action on this historic resource are further examined below.

36 CFR 800.11(e)(4) – A Description of the Undertaking’s Effect on Historic Properties

The proposed action at the Pvt. Bolio Gate would not adversely affect the Historic District because the new guard booth would merely replace the current, non-historic booth and the exterior color of the new guard booth will be consistent with the color scheme used throughout the district (Figures 2 & 3). The proposed canopy will not adversely affect the view shed of the Historic District because it will be located at the existing entryway where the view is already encumbered by the non-historic installation boundary fence, gate, guard booth and other modern intrusions (Figure 9). New lighting would be placed under the canopy and angled down towards vehicles entering the gate; therefore, existing tall light fixtures would be removed thus eliminating unnecessary light pollution. In addition, the canopy roof line and roofing materials would be compatible with other contributing buildings in the Historic District.

Although there are no known archaeological sites recorded within the Pvt. Bolio APE, most of the area is currently paved with asphalt, so there is a potential for an inadvertent discovery of cultural resources during earthwork associated with this project. Because the Pvt. Bolio APE is within the Historic District, an archaeologist (per 36 CFR 61) will be on-site to monitor all ground disturbance. Due to the recent inadvertent discovery of disarticulated Native American human remains at CA-MNT-15, a Native American consultant will be on-site to ensure sensitive resources are not disturbed.

36 CFR 800.11(e)(5) – Why the Criteria of Adverse Effect is Inapplicable

Archival research, archaeological survey and site specific stipulations support the U.S. Army’s determination that the installation of the new guard booths and canopies will not adversely affect, either directly or indirectly, any of the characteristics that qualify the Presidio Historic District for listing on the NRHP. The Army has determined a finding of No Adverse Effect for the following reasons:

a. The proposed undertaking will not impact any recorded archaeological resources. Although the recorded boundary of CA-MNT-15 is ~380 feet (116 m) from the Pvt. Bolio Gate APE, a Native American consultant will monitor all ground disturbance at this gate due to the recent inadvertent discovery of disarticulated Native American human remains at CA-MNT-15.

b. Indirect impacts to the Presidio Historic District are unlikely. An archaeologist meeting the Secretary of Interior Standards per 36 CFR 61 will be on-site during ground disturbing activities at the Pvt. Bolio Gate to ensure a prompt response in the event of an inadvertent discovery. Moreover, all construction equipment, personnel, and lay down areas will remain on pavement.

c. In the event of an inadvertent discovery, actions specified in 36 CFR § 800.13 and in the Presidio’s Integrated Cultural Resources Plan (ICRMP) will be followed. In the event of an inadvertent discovery of cultural items as defined under the Native American Graves Protection and Repatriation Act (NAGPRA), the consultation requirements in Section 106 of the NHPA and Section 3 of NAGPRA will be followed. Per the ICRMP, the Oholone/Costanoan-Esselen Nation is the Presidio’s Native American point-of-contact for NAGPRA related issues.

d. The proposed new guard booth at Pvt. Bolio Gate will replace the current, non-historic guard booth and the exterior color of the new booth will be consistent with the color scheme used throughout the district.

e. The proposed new canopy at Pvt. Bolio Gate would not adversely affect the Historic District viewshed because it will be located directly adjacent to the installation's property boundary where the view is already encumbered by the non-historic installation boundary fence, gate, guard booth and other modern intrusions. In addition, the canopy roof line and roofing materials will be compatible with other contributing buildings in the Historic District.

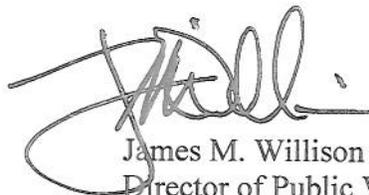
36 CFR 800.11(3)(6) – Views of the Public

Consistent with 36 CFR § 800.2(d), the Presidio initiated an on-site consultation regarding this project with the Ohlone/Costanoan-Esselen Nation (Tribe) on 20 November 2013. The Tribe requested that a Native American consultant be present during ground disturbance at the Pvt. Bolio APE to ensure sensitive cultural items are not disturbed.

Other interested stakeholders will have an opportunity to share their views regarding this undertaking. The USAG Presidio will submit this consultation to the Alliance of Monterey Area Preservationists (AMAP) and the City of Monterey Planning Office (City) in order to inform them of this undertaking and offer them an opportunity to comment. AMAP and the City will be reviewing this consultation concurrent with your office. In addition, this undertaking will also be reviewed by the public and other stakeholders as required under the National Environmental Policy Act as part of an environmental assessment.

The Presidio requests your concurrence with our determination of No Adverse Effect for the proposed undertaking. Your receipt and concurrence constitutes satisfactory evidence of the Presidio's compliance with Section 106 of the NHPA. If you have any questions, please contact Ms. Laura Prishmont Quimby (laura.a.prishmontquimby.civ@mail.mil or 831-242-7926).

Sincerely,



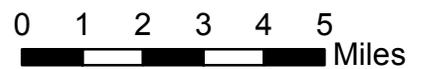
James M. Willison
Director of Public Works
Presidio of Monterey

CF.
The Alliance of Monterey Area Preservationist
The City of Monterey, Planning Office

Location in California

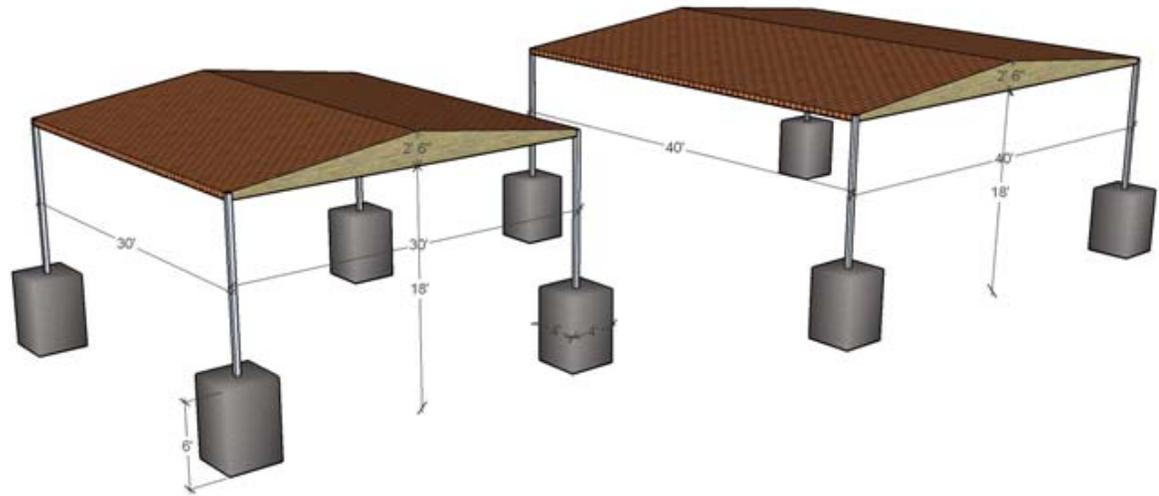


Figure 1. POM Installation





(a)



(b)

Figure 2. Mock up of the (a) new guard booths and (b) canopies for the POM gates. The smaller canopy size will be used at the Taylor gate.



Figure 3. Pvt. Bolio Guard Booth



Figure 4. Taylor Guard Booth



Figure 5. Franklin Guard Booth

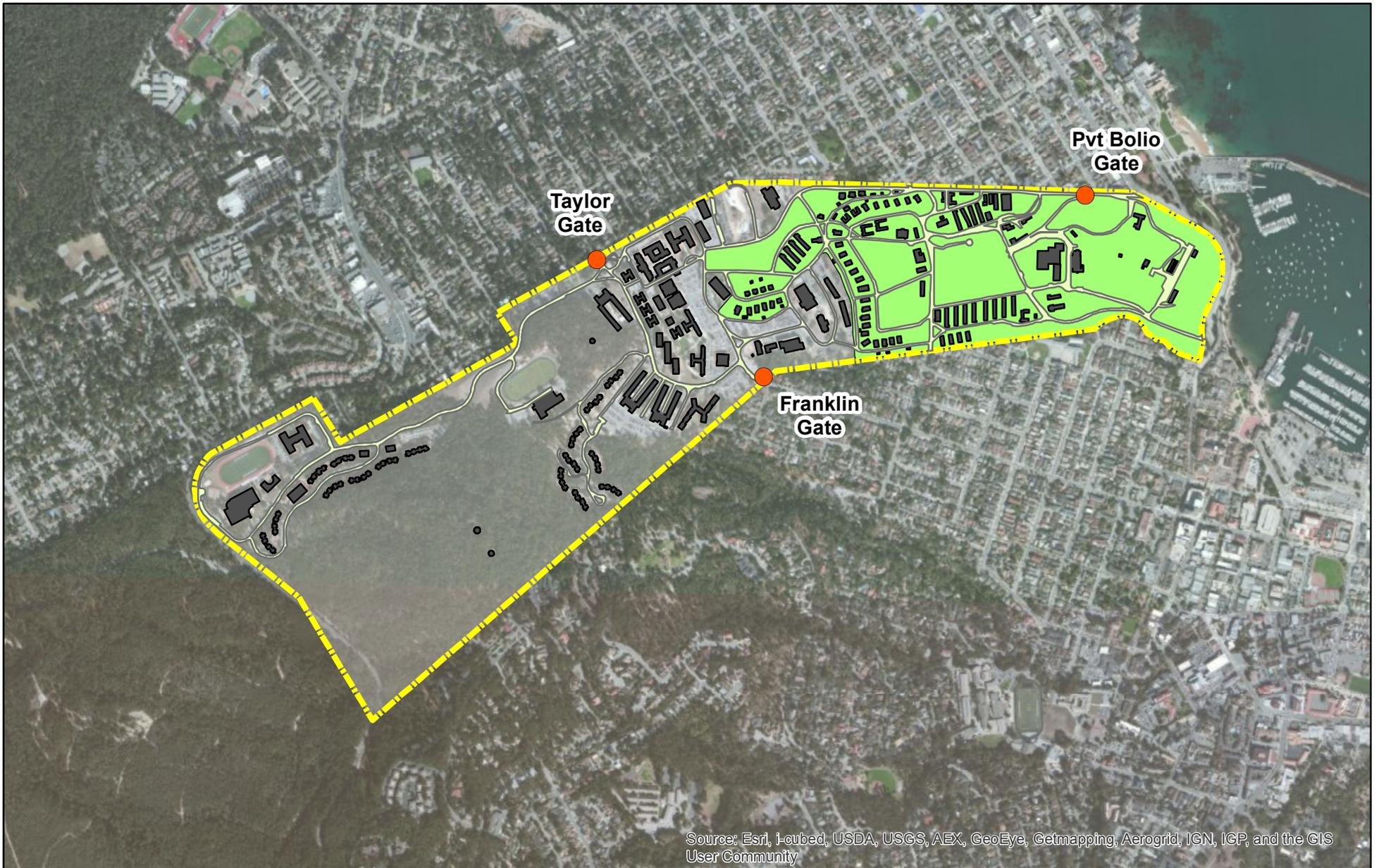


Figure 6. Overview of Area of Potential Effects

Legend

- POM Gates/Area of Potential Effects
- POM Boundary
- Pavement and Roadway
- Buildings
- Presidio of Monterey Historic District

POM = Presidio of Monterey



Figures 7 and 8 have been redacted from this public document as they contain confidential information protected under the Archaeological Resources Protection Act (16 U.S.C. 470aa-470mm).



Figure 9. Pvt. Bolio Booth with Canopy Mock-up

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



June 27, 2014

USA_2014_0530_001

James M. Willison
Director of Public Works
U.S. Army Installation Management Command
Directorate of Public Works
Building 4463 Gigging Road, P.O. Box 5004
Monterey, CA 93944-5004

RE: Replacement of Guard Booths, Presidio of Monterey, Monterey County, CA

Dear Mr. Willison:

Thank you for consulting with me. You do on behalf of the United States Army (Army) in an effort to comply with 36 CFR Part 800 of the National Historic Preservation Act of 1966, as amended. You are requesting my comments on a finding of No Adverse Effect.

The Presidio plans to replace two existing non-historic wooden guard booths with bullet-proof booths at Private Bolio and Taylor Gates. Canopies will be erected over the booths and in-ground barriers will be installed at the above-referenced gates as well as Franklin Gate. The existing electrical and telecom services will be removed from the booths and installed in the replacements; approximately 40 feet of trenching will be required at each location. The booths will be mounted on concrete pads.

You define the Area of Potential Effects (APE) for this undertaking each work area and their immediate surroundings. Each project location is paved and developed.

Records indicate that one of the guard booths (Private Bolio) is sited within the National Register-eligible Presidio Historic District (District). The Army is of the opinion that its replacement will not visually impact the District, as the project site already includes modern buildings, structures, and objects. Archaeological information derived from previous studies of the Presidio indicates that while no archaeological resources are sited within the APE, there is a potential to for an inadvertent discovery of cultural resources during earthwork associated with this project. As a precaution, an archaeologist will be on-site to monitor all ground disturbance. Due to the recent inadvertent discovery of disarticulated Native American remains on the Presidio, a Native American monitor from the Ohlone/Costanoan-Esselen Nation will also monitor ground disturbance.

Having reviewed your submittal, I concur with your Finding of Effect. I also have no concerns about your delineation of the APE. Please be reminded that in the event of a

June 27, 2014

Page 2 of 2

change in scope of the project, you may have additional responsibilities under 36 CFR Part 800.

Your consideration of Historic Properties as a part of the project planning process is appreciated. If you have any questions or comments, Please contact Staff Historian Tristan Tozer at (916) 445-7027 or by email at Tristan.Tozer@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Carol Roland Nawi, Ph.D." The signature is written in black ink and is positioned above the typed name.

Carol Roland-Nawi, Ph D.
State Historic Preservation Officer



United States Department of the Interior



FISH AND WILDLIFE SERVICE
VENTURA FISH AND WILDLIFE OFFICE
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
PHONE: (805)644-1766 FAX: (805)644-3958

Consultation Tracking Number: 08EVEN00-2014-SLI-0064

December 04, 2013

Project Name: POM Guard Booth Replacement

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a

written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.]

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: POM Guard Booth Replacement

Official Species List

Provided by:

VENTURA FISH AND WILDLIFE OFFICE
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Consultation Tracking Number: 08EVEN00-2014-SLI-0064

Project Type: Development

Project Description: The Presidio of Monterey is proposing to replace two guard booths at the Pvt. Bolio and Taylor Street entry gates with new bullet-proof guard booths. In-ground hydraulic vehicle barrier systems would be installed at each guard booth to prohibit unauthorized entry of vehicles. In addition to the two new guard booths, overhead canopy structures would be installed at the guard booths at Pvt. Bolio, Franklin, and Taylor Streets.



United States Department of Interior
Fish and Wildlife Service

Project name: POM Guard Booth Replacement

Endangered Species Act Species List

There are a total of 22 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed on the **Has Critical Habitat** lines may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Beach layia (*Layia carnosa*)

Listing Status: Endangered

California condor (*Gymnogyps californianus*)

Population: Entire, except where listed as an experimental population below

Listing Status: Endangered

Has Critical Habitat: Final designated

California Least tern (*Sterna antillarum browni*)

Listing Status: Endangered

California red-legged frog (*Rana draytonii*)

Population: Entire

Listing Status: Threatened

Has Critical Habitat: Final designated

California Tiger Salamander (*Ambystoma californiense*)

Population: U.S.A. (Central CA DPS)

Listing Status: Threatened

Has Critical Habitat: Final designated

Clover lupine (*Lupinus tidestromii*)

Listing Status: Endangered



United States Department of Interior
Fish and Wildlife Service

Project name: POM Guard Booth Replacement

Coastal Dunes milk-vetch (*Astragalus tener* var. *titi*)

Listing Status: Endangered

Gowen cypress (*Cupressus goveniana* ssp. *goveniana*)

Listing Status: Threatened

Hickman's potentilla (*Potentilla hickmanii*)

Listing Status: Endangered

Least Bell's vireo (*Vireo bellii pusillus*)

Population: Entire

Listing Status: Endangered

Has Critical Habitat: Final designated

Marbled murrelet (*Brachyramphus marmoratus*)

Population: CA, OR, WA

Listing Status: Threatened

Has Critical Habitat: Final designated

Marsh Sandwort (*Arenaria paludicola*)

Listing Status: Endangered

Menzies' wallflower (*Erysimum menziesii*)

Listing Status: Endangered

Monterey clover (*Trifolium trichocalyx*)

Listing Status: Endangered

Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*)

Listing Status: Endangered

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

Listing Status: Threatened

Has Critical Habitat: Final designated



United States Department of Interior
Fish and Wildlife Service

Project name: POM Guard Booth Replacement

Smith's Blue butterfly (*Euphilotes enoptes smithi*)

Population: Entire

Listing Status: Endangered

Southern Sea otter (*Enhydra lutris nereis*)

Listing Status: Threatened

Southwestern Willow flycatcher (*Empidonax traillii extimus*)

Population: Entire

Listing Status: Endangered

Has Critical Habitat: Final designated

Vernal Pool fairy shrimp (*Branchinecta lynchi*)

Population: Entire

Listing Status: Threatened

Has Critical Habitat: Final designated

western snowy plover (*Charadrius nivosus ssp. nivosus*)

Population: Pacific coastal pop.

Listing Status: Threatened

Has Critical Habitat: Final designated

Yadon's piperia (*Piperia yadonii*)

Listing Status: Endangered

Has Critical Habitat: Final designated



United States Department of Interior
Fish and Wildlife Service

Project name: POM Guard Booth Replacement

Critical habitats that lie within your project area

There are no critical habitats within your project area.



DEPARTMENT OF THE ARMY
UNITED STATES ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, PRESIDIO OF MONTEREY
DIRECTORATE OF PUBLIC WORKS
BLDG 4463 GIGLING RD - P.O. BOX 5004
MONTEREY, CA 93944-5004

REPLY TO
ATTENTION

SEP 24 2014

Mr. Larry Simon
Federal Consistency Coordinator
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

The purpose of this letter is to serve as the submittal of a Coastal Consistency Negative Determination for the proposed replacement of two guard booths and the construction of protective canopies for three guard booths at the United States Army Garrison, Presidio of Monterey (POM), Monterey County, California. The Coastal Consistency Determination is submitted pursuant to 15 CFR 930.35 of the National Oceanic and Atmospheric Administration (NOAA) Federal Consistency Regulations for federal consistency with approved coastal management programs.

In accordance with the Coastal Zone Management Act (CZMA) of 1972 as amended, Section 307c (1), the POM has determined that the replacement of the two new guard booths and three canopies to protect guard booths would not affect the coastal zone, and therefore, does not require a consistency determination.

The Proposed Action is to replace two guard booths at the Pvt. Bolio Road and Taylor Street entry gates with new bullet-proof guard booths that will comply with the Unified Facilities Criteria (UFC) guide for guard operations and force protection. Figure 1 shows the locations of the guard booths. The existing guard booths would be removed and disposed of prior to the installation of the new guard booths. The booths would measure 4-feet wide by 6-feet long with an overall height of 9 feet 6 inches, including the exterior roof, and would be composed of welded steel construction. The booths would be placed on new concrete pads measuring 6-feet wide by 8-feet long. The wall panels and ceiling would be composed of UL752 Level 3 bullet resistant 0.25-inch steel plates on the exterior panels, with 18-gauge steel used for the interior panels. The POM would relocate the existing electrical and telecom services from the old guard booths to the new guard booths. Both the Pvt. Bolio gate and the Taylor gate would require an additional 40 feet of conduit extended from the existing line. The booths would also be heated and air conditioned. All steel surfaces would be painted with rust inhibitive acid based primer. In-ground hydraulic vehicle barrier systems would be installed at each guard booth to prohibit unauthorized entry of vehicles through the gate. These barriers would cross the entire 24-foot roads. Four-foot concrete-filled bollards would be added to provide further security for the installation.

In addition to the two new guard booths, overhead canopy structures would be installed at POM entry gates at Pvt. Bolio Road, Franklin Street, and Taylor Street. The frames would be designed with a clear span gable frame system as per "American Building Company" standards. The canopies would have a 17-foot height minimum with a maximum height of approximately 24 feet at the apex for the Franklin and Pvt. Bolio gates. The canopy at Taylor gate would have a 14-foot height minimum with a maximum height of approximately 21 feet at the apex (Figure 2).

The canopy's exterior finishes would match the surrounding buildings and would have lighting and ceiling inspection mirrors installed on the interior of the structures. Canopy lighting would be situated so there would be little impact to the surrounding neighborhoods. Illumination would concentrate on the entrances and exits and be angled towards the ground. The new lighting would occur under the canopy; therefore, some of the existing tall light fixtures would be eliminated.

Aesthetics (Visual Quality)

The Pvt. Bolio Gate lies within the defined coastal zone (~ 1,000 feet); however, the slope of the area and surrounding buildings and vegetation would effectively screen the proposed guard booth and canopy from the coastal view. The proposed site is approximately 100 feet above sea level. The apex of the canopy would be approximately 24 feet. Visitors would briefly see the new canopy, along with the new guard booth, as they enter and leave the Lower Presidio Historic Park. Visitors driving, bicycling, and walking southward into the park would see the canopy structure. However, it would not unduly interfere with the view of the City of Monterey from the entrance road to the POM and Lower Presidio Historic Park. The canopy at the Pvt. Bolio Gate would be designed to be architecturally similar to the existing buildings in the POM Historic District. The Taylor and Franklin gates are not visible from the coastline and are not within the coastal zone. Existing vegetation around the Taylor and Franklin gates would help mask the appearance of the canopies at these gates from surrounding neighborhoods. The new guard booths and canopies would not adversely affect the views of travelers along the Monterey coastline and marina.

Natural Resources

The proposed sites for the new guard booths and canopies are completely within the existing perimeter of the asphalt-paved roads. The limits of construction for the canopy footings may extend a few feet beyond the existing road, and some non-native vegetation may have to be removed to facilitate construction. No impacts to native vegetation and habitat are expected.

Cultural Resources

Section 106 of the National Historic Preservation Act of 1966 (36 CFR § 800) was completed 27 June, 2014 when the California State Historic Preservation Officer (SHPO) concurred with the Army's "No Adverse Effect" determination for this undertaking. Compliance with Section 106 is required because the proposed undertaking in the vicinity of the Pvt. Bolio gate has the potential to affect the Presidio of Monterey Historic District (Presidio Historic District), which has been determined eligible for listing on the National Register of Historic Places and is managed via *The Programmatic Agreement Amongst the United States Army, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer Regarding Routine Maintenance of Historic Properties at the Presidio of Monterey* (PA). The undertaking could not be completed under the terms of the PA; therefore, a separate Section 106 consultation is required.

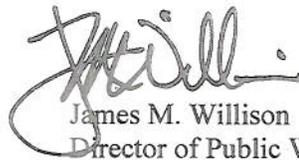
The Section 106 process included consultation with the SHPO, the Alliance of Monterey Area Preservationists, the City of Monterey Planning Department and a local non-federally recognized tribe. Consultation determined that the undertaking will not adversely effect the Presidio Historic District or the viewshed. The viewshed will not be adversely effected because the replacement booth and canopy at the Pvt. Bolio gate will be positioned adjacent to the installation property boundary (on the edge of the historic district) where the view is already encumbered by the non-historic installation boundary fence and other modern intrusions (Figure 2). In addition, the canopy roof material will be consistent with the surrounding historic building roof tops. Recorded archaeological sites on the POM are located outside the proposed construction areas. Construction of the new guard booths and canopies will occur within existing developed areas, therefore no direct impacts to subsurface archaeology sites are expected from the project. An archeologist (as defined in 36 CFR § 61) and tribal representative will be on-site during construction at the Pvt Bolio gate to ensure a prompt response in the event of an inadvertent discovery. The Franklin and Taylor gates are not located within the historic district and therefore construction of canopies at these sites would not affect it.

Implementation of the Proposed Action at the POM has been given full consideration under the requirements of the National Environmental Policy Act (NEPA). The POM is preparing an environmental assessment (EA) for the Proposed Action. The Proposed Action has been assessed with respect to its potential for significant adverse effects on the human and natural environment, and a determination has been made that no such potential exists.

As provided in Section 304 of the CZMA, the term "coastal zone" specifically excludes "lands the use of which is by law subject solely to the discretion of or which is held in trust by the Federal government, its officers or agents." Although the Pvt. Bolio guard booth is located within the coastal zone, the parcel of land is exclusively owned by the United States Army; and therefore, it is excluded from the coastal zone.

We request concurrence on this negative determination. Please contact Ms. Lenore Grove-Bullington at (831) 242-7925 or email lenore.r.grover-bullington.civ@mail.mil if you require further information.

Sincerely,



James M. Willison
Director of Public Works
Presidio of Monterey

Enclosures:

Figure 1 – Proposed Action locations

Figure 2 – Mock up of guard booth and canopy at Pvt. Bolio gate

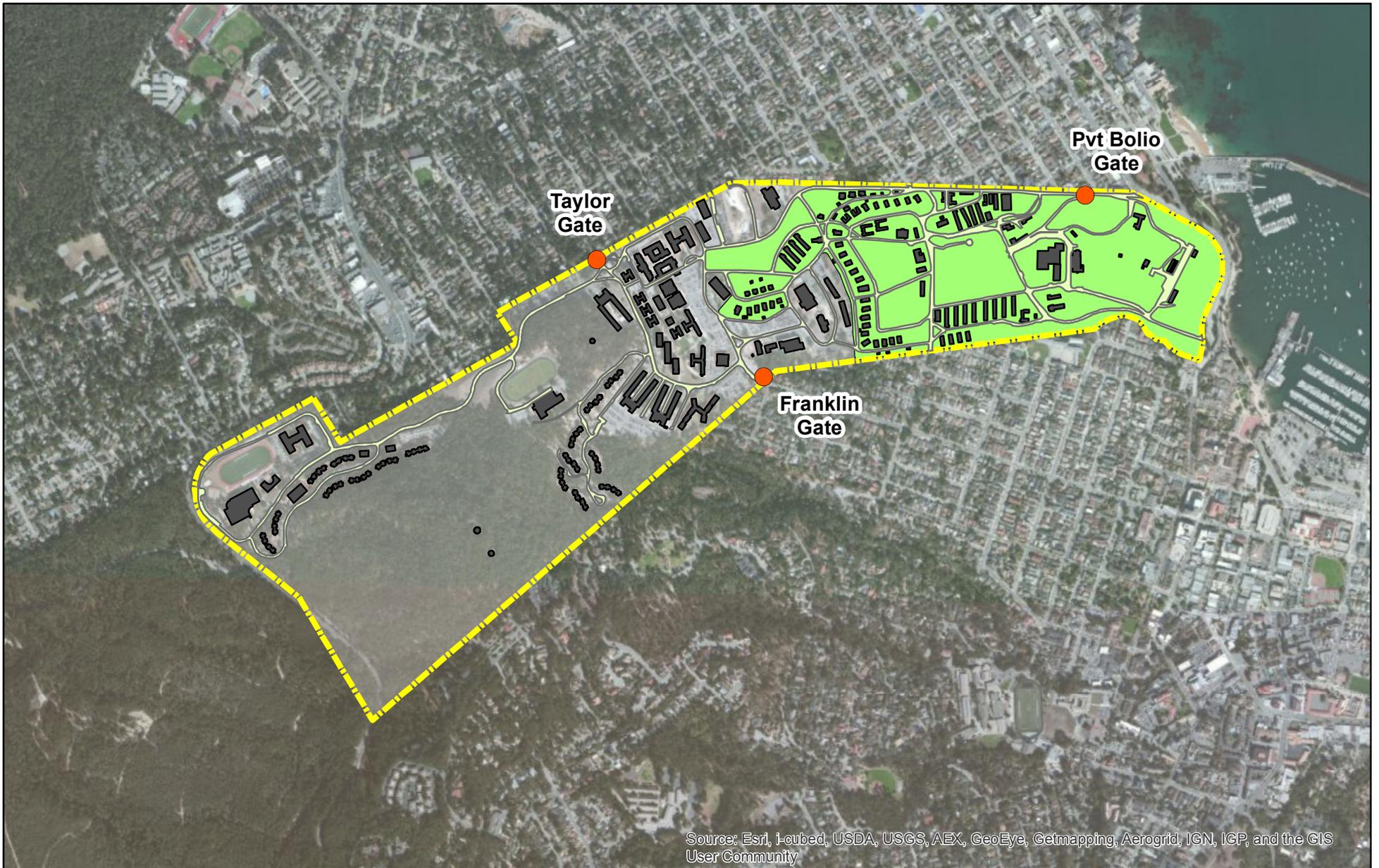


Figure 1. Proposed Action Location

Legend

-  POM Gates/Area of Potential Effects
-  POM Boundary
-  Pavement and Roadway
-  Buildings
-  Presidio of Monterey Historic District

POM = Presidio of Monterey



0 500 1,000 2,000
 Feet



Figure 2. Mock up of guard booth and conopy at Pvt. Bolio gate

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
FAX (415) 904-5400
TDD (415) 597-5885



October 21, 2014

James M. Willison
Director of Public Works
Presidio of Monterey
ATTN: Lenore Grove-Bullington
P.O. Box 5004
Monterey, CA 93944-5004

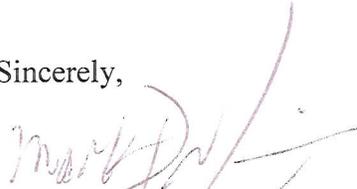
Subject: Negative Determination ND-0040-14 (Replace guard booths and install protective canopies, Presidio of Monterey, Monterey County)

Dear Mr. Willison:

The Coastal Commission staff has reviewed the above-referenced project. The U.S. Army proposes to replace two guard booths at the Pvt. Bolio Road and Taylor Street entry gates with new structures in order to comply with Unified Facilities Criteria guidelines for guard operations and force protection. In-ground hydraulic vehicle barrier systems would be installed at each guard booth to prohibit unauthorized entry of vehicles through the gate, and four-foot-high concrete-filled bollards would be added at the gates to provide further security. Overhead canopy structures would be installed at the Pvt. Bolio Road, Taylor Street, and Franklin Street entry gates. The canopy's exterior finishes would match the surrounding buildings. Canopy lighting would be installed on the interior of the structures and angled such that there would be little impact to surrounding neighborhoods, and some of the existing tall light fixtures at the entry gates would be eliminated. All construction would occur within the existing perimeter of paved roads. No impacts to native habitat or cultural resources are expected, and views to or along the shoreline would not be affected by the replacement booth and new canopy at the Pvt. Bolio Road entry gate.

The Commission staff **agrees** that the proposed guard booths and canopies at the Presidio of Monterey will not adversely affect coastal zone resources. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,


(HON) CHARLES LESTER
Executive Director

cc: CCC – Central Coast District

APPENDIX B

Air Emissions

Air Emissions

This appendix contains modeling results for on-road vehicle emissions in the vicinity of each ACP that would result from implementation of the Proposed Action. The emissions were modeled by EMFAC2011-PL. EMFAC2011-PL is a simplified tool released by CARB to report project-level emission rates which uses emissions and activity data from its on-road vehicle emissions estimating model EMFAC2011. EMFAC2011-PL processes data at a sub-area level defined by County-Air Basin-District boundaries (CARB 2012 – *EMFAC2011-PL User’s Guide December 20, 2012* found at <http://www.arb.ca.gov/msei/emfac2011-pl-users-guide-122112.pdf>). EMFAC2011-PL was used to determine project level on-road vehicle emission factors for all vehicle classes, model years, and fuels for the immediate vicinity of each ACP at both the current 20 mph and reduced 15 mph on-road vehicle traffic speeds to determine potential air quality impacts associated with construction delays. The following emissions factors returned by EMFAC2011-PL (CARB 2013 – *EMFAC2011-LDV User’s Guide Updated January 2013* found at <http://www.arb.ca.gov/msei/modeling.htm>), are applicable to this analysis:

- ◆ Running exhaust – Emissions that come out of the vehicle tailpipe while it is traveling on the road, including at speed, and idling that occurs as part of normal driving, such as at intersections.
- ◆ Tire wear – particulate matter emissions from tires as a result of wear.
- ◆ Brake wear – particulate matter emissions from brake use.

The Vehicle Category Scheme for the Franklin ACP is Non-Trucks due to a vehicle weight restriction of 3 tons or less, while the Vehicle Category Scheme for both Pvt. Bolio and Taylor ACPs is Total, meaning all light-duty and heavy-duty vehicles were included in the analysis.

Table B-1. EMFAC2011-PL Selections

EMFAC2011-PL Selections	Pvt. Bolio	Franklin	Taylor
Vehicle Category Scheme	Total (Fleet average)	Trucks/Non-Trucks	Total (Fleet average)
Region Type	Air District	Air District	Air District
Region	MBUAPCD	MBUAPCD	MBUAPCD
Calendar Year	2014	2014	2014
Season	Summer	Summer	Summer
Vehicle Category	All Vehicles Combined	Non-Trucks	All Vehicles Combined
Fuel Type	Total	Total	Total
Speed, miles per hour	20 & 15	20 & 15	20 & 15

MBUAPCD Monterey Bay Unified Air Pollution Control District

EMFAC2011-PL model outputs and calculated emissions based on travel distances and average daily traffic (Table B-2) for the individual ACPs found in Tables B-3, B-4, and B-5 demonstrate there would be no exceedances of Thresholds of Significance (MBUAPCD 2008b) and therefore would not result in significant adverse impacts to air quality resulting from implementation of the Proposed Action.

Table B-2. On-Road Vehicle Emissions Calculation Inputs

Calculation Input	Pvt. Bolio	Franklin	Taylor
Travel Distance, miles	0.2	0.2	0.2
Average Daily Traffic, in ¹	1,341	2,719	1,676
Average Daily Traffic, out ¹	1,273	2,360	2,833
Vehicle Miles Traveled, miles/day	522.8	1,015.8	901.8

NOTE: Travel distance at each ACP estimated to be 0.2 mile.

1 SOURCE: POM 2013a

Table B-3. EMFAC2011-PL Outputs and On-Road Vehicle Emissions Calculations for Pvt. Bolio ACP

	Reactive Organic Gasses (Volatile Organic Compounds)	Total Organic Gasses	Carbon Monoxide	Nitrogen Oxides	Carbon Dioxide	Carbon Dioxide with benefit of Pavley and LCFS	Particulate Matter 10 microns or less	Particulate Matter 2.5 microns or less	Oxides of Sulfur
Running Exhaust Emission Factors									
20 MPH (g/mile)	0.215147423	0.26946271	3.865131982	0.854377323	708.5529315	654.838337	0.015125319	0.0138896	0.005284196
15 MPH (g/mile)	0.310346566	0.388555995	4.500356067	1.027757956	889.3821904	822.1194469	0.021383415	0.019642103	0.005284196
Running Exhaust Emission Rates									
20 MPH (g/day)	112.48	140.88	2020.69	446.67	370431.47	342349.48	7.91	7.26	2.76
20 MPH (lb/day)	0.25	0.31	4.45	0.98	816.66	754.75	0.02	0.02	0.01
15 MPH (g/day)	162.25	203.14	2352.79	537.31	464969.01	429804.05	11.18	10.27	2.76
15 MPH (lb/day)	0.36	0.45	5.19	1.18	1025.08	947.56	0.02	0.02	0.01
Particulate Matter Brake Wear Emission Factors									
20 MPH - AllSpeeds Combined (g/mile)							0.041360525	0.017725938	
15 MPH - AllSpeeds Combined (g/mile)							0.041360525	0.017725938	
Particulate Matter Brake Wear Emission Rates									
20 MPH - AllSpeeds Combined (g/day)							21.62	9.27	
20 MPH - AllSpeeds Combined (lb/day)							0.05	0.02	
15 MPH - AllSpeeds Combined (g/day)							21.62	9.27	
15 MPH - AllSpeeds Combined (lb/day)							0.05	0.02	
Particulate Matter Tire Wear Emission Factors									
20 MPH - AllSpeeds Combined (g/mile)							0.008876333	0.002219083	
15 MPH - AllSpeeds Combined (g/mile)							0.008876333	0.002219083	

Table B-3. EMFAC2011-PL Outputs and On-Road Vehicle Emissions Calculations for Pvt. Bolio ACP

	Reactive Organic Gasses (Volatile Organic Compounds)	Total Organic Gasses	Carbon Monoxide	Nitrogen Oxides	Carbon Dioxide	Carbon Dioxide with benefit of Pavley and LCFS	Particulate Matter 10 microns or less	Particulate Matter 2.5 microns or less	Oxides of Sulfur
Particulate Matter Tire Wear Emission Rates									
20 MPH - AllSpeeds Combined (g/day)							4.64	1.16	
20 MPH - AllSpeeds Combined (lb/day)							0.01	0.00	
15 MPH - AllSpeeds Combined (g/day)							4.64	1.16	
15 MPH - AllSpeeds Combined (lb/day)							0.01	0.00	
20 MPH TOTAL EMISSIONS (lb/day)	0.25	0.31	4.45	0.98	816.66	754.75	0.08	0.04	0.01
15 MPH TOTAL EMISSIONS (lb/day)	0.36	0.45	5.19	1.18	1025.08	947.56	0.08	0.05	0.01
NET INCREASE IN EMISSIONS (lb/day)	0.11	0.14	0.73	0.20	208.42	192.80	0.01	0.01	0.00
Thresholds of Significance (lb/day)¹	137		550	137			82		150

1 SOURCE: MBUAPCD 2008b
g grams
lb pound
LCFS Low Carbon Fuel Standard
MPH miles per hour

Table B-4. EMFAC2011-PL Outputs and On-Road Vehicle Emissions Calculations for Franklin ACP

	Reactive Organic Gasses (Volatile Organic Compounds)	Total Organic Gasses	Carbon Monoxide	Nitrogen Oxides	Carbon Dioxide	Carbon Dioxide with benefit of Pavley and LCFS	Particulate Matter 10 microns or less	Particulate Matter 2.5 microns or less	Oxides of Sulfur
Running Exhaust Emission Factors									
20 MPH (g/mile)	0.192260467	0.24626574	3.928118893	0.432016571	649.1406556	591.4249598	0.006339442	0.005804263	0.004693167
15 MPH (g/mile)	0.260673695	0.336153576	4.477312408	0.490267249	812.1506305	739.9237212	0.008804876	0.008067209	0.004693167
Running Exhaust Emission Rates									
20 MPH (g/day)	195.30	250.16	3990.18	438.84	659397.08	600769.47	6.44	5.90	4.77
20 MPH (lb/day)	0.43	0.55	8.80	0.97	1453.72	1324.47	0.01	0.01	0.01
15 MPH (g/day)	264.79	341.46	4548.05	498.01	824982.61	751614.52	8.94	8.19	4.77
15 MPH (lb/day)	0.58	0.75	10.03	1.10	1818.78	1657.03	0.02	0.02	0.01
Particulate Matter Brake Wear Emission Factor									
20 MPH - AllSpeeds Combined (g/mile)							0.038783989	0.016621708	
15 MPH - AllSpeeds Combined (g/mile)							0.038783989	0.016621708	
Particulate Matter Brake Wear Emission Rates									
20 MPH - AllSpeeds Combined (g/day)							39.40	16.88	
20 MPH - AllSpeeds Combined (lb/day)							0.09	0.04	
15 MPH - AllSpeeds Combined (g/day)							39.40	16.88	
15 MPH - AllSpeeds Combined (lb/day)							0.09	0.04	
Particulate Matter Tire Wear Emission Factors									
20 MPH - AllSpeeds Combined (g/mile)							0.008013196	0.002003299	
15 MPH - AllSpeeds Combined (g/mile)							0.008013196	0.002003299	

Table B-4. EMFAC2011-PL Outputs and On-Road Vehicle Emissions Calculations for Franklin ACP

	Reactive Organic Gasses (Volatile Organic Compounds)	Total Organic Gasses	Carbon Monoxide	Nitrogen Oxides	Carbon Dioxide	Carbon Dioxide with benefit of Pavley and LCFS	Particulate Matter 10 microns or less	Particulate Matter 2.5 microns or less	Oxides of Sulfur
Particulate Matter Tire Wear Emission Rates									
20 MPH - AllSpeeds Combined (g/day)							8.14	2.03	
20 MPH - AllSpeeds Combined (lb/day)							0.02	0.00	
15 MPH - AllSpeeds Combined (g/day)							8.14	2.03	
15 MPH - AllSpeeds Combined (lb/day)							0.02	0.00	
20 MPH TOTAL EMISSIONS (lb/day)	0.43	0.55	8.80	0.97	1453.72	1324.47	0.12	0.05	0.01
15 MPH TOTAL EMISSIONS (lb/day)	0.58	0.75	10.03	1.10	1818.78	1657.03	0.12	0.06	0.01
NET INCREASE IN EMISSIONS (lb/day)	0.15	0.20	1.23	0.13	365.05	332.56	0.01	0.01	0.00
Thresholds of Significance (lb/day)¹	137		550	137			82		150

1 SOURCE: MBUAPCD 2008b
g grams
lb pound
LCFS Low Carbon Fuel Standard
MPH miles per hour

Table B-5. EMFAC2011-PL Outputs and On-Road Vehicle Emissions Calculations for Taylor ACP

	Reactive Organic Gasses (Volatile Organic Compounds)	Total Organic Gasses	Carbon Monoxide	Nitrogen Oxides	Carbon Dioxide	Carbon Dioxide with benefit of Pavley and LCFS	Particulate Matter 10 microns or less	Particulate Matter 2.5 microns or less	Oxides of Sulfur
Running Exhaust Emission Factors									
20 MPH (g/mile)	0.215147423	0.26946271	3.865131982	0.854377323	708.5529315	654.838337	0.015125319	0.0138896	0.005284196
15 MPH (g/mile)	0.310346566	0.388555995	4.500356067	1.027757956	889.3821904	822.1194469	0.021383415	0.019642103	0.005284196
Running Exhaust Emission Rates									
20 MPH (g/day)	194.02	243.00	3485.58	770.48	638973.03	590533.21	13.64	12.53	4.77
20 MPH (lb/day)	0.43	0.54	7.68	1.70	1408.70	1301.90	0.03	0.03	0.01
15 MPH (g/day)	279.87	350.40	4058.42	926.83	802044.86	741387.32	19.28	17.71	4.77
15 MPH (lb/day)	0.62	0.77	8.95	2.04	1768.21	1634.48	0.04	0.04	0.01
Particulate Matter Brake Wear Emission Factor									
20 MPH - AllSpeeds Combined (g/mile)							0.041360525	0.017725938	
15 MPH - AllSpeeds Combined (g/mile)							0.041360525	0.017725938	
Particulate Matter Brake Wear Emission Rates									
20 MPH - AllSpeeds Combined (g/day)							37.30	15.99	
20 MPH - AllSpeeds Combined (lb/day)							0.08	0.04	
15 MPH - AllSpeeds Combined (g/day)							37.30	15.99	
15 MPH - AllSpeeds Combined (lb/day)							0.08	0.04	
Particulate Matter Tire Wear Emission Factors									
20 MPH - AllSpeeds Combined (g/mile)							0.008876333	0.002219083	
15 MPH - AllSpeeds Combined (g/mile)							0.008876333	0.002219083	

Table B-5. EMFAC2011-PL Outputs and On-Road Vehicle Emissions Calculations for Taylor ACP

	Reactive Organic Gasses (Volatile Organic Compounds)	Total Organic Gasses	Carbon Monoxide	Nitrogen Oxides	Carbon Dioxide	Carbon Dioxide with benefit of Pavley and LCFS	Particulate Matter 10 microns or less	Particulate Matter 2.5 microns or less	Oxides of Sulfur
Particulate Matter Tire Wear Emission Rates									
20 MPH - AllSpeeds Combined (g/day)							8.00	2.00	
20 MPH - AllSpeeds Combined (lb/day)							0.02	0.00	
15 MPH - AllSpeeds Combined (g/day)							8.00	2.00	
15 MPH - AllSpeeds Combined (lb/day)							0.02	0.00	
20 MPH TOTAL EMISSIONS (lb/day)	0.43	0.54	7.68	1.70	1408.70	1301.90	0.13	0.07	0.01
15 MPH TOTAL EMISSIONS (lb/day)	0.62	0.77	8.95	2.04	1768.21	1634.48	0.14	0.08	0.01
NET INCREASE IN EMISSIONS (lb/day)	0.19	0.24	1.26	0.34	359.51	332.58	0.01	0.01	0.00
Thresholds of Significance (lb/day)¹	137		550	137			82		150

1 SOURCE: MBUAPCD 2008b
g grams
lb pound
LCFS Low Carbon Fuel Standard
MPH miles per hour