Attachment E

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MONTEREY COUNTY
HOUSING & COMMUNITY DEVELOPMENT
1441 SCHILLING PL SOUTH 2nd FLOOR, SALINAS, CA 93901
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SUPPLEMENTAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

BACKGROUND INFORMATION

Project Title:	Morgenrath Martha J TR ET AL (Blaze Engineering)
File No.:	PLN160851-AMD1
Project Location:	46821 Highway 1, Big Sur
Name of Property Owner:	Morgenrath Martha J TR ET AL
Name of Applicant:	Law Offices of Aengus Jeffers
Assessor's Parcel Number:	419-201-007-000
Acreage of Property:	2.55 Acres
General Plan Designation:	Rural Community Center
Zoning District:	Visitor Serving Commercial, Design Control (Coastal Zone)
Lead Agency:	HCD-Planning
Prepared By:	Fionna Jensen, Senior Planner, Monterey County Housing and Community Development
Date Prepared:	January 15, 2023
Contact Person:	Fionna Jensen, Senior Planner, Monterey County Housing and Community Development
Phone Number:	(831) 796-6407

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

This Supplemental Initial Study/Mitigated Negative Declaration ("Supplemental IS/MND") has been prepared pursuant to Section 15163 of the California Environmental Quality Act ("CEQA") Guidelines to disclose the involvement of new potentially significant environmental effects which are the result of changes which have occurred in respect to circumstances under which the project is being taken. However, such changes and additions are only minor and are needed to make the previously adopted IS/MND (SCH No. 2018091005) adequately apply to the project in the changed situation. Therefore, as the Lead Agency, the County of Monterey has chosen to prepare a Supplemental IS/MND.

The Proposed Project, as described below in subsection II.A, serves as an amendment to the previously Proposed Project. The Original Project scope consisted of a Combined Development Permit to allow construction of a 760 square foot office, a 600 square foot workshop, 800 square feet of storage containers, and storage of equipment such as generators, raw materials, cement silo, and diesel storage tanks. This Original Project scope included the removal of 16 protected trees, the conversion of a test well into a permanent well, development on slopes, installation of an on-site wastewater treatment system, and approximately 440 cubic yards of cut and 620 cubic yards of fill (referred to as "the Original Project"). In accordance with CEQA Guidelines Section 15064, an Initial Study/Mitigated Negative Declaration ("IS/MND") (SCH No. 2018091005) was prepared to analyze the potential environmental impacts of this Original Project scope and was circulated from September 5, 2018, to October 5, 2018. The Monterey County Board of Supervisors adopted the IS/MND in May 2019 (referred to as the "2019 IS/MND") (Source: IX.13). The 2019 IS/MND found that project implementation would result in no impacts to agricultural and State forest resources, land use/planning, population and housing, mineral resources, public services, recreation, or utilities and service systems, and less than significant impacts to aesthetics, air quality, cultural resources, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use/planning, noise, and transportation and traffic. The 2019 IS/MND disclosed that the project would have potential impacts to biological resources and tribal cultural resources caused by site disturbance and the establishment of new structures. Mitigation measures were recommended and adopted to reduce impacts to a less than significant level. Therefore, the Original Project scope was found to have a less than significant impact on the environment (Source: IX.13)

The 2019 IS/MND (SCH No. 2018091005) found that the Original Project scope would have a potential to impact a special natural community that is considered to be an environmentally sensitive habitat area. Mitigation Measures Nos. 1 through 4 were incorporated requiring biological monitoring, tree protection, and approval of a final Construction Management Plan and Restoration and Fuel Management Plan. Implementation of these mitigations would reduce potential impacts to biological resources to a less than significant level. Additionally, the original project was found to have the potential to impact tribal cultural resources. Mitigation Measure No. 5 was incorporated requiring an approved tribal monitor to observe excavation for a portion of the driveway and septic tank. Implementation of this mitigation would reduce potential impacts to tribal cultural resources to a less than significant level. The four biological mitigation measures and one tribal cultural mitigation measure are still feasible and adequate for the Proposed Project. However, minor clarification and amplification changes to the mitigation

measures are needed. The 2019 IS/MND is on file in the offices of Monterey County HCD-Planning, located at 1441 Schilling Place, 2nd Floor, Salinas, California, 93901 (Source: IX.13).

A. Description of Project:

The Morgenrath (Blaze Engineering) Original Project included the establishment of a commercial business operation for Blaze Engineering on a vacant parcel zoned Visitor Serving Commercial, Design Approval, Coastal Zone or "VSC-D(CZ)". The original project's facilities included construction of a 760 square foot office, a 600 square foot workshop, and 800 square feet of shipping containers to be used for storage purposes. Associated equipment such as generators, a cement silo, and above ground diesel storage tanks were to be stored onsite. An onsite wastewater treatment system was also proposed to provide wastewater service and potable water would be provided by a test well converted into a permanent well. Site improvements required the removal of 16 protected trees, grading of 444 cubic yards of cut and 619 cubic yards of fill, and development on slopes in excess of 30%. The applicant, hereafter referred to as "Morgenrath" or "Blaze Engineering," requested a Combined Development Permit to erect these facilities and commence use (Source: IX.1). On May 21, 2019, the Monterey County Board of Supervisors approved the Combined Development Permit (HCD Planning File No. PLN160851-AMD1).

To address minor changes in the Original Project's description, Blaze Engineering requests an Amendment to the previously approved Combined Development Permit (HCD Planning File No. PLN160851-AMD1). In comparison to the Original Project scope, the Proposed Project would reduce ground disturbance and grading by over 300 cubic yards and the number of trees required for removal by 5, and proposes the construction of a 2-bedroom employee housing unit over a 760 square foot office, an 800 square foot storage building rather than 800 square feet of shipping containers, and the installation of two electric vehicle charging stations. The Proposed Project would not include the storage of equipment such as raw materials and cement silo, or the placement of storage containers. All other components of the Original Project remain stable: relocation of the commercial business to the subject property, construction of a 600-square-foot workshop, conversion of a test well into a permanent well, development on slopes, development within environmentally sensitive habitat, and installation of an on-site wastewater treatment system. In response to the adjacent property owner's concern of noise pollution, the Proposed Project would exchange the location of 600 square foot workshop with the location of the 800-square-foot storage building. Implementation of the Proposed Project would site the workshop further away from the neighboring property line.

In the aggregate, the Proposed Project consists of: 1) Combined Development Permit and General Development Plan to allow the relocation/establishment of a commercial business operation on the subject property, 2) Coastal Administrative Permit to allow conversion of a test well into a permanent well, 3) Coastal Administrative Permit and Design Approval to allow construction of a 760 square foot office with a two bedroom second story employee housing unit, a 600 square foot workshop with 300 square feet of canopy, 800 square foot storage building and associated site improvements including formalizing six (6) public parking spots and installing two electrical vehicle charging stations; and 4) Coastal Development Permits to allow development on slopes in excess of 30%, within 100 feet of ESHA and removal of 11 native trees (see **Figure 1**).

The project proposes to construct a 760-square-foot office with a second-story 2-bedroom employee housing unit. Materials and colors consist of board and batt siding ("moss" green for the office, and "oxford" (dark) brown for the workshop and storage building), bronze windows and doors, and a dark grey composition shingle roof for the residential/office unit and dark brown painted standing metal roof for the workshop and storage building. The existing storage containers[1] will be replaced with the workshop. A generator and diesel storage tanks are proposed to be moved from the former Blaze site to the Morgenrath property. On-site storage of construction aggregate and a cement silo is not proposed. The proposed 600-square-foot workshop with a 300-square-foot canopy is intended to provide indoor space for maintaining and repairing contractor equipment when necessary. The 20.5-foot-tall prefabricated structure is proposed to be assembled onsite and consists of corrugated metal siding with a standing seam metal roof.

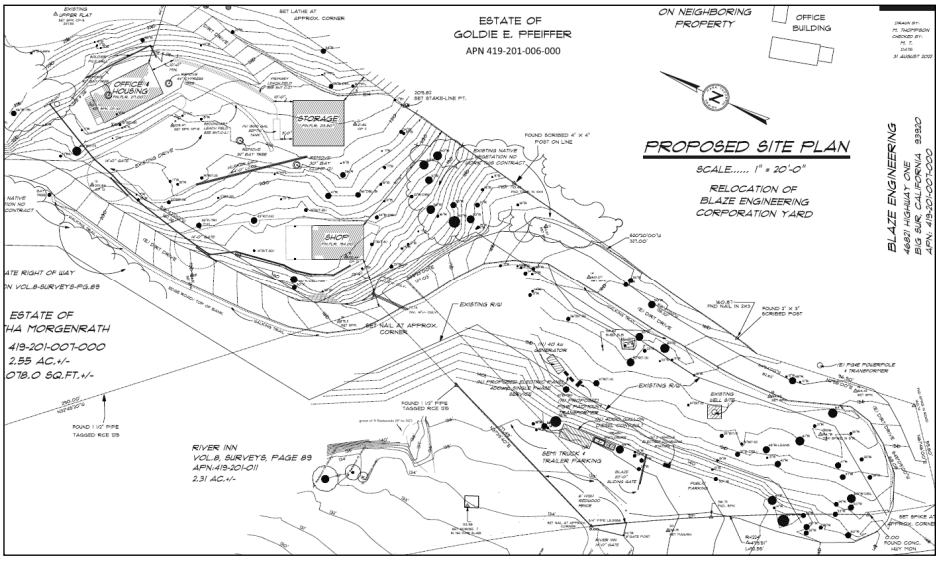

Figure 1. Project Site Plan

Site improvements for the Project include 1,360 square feet of grading and placement of structures on slopes in excess of 30%. The Project also involves the removal of 11 trees, many of which are in hazardous conditions (Source: IX.1 and IX.2). Other improvements on the site include interior driveways, a pedestrian trail along a portion of Apple Pie Ridge Road, and 3-level building pads. An existing, permitted test well is located on the lower portion of the property. Access to the site is provided by an existing driveway off Highway 1. Parking of Blaze's large construction equipment (trucks, trailers, dozers, etc.) is proposed within the existing parking area adjacent to the new parking stalls. The applicant proposes a redwood fence and gate to enclose the lower existing parking area, just north of the proposed parking stalls. A portion of the fence will be along Highway 1, while the gate will be perpendicular to Highway 1. Blaze currently has 12 employees. The Proposed Project includes six parking stalls along Highway 1 for public or River Inn employee use and 12 parking stalls adjacent the proposed development for office, employee, and administrative staff. Two of the six public parking stalls along Highway 1 will include level 2 universal electric vehicle charging stations. No work is proposed in the Highway 1 Right of Way. (Source: IX.1).

[1] On February 23, 2018, the County of Monterey issued a Design Approval (File No. PLN180139) allowing the temporary placement of (3) storage containers on the Morgenrath property until a permanent location for Blaze Engineering is secured.

Background

To put the Project in context, background information of Blaze Engineering's operations should be considered as the Project includes relocation of existing operations from one property to another. Between 1989 and 2017, Blaze's operations were conducted out of the adjacent property that borders the Morgenrath's eastern property line (Assessor's Parcel Number 419-201-006-000), hereafter referred to as the "former Blaze site." Morgenrath was notified that the lease of the adjacent property would no longer be available and the application for the Combined Development Permit was submitted to Monterey County (Source: IX.1 and IX.2). Examples of materias provided by Blaze includes concrete, rock, sand, and plumbing and landscape supplies and examples of services consist of grading, paving, installing water, septic, and electrical systems, and road building and repair. Blaze also provides heavy equiptment, fuel, and labor to the Big Sur area on an emergancy basis. For example, assistance to repair and re-open damaged roads was provided during the 1998 El Nino, 2008 Basin Complex Fire, 2013 Pfeiffer Ridge Fire, 2016 Soberanes Fire, and 2017 landslide events. The Project is intended to allow Blaze Engineering to continue their operations while also providing employee housing. The ongoing component of the Project would provide a home base for Blaze's operation with office hours Monday through Friday from 8:00am to 4:30pm. However, on-call staff is available for emergency response (Source: IX.1). Associated activities on the site will be primarily for administrative, storage, and maintenance. Based on the goods and services Blaze provides, intensive construction activities would continue to occur off-site on their client's property.

B. Surrounding Land Uses and Environmental Setting:

The Morgenrath property is an oddly-shaped 2.55 acre parcel located on the eastern side of Highway 1. Access to the site is provided by an existing driveway off Highway 1 and a right of way that traverses the property and provides access to nearby parcels. The project specific Geotechnical report describes the property to contain topography with "slight to moderate" slopes at elevations ranging between 180 to 280 feet above mean sea level. The lower elevation of the property is nearest Highway 1 while the higher elevation of the property is generally to the northeast (Source: IX.1 and IX.10). Soils range from fine sand to medium gravel with few amounts of silts and clays. The site is considered to be entirely within a Redwood Forest natural community dominated by coast redwood and co-dominated by California bay laurel. Tan oaks and coast live oaks are present but limited in numbers. Native understory plants are also limited due to invasive English ivy that dominates the understory vegetation (**Figure 2**, Source: IX.9).

Figure 2. On-Site Vegetation

The lower portion of the property contains a flat gravel parking area. This parking area is used by both Blaze Engineering to park their construction vehicles and parking for the adjacent Big Sur River Inn Motel. The Big Sur River Inn has an agreement with Morgenrath to utilize a portion of the property for off-street overflow parking.

Surrounding lands uses include rural residential parcels to the north, northeast, and east that range in size between 2 and 60 acres. Nearby visitor serving commercial uses such as inns, campgrounds, service stations, and restaurants, are found to the west and southwest. The Big Sur River is approximately 500-feet west of the site and Pheneger Creek, a tributary to the Big Sur River, is approximately 150-feet to the south (Source: IX.2 and IX.6).

The Morgenrath property is located within an area identified as the Big Sur Valley Rural Community Center. Pursuant to Section 5.3.2 of the Big Sir Coast Land Use Plan (BSC LUP), Rural Community Centers are areas with a special land use classification based on an existing variety of land use activities that provide essential services to the community and visiting public (Source: IX.3 and IX.4). Policies applicable to these centers are intended to allow developments that would continue to provide a spectrum of functions to the public and residents of the area.

As previously stated, Blaze Engineering's operations were conducted from an adjacent property to the east for approximately 28 years (**Figure 3**). Therefore, as part of the baseline condition of the immediate vicinity, analysis of impacts resulting from the project includes effects to both the physical conditions of the Morgenrath property and the spatial and functional conditions of the area at the time the application for development was made.

Figure 3. Blaze Engineering Operations on Adjacent Parcel (APN 419-201-006-000)

C. Other Public Agencies Whose Approval is Required:

The County of Monterey's Local Coastal Program (LCP) has been certified by the California Coastal Commission; therefore, the County is authorized to issue coastal development permits. Subsequent to approval of the required discretionary permits (entitlements) identified above in subsection II.A, the applicant would be required to obtain ministerial permits (e.g., construction permit) from County of Monterey Housing and Community Development (HCD) - Building Services. Review by Cal-Fire, HCD-Engineering Services and -Environmental Services, and the Environmental Health Bureau would occur during the ministerial permit process. No other public agency approvals would be required. However, approval of the proposed entitlements would be subject to appeal to/by the California Coastal Commission.

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

A. FACTORS

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

☒ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☒ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Tribal Cultural Resources	☐ Utilities/Service Systems
☒ Mandatory Findings of Significance		

B. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signature

April 13, 2023
Date

Fionna Jensen, Senior Planner

V. EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).

2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

VI. ENVIRONMENTAL CHECKLIST

1. AESTHETICS

	Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:
Key Policy 3.2.1 of the Big Sur Coast Land Use Plan (BSC LUP) prohibits all future public or private development visible from Highway 1 and major public viewing areas (the Critical Viewshed). The Morgenrath property is located directly east of Highway 1 and is within the defined Critical Viewshed. Section 3.2.5.A of the BSC LUP provides an exception to Key Policy 3.2.1 for development within Rural Community Centers, which were established to provide essential services to the community and visiting public. Map entitled Big Sur Valley North – Detail A contained in the BSC LUP illustrates that the Morgenrath property is within the Big Sur Valley Rural Community Center. In accordance with the policy above, the proposed development would be permitted under siting and design controls provided in Title 20 (coastal zone regulations) and subsequent Policy 5.4.3 of the BSC LUP. Subsection E of Policy 5.4.3 requires commercial development to carry out the rustic character of Big Sur, provide an adequate physical area to meet parking requirements and natural resource concerns, prohibits large scale commercial facilities that are unlike existing character and size of facilities in Big Sur. In addition, parking areas are required to be screened from public views from Highway 1 and should, in no event, create hazards for motorists or pedestrians.

Zoning of the property includes a Design Control District overlay and the Project is therefore subject to the requirements set forth in Chapter 20.44 of Title 20, which provides regulations for the location, size, configuration, materials and colors of structures and fences to assure protection of the public viewshed, neighborhood character, and visual integrity without imposing undue restrictions on private property.

The Big Sur Coast Highway Management Plan (CHMP) provides guidelines for Highway 1 corridor aesthetics, which are intended to provide a source of values and direction, focusing on highway construction, maintenance, and operational practices to roadside features within and beyond the right of way. Although the CHMP is not a regulatory document, it is utilized as a resource to analyze Project components that encroach upon and are within proximity to the right of way and ensure they do not impact the scenic value of Highway 1 (Source: IX.17).

Prior Environmental Analysis

The 2019 IS/MND determined that implementation of the Original Project, as conditioned, would have less than significant impact related to scenic vistas, damage to scenic resources within a State scenic highway, lighting and glare affecting nighttime views. Similarly, the 2019 IS/MND determined that changes to the visual quality and character of the project site would be less than significant. A site visit on February 18, 2018, found that the Original Project development was not visible from Highway 1 and removal of the 16 protected trees would not expose these structures. The existing vegetation and topography of the site is such that staking and flagging of the office, shop, and storage areas could not be seen from Highway 1. Although the parking area is currently being utilized for parking of Blaze Engineering's equipment and overflow parking for the River Inn Motel, implementation of the project would result in more frequent use by Blaze. Parking of Blaze's large construction equipment (e.g. trucks, trailers, dozers) within the existing parking area on the lower portion of the Morgenrath property was determined to have the greatest potential to create a significant impact when viewed from Highway 1. However, as designed, the Original Project included the construction of a 6-foot-high redwood fence on the western portion of the property along Highway 1. The fence was found to be consistent with the rural character of Big Sur and fencing guidelines contained in the CHMP and therefore would result in a less than significant impact. Exterior lighting for the Blaze operation was addressed in the General Development Plan (Source: IX.17). Lighting is limited to the entrances and exits of the office and workshop and are proposed to have recessed lighting elements where the light source would not be visible from the highway. Consistent with the County's Exterior Lighting Guidelines, applied as Condition No. 6, the General Development Plan requires the use of exterior lights that are unobtrusive, down-lit, compatible with the local area, and constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. No mitigations measures were identified to reduce potential aesthetic impacts to a level less than significant (Source: IX.13).

Impact Analysis

1(a), (b), (c), and (d). Conclusion: No New Impact

As discussed above, the project property is within view of Highway 1, and although the proposed development is exempt from Critical Viewshed requirements of the Big Sur Coast Land Use Plan (BSC LUP), the scenic and rural character of Big Sur is considered an important environmental resource. Hence, careful siting and design of the structures, and improvements of the lower parking area is necessary for both compliance with the BSC LUP and reducing impacts to a less than significant level. A site visit on January 6, 2023 determined that staking and flagging for the proposed office with second story apartment, workshop, storage building are not visible from Highway 1 and therefore would not result in a new impact compared to the analysis provided in the prior environmental document (Source: IX.6). The County's standard Exterior Lighting Condition of Approval would require that all exterior lights that are unobtrusive, down-lit, compatible with the local area, and constructed or located so that only the intended area is illuminated, and off-site glare is fully controlled. Similarly, the proposed 11 trees for removal would not result in conditions along Highway 1 which would expose the proposed structures. The proposed tree removal would be a reduced impact compared to the analysis in the prior environmental document. Potential impacts from the parking of construction equipment in the lower portion of the project site would be unchanged with implementation of the Proposed Project.

The Proposed Project includes the installation of two electric vehicle charging stations (ChargePoint CT4021 EV Charge Station – Dual Port Bollard Mount model, or a similar station), and the striping of six parking stalls adjacent to Highway 1, between the proposed gated parking area for large equipment and the Highway 1 right of way. Members of the public as well as employees of River Inn and residences who live along Apple Pie Ridge Road currently utilize this area for parking, although it is not formalized (no stall striping). The proposed white striping would be consistent with the surrounding roadway markings and therefore would result in a less than significant impact. However, the two electric vehicle charging stations would be entirely visible from Highway 1 and therefore would have the greatest potential to create a significant impact when viewed from Highway 1. The charging stations consist of a light gray metal bollard cover with black charging ports/plugs, a small approximately 3 by 4-inch LED informational screen, and an orange identifier stating "EV CHARGING ONLY" (see **Figure 4** below).

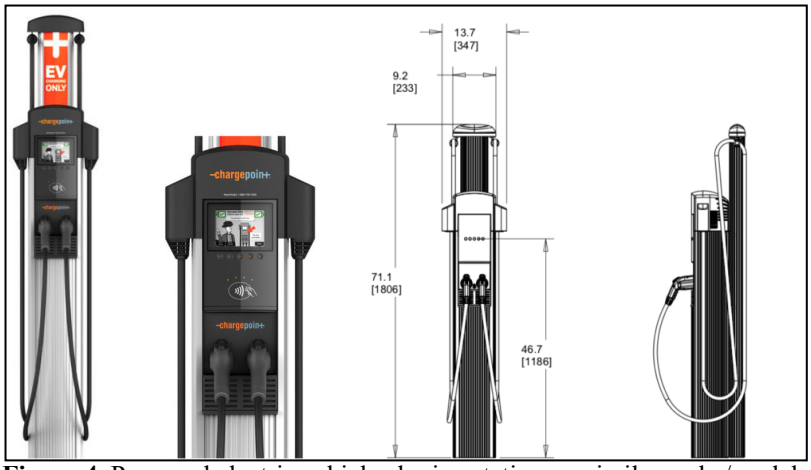

Figure 4. Proposed electric vehicle charing station, or similar make/model.

Therefore, although all other components of the Proposed Project would result in no new impacts compared to the 2019 IS/MND, the proposed installation of two electric vehicle charging stations would potentially result in significant impacts related to the scenic vista, visual character of the site and its surrounding, and day and nighttime lighting/glare. When in use, the charging vehicles will shield the majority of the 6-foot-high charging stations, resulting in only a portion being visible from Highway 1. Additionally, although the proposed charging station LCD screen is relatively small, it would have the potential to be visible during the day and night. However, as conditioned, the proposed electric vehicle charging station (ChargePoint CT4021 EV Charge Station – Dual Port Bollard Mount model, or a similar make and model) would be altered to minimize the potential visibility. Condition No. 7 would require that the Applicant/Owner install redwood siding around the metal bollard cover/exterior, as to not impede the functionality of the charging station, paint or cover the orange sign with an earth-toned color, and place a tinted film on the LCD screen. Final alterations shall be reviewed and approved by HCD-Planning staff. These measures would make the charging station blend in with the surrounding natural environment dominated by Redwood trees, compatible with the rural community of the surrounding community center, minimize and control illumination and visibility. Therefore, as designed and conditioned, impacts of the Proposed Project would be less than significant.

2. AGRICULTURAL AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Prior Environmental Analysis

The 2019 IS/MND concluded that the Original Project site does not contain farmland designated as Prime, Unique, of Statewide or Local Importance, or under Williamson Act contract, has not been used for agricultural uses, and is not encumbered by a Williamson Act. Additionally, it was determined that the Project would not convert farmland to non-agricultural uses or involve the conversion of forest land to non-forest use. Therefore, the Original Project was deemed to result in no impacts related to agricultural resources (Source: IX.13).

Impact Analysis

2(a), (b), (c), (d), and (e). Conclusion: No New Impact

Based on review of Monterey County GIS, the Project site is not used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Source: IX.2). Therefore, the Proposed Project would not convert Prime Farmland, Unique

Farmland, Farmland of Statewide Importance, or any other type of farmland to non-agricultural uses. No new impacts or substantially more severe significant impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur. The Project site is not currently used for agricultural purposes, and is not protected by, or eligible for, a Williamson Act contract (Source: IX.1 and IX.6). Neither the Project site nor the surrounding area is zoned for forest land, timberland, or timberland production. Although the biological report (Source: IX.9) indicates that the site is entirely within a Redwood Forest natural community, it is not considered a forest or timber resource inventoried as "Demonstration State Forest" and the project would have no impact on forest resources. No additional analysis is required.

3. AIR QUALITY

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

Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Result in significant construction-related air quality impacts?	☐	☐	☐	☒
e) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

The 2012-2015 Air Quality Management Plan (AQMP) for the Monterey Bay region address attainment and maintenance of state and federal ambient air quality standards within the North Central Coast Air Basin (NCCAB) that includes unincorporated Big Sur (Source: IX.20). California Air Resources Board (CARB) uses ambient data from each air monitoring site in the NCCAB to calculate Expected Peak Day Concentration over a consecutive three-year period.

Prior Environmental Analysis

The 2019 IS/MND concluded that since the Original Project included relocation of an existing operation from the former Blaze site to the Morgenrath property, operational emissions are expected to remain unchanged compared to baseline conditions. County staff confirmed this through consultation with Monterey Bay Air Resources District (MBARD) staff on August 3, 2018. It was determined that the relocation would not make any changes to operations that would cause an increase in air pollutants other than temporary impacts associated with construction. Additionally, because the Original Project did not include residential development, it would not result in a population increase not already accounted for in the AQMP. The Construction Management Plan submitted with the application limits proposed grading for site improvements to no more than 100 cubic yards per day and would not involve moving dirt exceeding the PM10 threshold of 2.2 acres of disturbance per day. All other construction emissions were determined to be accounted for in the AQMP. Impacts related to odors were also determined to be less-than-significant (Source: IX.13).

Impact Analysis

3(a), (b), (c), (d), (e) and (f). Conclusion: No New Impact

The project site is located within the North Central Coast Air Basin, which is under the jurisdiction of the Monterey Bay Air Resources District (MBARD). The Proposed Project would involve approximately 293 cubic yards of cut, 478 cubic yards of fill, with 185 cubic yards of import. There would be no net export of grading materials (Source: IX.1). Compared to the analysis of the prior environmental document, the proposed grading quantities would be reduced by over 300 cubic yards, resulting a in reduced impact (Source: IX.13). The MBARD *CEQA Air Quality Guidelines* (Source: IX.14) defines construction activities with potentially significant impacts for PM10 if they include 2.2 acres of disturbance per day. Accordingly, the draft Construction Management Plan limits daily grading to 100 cubic yards and daily disturbance to less than 2.2 acres as to not exceed the PM10 threshold. Operational emissions would be minimal. Grading on the site would be subject to the regulations contained on Monterey County Code sections 16.08 – Grading and 16.12 – Erosion Control. Implementation of these requirements would ensure dust from grading activities are controlled. Impacts to air quality from construction-related activities would be minor and temporary in nature. Construction would involve equipment typically involved in residential and small-scale commercial construction projects, such as excavators and trucks. Therefore, although the closest sensitive receptor (a single family dwelling) is located less than 200 feet away from the proposed development, temporary construction-related impacts would not violate any air quality standards or obstruct implementation of the MBARD Air Quality Management Plan and on-going operational emissions would not expose nearby residences or other sensitive receptors to substantial pollutant concentrations (Source: IX.16). Therefore, there is no indication that construction of an office with a second story apartment, a workshop, and storage building would cause significant impacts to air quality or greenhouse gas emissions, and no additional environmental analysis is needed.

4. BIOLOGICAL RESOURCES Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Monterey County Geographic Information System (GIS) and the Big Sur Coast Coastal Implementation Plan Environmentally Sensitive Habitat Areas (ESHA) map indicates that the Morgenrath property has the potential to contain rare, endangered, or sensitive plant habitats. Policy 3.3.1 of the Big Sur Land Use Plan (BSC LUP) and Section 20.145.040 of the Coastal Implementation Plan (CIP) require the preservation of environmentally sensitive habitats through the implementation of development standards that maintain, restore, and if possible, enhance ESHA (Source: IX.3 and IX.4). In accordance with these regulations, a biological survey prepared by Fred Ballerini on October 23, 2017, as amended on March 26, 2020 and September 6, 2022 (Source: IX.9), was submitted to identify ESHA on the property and determine if the Project would have the potential to result in an impact to that ESHA. The project Biologist notes the Morgenrath property lies entirely within a Redwood Forest natural community dominated by coast redwood (Sequoia sempervirens) and co-dominated by California bay (Umbellularia

California). Tan-oak (Notholithocarpus densiflorus), coast live oak (Quercus agrifolia), and Shreve oak (Quercus parvula var. shrevei) were also found onsite, but in limited amounts. Very little native understory plants, such as sword fern (Polystichum munitum), thimbleberry (Rubus parviflora), Douglas' iris (Iris douglasiana), redwood sorrel (Oxalis oregana), California hedgenettle (Stachys bullata), and poison oak (Toxicodenron diversilobum), were found onsite as non-native invasive English ivy (hedera helix) dominates the understory and is found climbing up the trunks of many on-site trees (Source: IX.9).

Prior Environmental Analysis

The 2019 IS/MND determined that the Morgenrath property does not support federally protected wetlands and is not under provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved conservation plan and therefore would have no impacts to these biological resources. No special status species were found and impacts to such species were determined to be low. However, the Original Project included the removal of 16 native trees due to condition and location within the construction footprint. The project Arborist concluded that this tree removal was the minimum necessary for development and to reduce the risk of tree failure that would be a hazard to people or structures. The prior environmental analysis also determined that the Original Project would have a less than significant impact on the movement of native resident or migratory fish or wildlife species with implementation of the County's standard Migratory Bird Treaty Act Condition of Approval which requires a nest survey if tree removal or construction activity commences during the typical bird nesting season. The 2019 IS/MND included the adoption of four mitigation measures, as listed below, to ensure impacts to biological resources were less than significant (Source: IX.13).

BIO-Mitigation Measure No. 1	*Monitoring of Grading and Construction Activities.* For the protection of tree resources and to ensure grading and construction activities are conducted in accordance with the recommendations contained in the Tree Resource Evaluation Project Impact Analysis (Planning File LIB170437), the owner/applicant shall enter into a contract with a certified arborist (project arborist),
BIO-Mitigation Measure No. 2	*Tree Protection.* In order to prevent construction activities from damaging trees within the tree protection zone, the owner/applicant shall develop a Tree Protection Fencing plan for all trees within 30-feet of the development area. The plan shall be developed in consultation with the project arborist and submitted to RMA-Planning for review and approval.
BIO-Mitigation Measure No. 3	*Construction Management Plan.* In order to ensure best management practices are followed during construction activities, the owner/applicant shall prepare a final Construction Management Plan. The plan shall be consistent with the preliminary drawing, developed in consultation with the project arborist, and submitted to RMA-Planning for review and approval.

BIO-Mitigation Measure No. 4 *Restoration and Fuel Management Plan.* In order to eradicate invasive plant species and enhance and maintain native habitats onsite, the owner/applicant shall prepare a final Restoration and Fuel Management Plan. The plan shall be consistent with the preliminary drawing and submitted to RMA-Planning for review and approval.

4(a) and (b). Conclusion: Less Than Significant Impact with New/Revised Mitigation Incorporated.

The Proposed Project would utilize existing disturbed areas such as roadways, building pads, and an existing parking area resulting in siting and a design that minimizes disturbance to biological resources to the maximum extent feasible. However, the site contains Redwood Forest natural community, and the proposed construction and tree removal would occur in proximity of areas identified as ESHA. The Proposed Project would require the removal of 11 native trees. BSC LUP Policy 3.3.2.1 states that development, including vegetation removal, shall not be permitted in ESHA if it would result in any potential disruption of habitat value (Source: IX.3 and IX.4). To approve development within any of these habitats the County must find that disruption of a habitat caused by the development is not significant.

To ensure potential impacts to the Project site's special natural communities, which is limited to the Redwood Forest, would be less than significant, the project biologist recommended implementation of BIO-Mitigation Measure Nos. 1 through 4, as established in the prior environmental analysis (Source: IX.13). Although Mitigation Measure Nos. 1 through 4 would be applicable to the Proposed Project as impacts to the project site's Redwood Forest community are unchanged and potentially reduced, the project biologist identified a potential impact to wildlife species of special concern which was not previously analyzed. Mitigation Measure No. 1, as detailed in the 2019 IS/MND, and in conjunction with Mitigation Measure Nos. 2 and 3, would reduce potential impacts to the project site's Redwood Forest community to a level of less than significant. The Project would involve the removal of five less trees than analyzed in the prior environmental document and potential impacts to forest resources would be reduced (Source: IX.1 and IX.13). However, modifications to BIO-Mitigation Measure No. 2 (Tree Protection) are needed to accurately reflect the Proposed Project and make the 2019 IS/MND analysis adequately apply. Revisions are provided below.

BIO-Mitigation Measure No. 2 *(*<u>Revised</u>*)*: *Tree Protection.* In order to prevent construction activities from damaging trees within the tree protection zone, the owner/applicant shall develop a Tree Protection Fencing plan for all trees within 30-feet of the development area. The plan shall be developed in consultation with the project arborist/<u>biologist</u> and submitted to HCD-Planning for review and approval. The Tree Protection Fencing plan shall demonstrate how the following measures shall be implemented:

- Demarcate installation of protection fencing consistent with the recommended <u>"TREE PRESERVATION SPECIFICATIONS" and "UPDATED TREE PLAN"</u> ~~plan~~ found ~~on page 15 of the~~ <u>in the</u> "Tree Resource Evaluation Project Impact Analysis", dated October 6, 2017 (Monterey County Document No. LIB170437), prepared by Maureen Hamb-WCISA, and amended on June 19, 2019 and August 31, 2022.

- Provide protection fencing along the critical root zones of the coast redwood trees near the development area.
- ~~Provide special protection methods for Tree Nos. 13 (52-inch Coast redwood) and 14 (40-inch Coast redwood). Due to their proximity of the proposed driveway, exclusionary fencing will not be possible. Protection shall occur by using straw bale barricades secured to the tree trunks.~~
- Place straw bales, from end to end, inside of the protection fencing to act as a barricade to limit damage to the fencing, prevent grading spoils from encroaching into the critical root zone area, and prevent excess moisture from gathering under the retained trees.
- Maintain the natural grade around trees. Grading shall not be permitted to sever major roots of redwood or oak trees. No additional fill or excavation shall be permitted within the critical root zone of trees. If major tree roots that are 2-inches or greater are unearthed during the construction process, the project arborist/biologist shall be notified immediately. Work shall be halted and roots shall be covered with moistened burlap until a determination is made by the project arborist/biologist.
- Unauthorized pruning of any tree shall be prohibited. Any required pruning shall be done on the authority of the project arborist/biologist and to the International Society of Arboriculture (ISA) pruning guidelines and Approved American National Standard (ANSI) A300 pruning standards.
- All trenching onsite shall be approved by the project arborist/biologist.
- A qualified arborist/biologist shall review in the field the locations of the proposed boring holes prior to construction of the soldier pile wall, hilfiker wall, and privacy fencing. Holes should be manually dug with a hand auger to limit potential tree root impacts.

Mitigation Measure Monitoring Action No. 2a: Prior to approval of construction permits for grading and building, the owner/applicant shall develop and submit a Tree Protection Fencing plan, as described in Mitigation Measure No. 2, to HCD-Planning for review and approval. The approved Tree Protection Fencing plan shall be incorporated into the approved set of job-site and office-copy construction plans for grading and/or building.

Mitigation Monitoring Action No. 2b. Prior to issuance of construction permits for grading and building, the owner/applicant shall provide evidence to HCD-Planning documenting installation of the protective fencing and straw bale barriers for review and approval.

Mitigation Monitoring Action No. 2c. Prior to final of construction permits for grading and building, the owner/applicant shall submit documentation that implementation of the Tree Protection Fencing plan has been successful to HCD-Planning for review and approval.

Mitigation Measure No. 2, Tree Protection, shall work in conjunction with Mitigation Measure No. 3, Construction Management Plan. Mitigation Measure No. 3 remains the same as detailed in the 2019 IS/MND.

The Redwood Forest understory layer is dominated by a nearly solid carpet of invasive English ivy (*Hedera helix*) throughout the parcel which also envelops coast redwood and many

California bay laurel trunks and upper canopies within the parcel and adjacent parcels. English ivy is classified by the California Invasive Plant Council (Cal-IPC) as having high-level adverse impacts on native ecosystems. English ivy is also listed by the California Department of Fish and Wildlife as an invasive species that should be avoided and not planted as it is noted to outcompete and shade native understory vegetation, prevent sapling germination, displace wildlife, and kill overstory trees by dominating the canopy cover. Italian thistle, veldt grass, French broom and sticky eupatorium are all listed by the Cal-IPC as invasive species that adversely impact native plant communities and are also found throughout the site in disturbed soil locations (Source: IX.9). Therefore, implementation of Mitigation Measure No. 4, as detailed in the 2019 IS/MND, will eradicate the invasive plant species and enhance and maintain native habitats onsite (Source: IX.13).

The second supplemental Biologist report (Source: IX.9) noted that the Project site has the potential to provide habitat for the Coast range newt (CRN; *Taricha torosa torosa*), which is considered a species of Special Concern by the California Department of Fish & Wildlife. This species breeds in March and April in still or slow-moving water with eggs attached to submerged vegetation. When not breeding, they are found in a range of habitats, including dry woodland associates, living in moist conditions under woody or leafy debris. The Pheneger Creek drainage corridor south of the parcel may provide favorable conditions for the species to persist and potential habitat exists on the site within the piles of wood debris and logs that are scattered along the parcel. Additionally, although the Santa Lucia slender salamander (SLSS; *Batrachoseps luciae*) is a CNDDB listed species with no legal or regulatory status, the species also likely persists on site due to favorable moist habitat conditions (Source: IX.9). Impacts to these two species would be less than significant with implementation of the Mitigation Measures No. 5, which requires requiring pre-construction surveying.

Additionally, consultation with the California Department of Fish and Wildlife (CDFW) occurred in March 2023 (Source: IX.21) and identified Foothill yellow-legged frogs, western bumble bees, and raptors, as being species of concern for the Proposed Project. Foothill yellow-legged frogs (FYLF) are primarily stream dwelling species which require shallow, flowing water in streams and rivers with substrate. FYLF are listed as State threaten or endangered species under the California Environmental Species Act (CESA). The CDFW notes that habitat loss from growth of cities and suburbs, invasion of nonnative plants, impoundments, water diversions, stream maintenance for flood control, degraded water quality, and introduced predators, such as bullfrogs, are the primary threats to FYLF. Based on review of CDFW's Biogeographic Information and Observation System mapping system, FYLF have been documented at the Big Sur River which is roughly 0.2 miles from the Project site. Therefore, FYLF have the potential to occur within the vicinity of the Project site as the Pheneger Creek drainage corridor is situated south of the parcel and may provide favorable conditions for the species to persist. Implementation of Mitigation Measure No. 5 would result in less than significant impacts to FYLF.

BIO-Mitigation Measure No. 5: *Pre-Construction Survey.* The project biologist shall conduct pre-construction surveys in suitable habitat for the Coast range newt (CRN), Santa Lucia slender salamander (SLSS), Foothill yellow-legged frogs (FYLF), where project-related grading is proposed. Surveys shall be conducted within seven days prior to construction. Dip-netting shall be a prohibited survey method for locating potential Foothill yellow-legged frogs. Should CRN,

SLSS, or FYLF be identified, the project biologist shall consult with California Department of Fish and Wildlife to establish appropriate avoidance measures, including but not limited to exclusionary fencing or relocation, subject to the issuance of an Incidental Take Permit (ITP). Should an ITP be required, evidence of the CDFW issued ITP shall be submitted to HCD-Planning prior to commencement of relocation activities.

> **Mitigation Measure Action No. 5a**: Prior to the issuance of permits from Building Services, the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist to conduct the required pre-construction surveys for CRN, SLSS, and FYLF.
>
> **Mitigation Measure Action 5b**: Prior to final inspection from Building Services, applicant/owner shall submit to HCD-Planning a brief report prepared by the project biologist as to incidents regarding CRN and SLSS.

As of September 30, 2022, the Western Bumble Bee is a candidate species under CESA and as such, receives the same legal protection afforded to an endangered or threatened species. The WBB feeds upon nectar and pollen from a variety of plants species, but is most adapted to native plant species. The flight period in California is from early February to October, peaking in late June and late September. The flight period for workers and males is from early April to early November. The species is currently restricted to high elevation sites in the Sierra Nevada and scattered coastal areas. WBB primarily nest underground in abandoned small mammal burrows but may also nest under perennial bunch grasses or thatched annual grasses, under brush piles, in old bird nests, and in dead trees or hollow logs. Overwintering sites utilized by WBB mated queens include soft, disturbed soil, or under leaf litter or other debris. CDFW's consultation letter states that WBB have the potential to occur within the vicinity of the project and therefore would be potentially impacted by project implementation (Source: IX.21). The Project Biologist confirmed via phone on April 5, 2023, that the WBB has the potential to occupy the site given the project site's liter debris and dead logs. Should WBB colonies or overwintering queens be present in underground nests in work areas, work activities related to the Proposed Project could adversely affect this species and its habitat. Therefore, mitigation would be required to reduce impacts to a level of less than significant.

BIO-Mitigation Measure No. 6: *Western bumble bee Protection*
A pre-construction survey shall be prepared by the Project Biologist during typical flying season (March 1 through September 1) to determine the presence of Western bumble bee (WBB) or potential habitat. If no WBB and/or potential WBB habitat is identified, no further mitigation is required. If WBB and/or potential habitat are identified the following actions shall be adhered to:

- If project-related ground disturbance occurs during this species' nesting period, a minimum of a 50-foot buffer shall be established around mammal burrows and thatched/bunch grasses. If mammal burrows and thatched/bunch grasses are within project grading limits, the Project Biologist shall consult with CDFW to prepare a plan to protect bumble bee nests and individuals to ensure no take of WBB occurs.
- If project-related ground disturbance occurs during this species' overwintering period of October through February, the Project Biologist shall consult with CDFW to prepare a plan to protect bumble bee nests and individuals to ensure no take of WBB occurs.

Mitigation Measure Action No. 6a: Prior to the issuance of permits from Building Services, the applicant/owner shall submit to HCD-Planning for review and approval the results of the WBB survey. If WBB and/or potential habitat are identified, the Project Biologist shall adhere to the language of this condition.

Therefore, with the implementation of 2019 IS/MND Mitigation Measures BIO-1, 3, and 4, and revised/new Mitigation Measures BIO-2, 5 and 6, the project would have a less than significant impact on sensitive natural communities and/or candidate, sensitive or special status species.

Impact Analysis

4(c), (d), (e), and (f). Conclusion: No New Impact

Based on Monterey County GIS (Source: IX.2) and information contained in the prepared biological reports (Source: IX.9) indicates that the Morgenrath property does not support federally protected wetlands and is not under provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved conservation plan. Therefore, implementation of the Project would have no new impacts to these resources. Based on the results of the biological assessments prepared for the project, the project site is not located in an established migratory wildlife corridor and would not impede the use of native wildlife nurseries (Source: IX.9). Therefore, implementation of the Proposed Project would not new result in impacts to wildlife movement corridors or native wildlife nurseries and no mitigation is required. No additional analysis is required. The Original Project involved the removal of six bay laurels ranging from fair to poor health and structure, two Oak trees in poor health and structure, one Cypress tree in fair health and structure, and one Redwood in good health and structure, for a total of 16 trees being removed (Source: IX.13). The Proposed Project would only require the removal of 11 trees (Source: IX.1). As analyzed in the 2019 IS/MND, proposed removal would not result in the fragmenting of an intact forest system, create a new forest edge, or impact the existing quality of the system, however removal required the granting of a Coastal Development Permit (Source: IX.3 and IX.4). To grant the Coastal Development Permit, the County must make the finding that the tree removal is the minimum required and that the removal will not result in a significant environmental impact. The County's standard condition of approval requiring a nesting survey if tree removal or construction activity commences during the typical bird nesting season would be applied to the Proposed Project. Additionally, the County's standard Tree Replacement condition of approval would be applied as Condition No. 8, requiring the Applicant/Owner to replant 11 Coast redwood species on-site and have the Project Biologist monitor success for five years. Therefore, as proposed and conditioned, the Proposed Project would not conflict with any local policies, such as a tree preservation ordinance. No additional analysis is required.

5. CULTURAL RESOURCES **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	☒

5. CULTURAL RESOURCES Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
Section 3.11 of the Big Sur Coast Land Use Plan states that the Big Sur coastal area is considered to be one of the most significant archaeological regions in California. Therefore, Key Policy 3.11.1 requires the protection and maintenance of Big Sur's archaeological resources. Monterey County Geographic Information System indicates that the Morgenrath property is located within an area of moderate archaeological sensitivity. In accordance with Section 20.145.120.B.1.b of the Big Sur Coastal Implementation Plan, an archaeological survey report is required for developments within low and moderate archaeological sensitivity zones when such development is subject to environmental review per the CEQA Guidelines (Source: IX.3 and IX.4). Consistent with this policy, a Preliminary Archaeological Assessment (Monterey County Library No. LIB170438, Source: IX.8) was prepared and submitted for the Project, which included the review of prior background research at the Northwest Information Center of the California Historical Resources Information System at Sonoma State University and an onsite physical inspection of the site. The Assessment concluded that there is no evidence of potentially significant archaeological resources within the portions of the Morgenrath property examined (Source: IX.8). The following discussion is based on the Preliminary Archaeological Assessment.

Prior Environmental Analysis
The 2019 IS/MND concluded that although the property was located in an area of moderate archaeological sensitivity, the construction of the Original Project would result in no impacts to a historical resource, unique paleontological resource, or unique geological features because none of these resources or features were identified on the project site (Source: IX.8 and IX.13). Similarly, no impact or disturbance to human remains would occur with implementation of the Original Project. However, the 2019 IS/MND disclosed that the Original Project could result in disturbance to an archaeological resource. Therefore, the County's standard condition of approval requiring work be halted if cultural resources or human remains are found and evaluation of the find by a qualified professional archaeologist was applied to the Original Project. The 2019 IS/MND determined that adherence to this condition of approval would reduce impacts to archaeological resources to a level of less than significant (Source: IX.13).

Impact Analysis
5(a), (b), (c), and (d). Conclusion: No New Impact.
Neither the Archaeological Assessment (Source: IX.8) nor the Geological report (Source: IX.12) indicate that the Morgenrath property has the potential to contain unique paleontological resources or geologic features. Therefore, implementation of the Project would have no impact to historic resources, human remains interred outside of formal cemeteries, or unique

paleontological resources or geological features. Further, the Archaeological Assessment concludes that there is no evidence of potentially significant archaeological resources within the portions of the Morgenrath property examined (Source: IX.8). In comparison to the Original Project, the Proposed Project reduces ground disturbance by over 300 cubic yards and the number of trees required for removal by 5 (11 total) (Source: IX.13). Construction of the second-story employee housing unit will not result in additional ground disturbance not analyzed in the 2019 IS/MND. The proposed EV charging stations are sited on a portion of the proposed already disturbed by paving and vehicle use. In comparison to the 2019 IS/MND, the Project switches the location of the proposed 600-square-foot workshop and 800-square-foot storage building. No additional ground disturbance is required by exchanging the building footprints. As disclosed in the 2019 IS/MND, due to Big Sur's rich archaeological history and the site's moderate archaeological sensitivity, there is the potential to accidentally uncover unidentified cultural resources or human remains during earth disturbance activities. Therefore, the County's standard condition of approval requiring work be halted if cultural resources or human remains are found is still applicable to the Project. No additional analysis is required.

6. GEOLOGY AND SOILS **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Chapter 18A of the 2007 California Building Code, creating substantial risks to life or property?	☐	☐	☐	☒

6. GEOLOGY AND SOILS Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
The Monterey County Geographic Information System does not contain data for seismic hazards and shows the. However, it does indicate that the Morgenrath property contains low liquefaction risk, both low and high landslide risk, moderate and high erosion potential, and is located within 660 feet of an active or potentially active fault(Source: IX.2). In accordance with General Policies 3.7.2 and Specific Policies for geologic hazards in 3.7.3.A of the Big Sur Coast Land Use Plan (BSC LUP) and Section 20.145.080.A.1.b of the Big Sur Coastal Implementation Plan (CIP), submittal of a geologic and geotechnical report was required as part of the Project application to ensure proposed development is sited and designed to minimize risk from geologic hazards to an acceptable level. Consistent with these requirements, the application for the Project included a Geologic Report (Source: IX.12) and Geotechnical Report (Source: IX.10). Together, these reports analyzed the geological suitability of the site and evaluated its geotechnical properties. The Project includes installation of a septic facility to dispose of wastewater. The below discussion is based on these reports.

Prior Environmental Analysis
The 2019 IS/MND concluded that the Original Project would not expose people or structures to potential substantial adverse effects caused by fault rupture, landslides, liquefaction, or expansive soils. The prepared geological and geotechnical reports found no evidence indicating that a fault rupture or landslide has occurred at the site and that soil conditions are not susceptible to liquefaction or considered to be expansive soils. The 2019 IS/MND determined that the Morgenrath site would have the potential to experience seismic ground shaking since the Original Project involved the establishment of new structures, and the Original Project would potentially expose people or structures to strong seismic ground shaking. Additionally, it was found that the Morgenrath property contained areas with moderate and high erosion potential. To ensure the proposed improvements are constructed in accordance with the requirements of the California Building Code and the recommendations contained in the Geotechnical Report, which included use of engineered fill, a condition of approval was applied to the project requiring the applicant to provide documentation from a licensed practitioner certifying that all development has been constructed in accordance with the Geotechnical Report. The 2019 IS/MND found that with the application of these conditions of approvals and compliance with the required California and Monterey County Building Codes, the project would result in less than significant impacts to soul erosion and seismic ground shaking (Source: IX.13).

Impact Analysis
6(a), (b), (c), (d), and (e). Conclusion: No New Impact.
Monterey County is recognized to contain a number of faults, two of which are found in the Big Sur segment: San Gregorio-Palo Colorado and the Sur-Nacimiento Faults. Monterey County

Geographic Information System shows that the nearest fault is the San Gregorio Fault which bisects the southern portion of the Morgenrath property. However, the Geologic Report (Source: IX.12) provides a map showing the fault just outside of the property, along and Highway 1 and passes through the adjacent River Inn property. The Geotechnical Report (Source: IX.10) specifies that the fault is approximately 300 feet southwest of the Morgenrath property. Both reports identify the fault as Late Quaternary (movement between the last 0.5 to 1 million years ago) but found no evidence indicating a fault rupture has occurred at the site. Although the Proposed Project includes the construction of a second-story employee housing unit and therefore increases the number of occupants who may experience strong seismic shaking, these reports conclude that surface rupture from fault activity or lateral spreading is considered improbable. Further, Monterey County Code and California Building Code require construction to meet specific earthquake-related design standards. The Geotechnical and Geological Reports (Source: IX.10 and IX.12) found no evidence of landslides above or below the proposed building sites, and determined that the property's soil makeup is considered not to be susceptible to liquefaction or considered expansive soils. The Proposed Project will require 293 cubic yards of cut and 478 cubic yards of fill (Source: IX.1). This represents a reduction of more than 300 cubic yards of grading when compared to the Original Project (Source: IX.13). All recommendations of the Geological and Geotechnical Report shall be incorporated into the final construction plans, pursuant to Monterey County Code Section 16.08.110. Previously analyzed conditions of approval requiring an erosion control plan and certification that the project incorporated all geotechnical recommendations will be applied to the project. In conclusion, no new impacts to geology and soils would occur and therefore no additional analysis is required.

7. GREENHOUSE GAS EMISSIONS **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

According to the United States Environmental Protection Agency (EPA), greenhouse gases (GHG) are emitted by natural processes and human activities such as electricity production, motor vehicle use, and agricultural uses. These gases trap heat in the atmosphere and the elevation of GHGs has led to a trend of unnatural warming of the earth's climate, otherwise known as the "greenhouse effect". In order to reduce the statewide level of GHG emissions, the State Legislature adopted California Assembly Bill 32 (AB 32) California Global Warming Solutions Act of 2006. AB 32 established a comprehensive statewide program of regulatory and market mechanisms to achieve reductions in GHG emissions, thereby reducing the State's vulnerability to global climate change. The Monterey Bay Air Resources District (MBARD) is responsible for the monitoring of air quality and regulation of stationary sources throughout the North Central Coast Air Basin, where the Proposed Project is located, by enforcing standards and

regulating stationary sources through the *22012-2015 Air Quality Management Plan for the Monterey Bay Region* (AQMP) (Source: IX.14) which evaluates a project's potential for a cumulative adverse impact on regional air quality (ozone levels).

Prior Environmental Analysis

The Original Project included the relocation of an existing operation from the former Blaze site to the Morgenrath property. From a GHG emission standpoint, the 2019 IS/MND determined that this would result in no change the baseline of the surrounding area. Per a discussion with County staff and MBARD staff on August 3, 2018, the 2019 IS/MND found that the Original Project would not conflict with or obstruct implementation of the AQMP. There would be no change to current stationary emissions as a result of the Project. The 2019 IS/MND concluded that the Original Project would result in less than significant impacts greenhouse gas emissions because the project would only result in typical temporary GHG emissions during construction activities and would not conflict with any plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Source: IX.13).

Impact Analysis

7(a) and (b). Conclusion: No New Impact

As analyzed in the 2019 IS/MND, relocation of Blaze Engineering from the neighboring property to the subject property is still required. In comparison to the Original Project, the Proposed Project includes construction of a 760 square foot second story employee housing unit (2 bedrooms) and an 800 square foot storage building (rather than installation of shipping containers), and the installation of two EV charging stations (Source: IX.1 and IX.13). The additional construction will result in additional GHG emission, however all emissions will be temporary and typical of any construction. Ambient ozone levels depend largely on the number of precursors, such as nitrogen oxide (NO_x) and reactive organic gases (ROG), emitted into the atmosphere. Implementation of the Project would result in temporary impacts resulting from construction and grading activities that require fuel combustion of construction vehicles, a primary source of NO_x and ROG emittance. Typical construction equipment would be used for the Project and NO_x and ROG emitted from that equipment have been accommodated within the AQMP. Additionally, the Proposed Project will not result in any additional stationary emissions not analyzed in the 2019 IS/MND and therefore will not conflict with the AQMP. Further, the Proposed Project's required grading is approximately 300 cubic yards less than previously analyzed and therefore will reduce the quality of GHG emissions required during grading activities. Implementation of the Project would not result in a new impact and would not produce more than the threshold of significance of 82 pounds per day of GHG precursors. Therefore, no additional analysis is required.

8. HAZARDS AND HAZARDOUS MATERIALS **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Blaze Engineering requires relocation of an existing operation from the former Blaze site (neighboring property) to the subject property, the Morgenrath property. This existing operation included, and would continue to include, handing and storing of oil for use in vehicles, waste oil from their vehicles, oxygen and acetylene tanks, liquid petroleum gas, and diesel fuel for their construction vehicles. Per the prepared General Development Plan (GDP) (Source: IX.1), waste oil would be picked up and recycled by a licensed hauler as needed, Construction and demolition materials are recycled at each construction site and hauled to the Monterey Regional Waste Management District (MRWMD) landfill in Marina, California for recycling, and solid waste

and recyclables will also be hauled to the MRWMD landfill. Blaze Engineering has an up-to-date Business Response Plan and Inventory.

Prior Environmental Review
The 2019 IS/MND concluded that the Original Project is not located within 0.25 miles of a school, is not located within an airport land use plan or within two miles of a public airport, is not categorized as a hazardous materials site pursuant to Government Code Section 65962.5, and would not interfere with an adopted emergency response plan, and therefore would have no impacts. However, the prior environmental analysis found that the project would result in less than significant impact as it relates to exposing people or structures to wildfires, disposing hazardous materials into the area and creating accident conditions involving the release of hazardous materials into the environment. Implementation of the proposed Landscape and Fuel Management Plan and building in accordance with Monterey County Code would reduce the Project's risk of loss, injury, or death relative to wildland fires to less than significant (Source: IX.13). At the time of prior environmental analysis, Blaze Engineering was permitted by the Monterey County Environmental Health Bureau as a Hazardous Waste Generator for its above ground fuel storage tank (Facility ID No. FA0813374). A Condition of Approval was applied to the Original Project requiring that the Hazardous Waste Generator permit be updated with the operation's address and site location, hazardous materials/waste inventory list, and California Environmental Reporting System registration (Source: IX.13).

Impact Analysis
8(a), (b), (c), (d), (e), (f), and (g). Conclusion: No New Impact.
Handling and storage of hazardous materials is unchanged in the Proposed Project. Blaze Engineering continues to be permitted by the Monterey County Environmental Health Bureau (EHB) as a Hazardous Waste Generator for their above ground fuel storage tank (Facility ID No. FA0813374). The previously applied condition of approval requiring the applicant to provide EHB's Hazardous Materials Management Services with an update on: the operation's address and site location, hazardous materials/waste inventory list, and California Environmental Reporting System registration is still applicable and will be applied to the project. Implementation of this condition would ensure the operational component of the Proposed Project would be consistent with the requirements set forth in Monterey County Code Chapters 10.65 (Hazardous Materials Registration) and 10.67 (Hazardous Materials Emergency Response). No project components would result in new potentially significant impacts relative to the transportation, disposal, or emittance of hazardous materials or result in a conflict with an adopted emergency response plan or emergency evacuation plan.

Data contained in the Monterey County Geographic Information System (Source: IX.2) indicates that the Morgenrath property, and much of the surrounding area, is designated as a "Very High" State Responsibility Fire Hazard Zone. The Proposed Project has been reviewed by the Big Sur Volunteer Fire Brigade and no conditions of approval were applied. The Proposed Project does not introduce any additional development which would require implementation of additional fuel management standards to reduce risk to property or life. Final construction plans shall implement the standards of the prepared landscape and fuel management plan. Although the Proposed Project includes the handling and storage of hazardous materials, the Monterey County Geographic Information System and Google Earth Imagery confirms that the Morgenrath property is not located within one-quarter mile of a school. Captain Cooper Elementary School

and Apple Pie Pre-School is located approximately 0.41 miles from the closest edge of the Morgenrath property (Source: IX.2 and IX.16). With the exception that Blaze was contracted with either school to provide maintenance or emergency work, it would be unlikely that Blaze equipment and vehicles transporting hazardous materials would occur with one-quarter mile. Based on review of Monterey County Geographic Information System (Source: IX.2), the Morgenrath property is not within an area subject to an airport land use plan, within 2 miles of an airport, or within the vicinity of a private airstrip. Therefore, the Proposed Project would not result in an airport or over-flight safety hazard for people residing or working in the project area.

Data contained in the Monterey County Geographic Information System (Source: IX.2) indicates that the Morgenrath property, and much of the surrounding area, is designated as a "Very High" State Responsibility Fire Hazard Zone. The Proposed Project plans (Source: IX.1) include a Landscape and Fuel Management Plan. Implementation of this plan is intended to create a defensible space around all structures and thinning of vegetation and restoration using fire-wise landscaping. Fuel modification and management of vegetation would increase the likelihood that the proposed structures survive wildfires. As previously analyzed, all development would be subject to the Monterey County Fire Code. No aspect of the Proposed Project increases the likelihood of exposing people or structures to a significant risk of loss, injury or death involving wildland fires.

The Environmental Health Bureau (EHB) has reviewed the Project. Part of EHB's review includes determining whether or not the Morgenrath property is included on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). There are 3 active sites/facilities within Monterey County, none of which are on the Morgenrath property or within its vicinity. Therefore, the Proposed Project would not have the potential to create a significant hazard to the public or the environment relative to Government Code Section 65962.5.

Therefore, based on the above discussion, no additional environmental analysis is required.

9. HYDROLOGY AND WATER QUALITY **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

9. HYDROLOGY AND WATER QUALITY **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
The Morgenrath property is a vacant parcel and the proposed site improvements would result in the conversion of pervious surfaces into impervious surfaces and converting a test well (see Planning File No. PLN170051) into a permanent well to provide potable water to the site. The project has been reviewed by the Water Resources Agency and HCD-Environmental Services for project consistency with Monterey County regulations for development within the floodplain, grading activities, and erosion control.

Prior Environmental Analysis
The prior environmental analysis concluded that the Original Project would not have the potential to result in substantial degradation of water quality, would not result in placing structures within a flood hazard area or impeded or redirect flood flows, and would not be subject to tsunamis, seiches or mudflows due to siting, elevation and the property's underlying soils. The 2019 IS/MND found that the Original Project would result in 2,460 square feet of new structural coverage and driveway improvements that would require compaction of soils. Such

improvements were determined to have the potential to incrementally reduce groundwater recharge, alter the existing site drainage patterns, and contribute to existing runoff in the area. Implementation and adherence to Monterey County Code and a standard condition of approval, relating to grading best management practices and erosion control measures, reduced this potential impact to a level of less than significant (Source: IX.13).

Impact Analysis

9(a), (b), (c), (d), (e), (f), (g), (h), (i), and (j). Conclusion: No New Impact.

Compared to the Original Project's ground disturbance, the Proposed Project would reduce the required grading quantities by 300 cubic yards and eliminates the new driveway from Highway 1. The Proposed Project would result in 2,458 square feet of impervious coverage, 2 square feet less than previously considered. The Monterey County Geographic Information System (Source: IX.2) and review by the Water Resources Agency demonstrates that the subject Property is not located within a 100-year flood hazard area or identified to be down-stream from a levee or dam. The Morgenrath property is located approximately 2 miles from the coast and is at 180 feet above mean sea level at its lowest point (Source: IX.16). In addition, there are no lakes within the vicinity of the site. As discussed in Section VI.6 – Geology and Soils, of this Supplemental Initial Study, the Proposed Project would not result in any new impacts to geology and soils. Therefore, and in comparison, to the analysis provided in the 2019 IS/MND, the Proposed Project would result in reduced impacts relative to degradation of water quality and no new impacts relative to placement structures within a flood hazard area or impediment or redirection flood flows, and impacts from tsunamis, seiches or mudflows. Consistent with Monterey County Code Chapter 16.08 and 16.12, the Proposed Project shall incorporate erosion control and grading plans into the final construction plans. All plans shall be approved by HCD-Building Services and Environmental Services. As proposed, no additional environmental analysis is required to make the 2019 IS/MND adequate, relating to Hydrology and Water Quality.

10. LAND USE AND PLANNING **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Prior Environmental Analysis

The 2019 IS/MND found that the Original Project would not result in impacts to land use and planning, relative to physically dividing an established community or conflicting with an applicable land use plan or habitat/natural community conversation plan (Source: IX.13).

Impact Analysis

10(a), (b) and (c). Conclusion: No New Impact.

The Proposed Project continues to include relocation of a commercial operation with an established long term continue use from one property (APN 419-201-006-000) to the adjacent subject property (APN 419-201-007-000). The commercial operation as considered in the 2019 IS/MND and as revised and discussed in this Supplemental IS/MND is an allowed use in the Visitor Serving Commercial (Coastal Zone) zoning district, subject to the granting of a General Development Plan and Combined Development Permit. The findings to support a General Development Plan to allow the establishment of a commercial business operation, convert a test well into a permanent well, construction of a 760 square foot office with a second story employee housing unit, 600 square foot workshop with a 300 square foot canopy, 800 square foot storage building and associated site improvements have been made. Additionally, the findings to support Coastal Development Permits to allow development on slopes in excess of 30%, within 100 feet of ESHA and removal of 11 native trees have been made. As discussed in Section VI.1 of this Supplemental initial study, the proposed EV charging stations and parking stall striping adjacent to Highway 1 would have a less than significant new impact on the Critical Viewshed of the Big Sur Coast Land Use Plan and Coastal Implementation Plan. No habitat conservation plan or natural community conservation plan has been adopted for the project area. No aspect of the Project would result in conditions which would physically divide an established community or conflict with an applicable land use plan or habitat/natural community conversation plan. Therefore, no additional environmental review is required.

11. MINERAL RESOURCES **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Reference: 1, 3, 6 & 8)	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Reference: 1, 3, 6 & 8)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Prior Environmental Analysis

The 2019 IS/MND concluded that implementation of the Original Project would have no impact on mineral resources as no mineral resources on the subject property (Source: IX.13).

Impact Analysis

10(a), (b) and (c). Conclusion: No New Impact.

No mineral resource has been identified on the subject property and no local general plan or land use plan designates this area as containing mineral resources. Therefore, the Proposed Project would not result in the loss of valuable or locally mineral resources and no additional environmental analysis is required (Source: IX.1, 2, 3 and 6).

12. NOISE **Would the project result in:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
The Morgenrath property is located in an area with visitor serving commercial properties to the south and residential properties to the north (Source: IX.2). The primary noise contributor is produced by vehicular traffic on Highway 1. Secondary noise contributors are produced by entertainment activities associated with the visitor/commercial uses and the Blaze Engineering operations that occurred on the adjacent property (Assessor's Parcel Number 419-201-006-000) where there are sensitive noise receptors are established (Source: IX.2 and IX.6). Because the baseline noise conditions include the spatial and functional conditions of the area at the time the application for the Project was made, the operational components of the project would result in no change to existing noise levels in the area.

Prior Environmental Analysis
The 2019 IS/MND concluded that there would be no impact relative to the increase in ambient noise levels and exposing people to excessive noise levels. This was due to the determination the subject property is not located within the vicinity or approved airport land use plan and that

relocating an existing operation from the former Blaze site to the Morgenrath property would result in relocating the main noise producers of the operations, large vehicles and the cement silo, further away from existing single-family dwellings and move them closer to Highway 1. The prior environmental analysis also determined that the Original Project would result in a less than significant impact relative to the exposure of persons to or generation of excessive (temporary or permanent) groundborne vibrations or ground borne noise levels which are in excess of the adopted local noise ordinance or land use plan as noise levels produced during construction activities would be temporary and typical of noise levels generated for development of this scale (Source: IX.13)

Impact Analysis

12(a), (b), (c), (d), (e), and (f). Conclusion: No New Impact.

Data contained in the Monterey County Geographic Information System (IX. GIS) confirms that the Morgenrath property is not within an area subject to an airport land use plan, within 2 miles of an airport, or within the vicinity of a private airstrip. No aspect of the Proposed Project would result in exposing people residing or working in the area to excessive noise levels associated with airports. The Proposed Project removes the cement silo use previously proposed in the Original Project and therefore would reduce the Project's ability to generate ambient noise or groundborne vibrations (Source: IX.1). Other operational activities, including the relocation of the use to the subject property and use of large vehicles, as analyzed in the prior environmental document, would not generate permanent ambient noise levels in the project vicinity which exceed baseline conditions and therefore will not expose people to excessive groundborne vibrations or ground borne noise levels (Source: IX.13). As detailed in the General Development Plan (Source: IX.1), hours of operation would be Monday through Friday from 8:00am to 4:30pm and therefore would not exceed Monterey County's adopted Noise Ordinance (Chapter 10.60) or applicable land use policies. Construction of the proposed second story employee housing unit would not generate additional noise or vibrations not analyzed under the 2019 IS/MND as they would be typical of noise levels generated during residential construction activities and similar to other construction activities occurring on the property. The Proposed Project removed construction and grading associated with a new driveway from Highway 1 and therefore reduces Project's potential to generate excessive ground vibrations. No additional environmental analysis is required.

13. POPULATION AND HOUSING **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

13. POPULATION AND HOUSING Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Prior Environmental Analysis
The 2019 IS/MND found that because the Original Project did not propose any residential development or changes to the intensity of Blaze Engineering (demand, employees, etc), there would be no impact relative to inducing a substantial population growth or displacing of substantial numbers of people or existing housing (Source: IX.13).

Impact Analysis
13(a), (b), and (c). Conclusion: No New Impact.
Implementation of the Proposed Project would establish a commercial operation on a commercially zoned parcel (Source: IX.2). As previously analyzed, implementation of the Proposed Project and General Development Plan would continue to relocate the former Blaze Engineering operation on an adjacent property to the subject property (Source: IX.13). Scale of operations under the Proposed Project have decreased as storage of aggregate materials is no longer proposed (Source: IX.1 and IX.13). Although the Proposed Project would include the construction of a second story 760 square foot employee housing unit to house up to two employees, no new impact relative to population and housing would result from implementation of the Proposed Project. The subject property is vacant and therefore no existing housing units will be displaced, and the housing of up to two employees does not constitute a substantial increase in population growth, directly or indirectly. According to the Applicant, the employees to be housed would likely relocate from either the Big Sur area or the Monterey Peninsula to the proposed unit (Source: IX.6). No aspect of the Proposed Project would increase the number of employees needed to operate Blaze Engineering on the subject property or allow for the expansion or intensification of the business operations. Therefore, there would be no additional impact relative to the displacement, alteration, distribution, or density of human population in the area in any way, or need for additional or replacement housing. No additional analysis is required.

14. PUBLIC SERVICES Would the project result in:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☐	☒
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
Implementation of the Project would establish a commercial operation on a commercially zoned parcel. The operation would replace the former Blaze Engineering operation on an adjacent property.

Prior Environmental Review
The 2019 IS/MND found that the Original Project would result in no impacts to public services as there would be no change in the number of employees resulting from the relocation, the relocated business would be of the same scale and square footage as the existing business site and would not in itself allow an expansion or intensification of the business operations. The Original Project did not require new, or cause a physical alteration of existing, governmental facilities (resulting in construction that would cause significant environmental impacts) in order to maintain acceptable service ratios, response times or other performance objectives for public services (Source: IX.13).

Impact Analysis:
14(a), (b), (c), (d), and (e): No New Impact
Proposed Project would not result in the need for additional employees. The scale of business operations would be reduced as storage of aggregate and operation of a cement silo is no longer proposed and therefore, no expansion or intensification of the business operation would be permitted under the proposed General Development Plan. No aspect of the Proposed Project would require new, or cause a physical alteration of existing, governmental facilities (resulting in construction that would cause significant environmental impacts) in order to maintain acceptable service ratios, response times or other performance objectives for public services (Source: IX.1, 2, 3 and 4). Therefore, the Proposed Project would result in no new impacts and no additional analysis is required.

15. RECREATION Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
Implementation of the Project would establish a commercial operation on a commercially zoned parcel. The operation would replace the former Blaze Engineering operation on an adjacent property.

Prior Environmental Review
The 2019 IS/MND determined that the because the Original Project did not propose additional employees or an intensification of business operations, there would be no impact relative to the increase in use of existing neighborhood and regional recreational facilities and increase the construction or expansion of recreational facilities (Source: IX.13)

Project Analysis
15(a) and (b): No New Impact
The Proposed Project would not require services of additional employees and a reduced business operation is proposed (Source: IX.1 and IX.6). No aspect of the project alters the conclusion of the 2019 IS/MND relative to Recreation. The Proposed Project would not result in a significant increase of the use of existing neighborhood and regional parks or other recreational facilities, causing substantial physical deterioration. The Proposed Project does not include or require construction or expansion of recreation facilities. The Project Project would not create significant recreational demands. No additional analysis is required.

16. TRANSPORTATION/TRAFFIC Would the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with the goals, objectives, and policies of the 2010 Regional Transportation Plan for Monterey County, including, but not limited to level of service standards and travel demand measures, or other standards established by the Transportation Agency for Monterey County (TAMC) for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
The Project is for the relocation of an existing operation from the former Blaze site to the Morgenrath property. This existing operation provided, and would continue to provide, construction contractor related services to the community and visitors.

Prior Environmental Analysis
The 2019 IS/MND concluded that the Original Project would not conflict with the 2010 Regional Transportation Plan for Monterey County or an applicable plan, ordinance or policy relating to the effectiveness for the performance of the circulation system. Additionally, the prior environmental analysis found that the Original Project would not change air traffic patterns or result in inadequate emergency access. This was due to the fact that the Original Project included relocating an existing operation from one property to another, and therefore the volume of traffic would not exceed the baseline condition nor impact the existing level of service in the area. Policy 4.1.3.A.4 of the Big Sur Coast Land Use Plan requires limiting of access road entrances off Highway 1 unless it can be demonstrated that the use of existing public or private roads is not

feasible. Section 20.145.130.B.6 of the Big Sur Coast Coastal Implementation Plan requires proposed developments that include the construction of a new entrance to Highway 1 to demonstrate an inability to use existing public roads to access Highway 1. Consistency with this policy and implementation of the regulation is intended to further the County's objective to maintain and enhance Highway 1's aesthetic beauty and to protect its primary function as a "recreational route." The Original Project proposed construction of a new driveway access approximately 60 feet south of the existing driveway access. The proposed drive was found to result in safer ingress and egress conditions due to a greater line of sight distance. The 2019 IS/MND also found that the Original Project would have a less than significant impact relative to substantially increasing hazards due to a design feature or incompatible uses (Source: IX.13). During the Big Sur Land Use Advisory Committee Meeting's review of the Original Project, a member of the public identified potential hazards resulting from the vehicular-pedestrian interface (Source: IX.18). Although the Apple Pie Ridge Road is an existing access way for multiple residences, and use of the road is consistent with its purpose, the Original Project would result in a slight increase of vehicular traffic – primarily commercial trucks and employee vehicles. The primary concern from the public was that school children walk on the road to get to and from school. To address these concerns of the neighbors, the applicant agreed to modify their plans to either create an informal walking path along the roadway and/or incorporate fencing to act as a barrier.

Project Analysis

16(a), (b), (c), (d), (e), and (f): No New Impact

The Proposed Project's General Development Plan (Source: IX.1) lists examples of services consist of grading, paving, installing water, septic, and electrical systems, and road building and repair. Blaze also provides heavy equiptment, fuel, and labor to the Big Sur area on an emergancy basis. The main component of the Original Project was to provide a home base for Blaze's operation with office hours Monday through Friday from 8:00am to 4:30pm, with on-call staff being available for emergency response. The Proposed Project removes the ability for memebrs of the public to pruchage construction and landscaping aggregate such as concrete, rock, sand, and plumbing and landscape supplies. This thereby reduces the generated trips of the business operation. The continued uses of the site, as previously analyzed, would be primarily for administrative, storage, and maintenance. Based on the goods and services Blaze provides, intensive construction activities would continue to occur off-site on their clients' property. In comparison to the 2019 IS/MND, the Proposed Project redcues the employee count by 8, for a total of 12 employees. ~~No changes to the employee count (20) analzyed in the 2019 IS/MND would occur.~~ Adequate employee parking would be provided in an area located adjacent to the office and shop, while parking of Blaze's large construction equiptment (trucks, trailers, dozers, ect.) would continue to occur within the existing flat dirt parking area adjacent to the new driveway (Source: IX.1 and IX.6).

As previously analyzed, because the Original Project includes relocating an existing operation from one property to another, the volume of traffic would not exceed the baseline condition nor impact the existing level of service in the area. The Porposed Project continues to require relocation of the existing operation. Additionally, the Proposed Project eliminates the new driveway component of the Original Project and retains the informal walking path along the roadway suggestion from the public to address pedestrian safety. The Proposed Project does not include uses that would require air transport on or off the Morgenrath property. Therefore, the

Proposed Project would be consistent with the goals and policies of the BSC LUP for circulation, roadway level of service, air traffic patterns, emergency access or alternative modes of transportation and result in no new impact (Source: IX. 1, 2, and 6).

Due to the Proposed Project's proposal of two electric vehicle changing station, a trip generation assessment was required by HCD-Engineering Services. The project specific Traffic Report (LIB220326), prepared by Central Coast Transportation Consulting dated November 21, 2022, analyzed the trip generation estimate associated with relocating a commercial business from an adjacent parcel, construction of a two-bedroom employee housing unit, and providing six public parking spaces, two of which containing electric vehicle (EV) charging stations (Source: IX.19). Trip generation estimates for the office, workshop, and storage building were categorized as a small office building using rates from the Institute of Transportation Engineers (ITE), while the employee housing unit was evaluated as a single-family residence. The Traffic Report notes that these assumptions are conservative overestimates since the on-site residents will also be employees. ITE does not provide standard trip generation rates for EV charging stations, so the Traffic Report based the associated trip generation on the operational characteristics. Level 2 charging stations, such as the ones proposed, typically produce between 3.6 kW- 7.2 kW, which results in an estimated range of 10-23 miles per hour of charging. Currently, the nearest public EV charging station is in Carmel, roughly 26 miles north of the project site (Source: IX.19). It would be necessary for an EV to charge for over an hour to gain enough range to reach Carmel, which makes it unlikely that any vehicle would travel to Big Sur solely to utilize one of the proposed Level 2 EV charging stations. As a worst-case estimate, both EV charging stations were assumed to fully turn over once during a single hour (e.g. two vehicles arrive and depart each charge station during the peak hour). However, it is more likely that when in use, the EV drivers would charge for more time, resulting in fewer trips. The office, workshop, storage building (2,~~1~~458 total square feet) would generate approximately 31 daily trips per day, with 4 being in the AM peak hour and 5 in the PM peak hour. Since the project would include relocation of an existing business from one property to the subject property and no expansion of business operations is proposed, the estimated 31 daily trips associated with the business are assumed to already exist on Highway 1 and local road networks. As such, 31 daily trips are a conservative estimate. The proposed second story employee housing unit would generate approximately 10 daily trips, with 1 trip in the AM peak hour and 1 trip in the PM peak hour. As described above, the 10 daily trips are a conservative overestimate as it assumes the employee housing unit would be operating as a standard single-family dwelling. As employee housing, the occupants would reside and work on the Morgenrath property, thereby reducing the majority of trips. The EV charging stations are assumed to generate 18 daily trips, with 4 trips in the AM and PM peak hours. ITE Trip Generation data for gas stations show that 42 percent of trips are 'pass-by' trips from vehicles already on the roadway network. Central Coast Transportation Consulting presumes that the pass-by trips for the proposed EV chargers would be higher than gas stations at this location given the relatively remote location and slow charge rates (Source: IX.19). A pass by reduction was not applied to the estimated 18 daily trips of the EV chargers, and therefore assumed to be a conservative overestimate. Per Office of Planning and Research guidance, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact. The Traffic Report confirms staff's 2019 IS/MND analysis that relocation of an existing commercial business would not generate additional trips when compared to baseline conditions and finds that the proposed EV chargers would have an

insignificant impact on the local roadways. Therefore, the Proposed Project would not result in any additional impact not analyzed in the 2019 IS/MND and no additional analysis is provided.

17. TRIBAL CULTURAL RESOURCES **Would the project:**	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
As discussed in Section VI.5 – Cultural Resources of this Initial Study, Monterey County Geographic Information System (GIS) (Source: IX.1) indicates that the Morgenrath property is located within an area of moderate archaeological sensitivity. Through continuous discussions with Tribal representatives and background information contained in the archaeological report, locations such as the coast and/or areas containing, or used to contain, a water source, have been known to provide occupation, gathering, and processing sites for Native Americans. The Big Sur River is approximately 500-feet west of the site and Pheneger Creek, a tributary to the Big Sur River, is approximately 150-feet to the south (Source: IX.16).

Prior Environmental Analysis
In accordance with Section 20.145.120.B.1.b of the Big Sur Coastal Implementation Plan, an archaeological survey report, Preliminary Archaeological Assessment, was prepared and submitted for the Original Project (Source: IX.8). The 2019 IS/MND found that the Original Project would have no impact to a historical resource defined in in Public Resources Code section 5020.1(k) because the closest site was over 2 miles northwest of the subject property. In accordance with Section 21080.3.1 of the Public Resources Code, non-exempt projects subject to environmental review shall request a Tribal Consultation to determine if potential impacts to tribal cultural resources exist. On June 19, 2018, HCD-Planning staff consulted with the OCEN tribe. As documented in the OCEN formal response letter, dated June 18, 2018, HCD-Planning staff was notified that the primary priority of OCEN is to protect their ancestor's remains

through avoiding disturbance and that the site be preserved and/or all cultural and sacred items be left with their ancestors onsite or where they were discovered. OCEN tribe considered the Morgenrath property to potentially contain cultural tribal resources and recommended that tribal monitoring occur for ground disturbance (Source: IX.15). Although the Preliminary Archaeological Assessment found no evidence of native American remains or anything of archaeological or historical significance, the 2019 IS/MND determined that the Original Project would have a less than significant impact to tribal cultural resource, provided one mitigation measure was implemented.

CR & TCR – Mitigation Measure No. 5 Excavation for the septic tank, as shown on the preliminary Site Plan (Sheet No. A1.1), shall be observed by a Native American Tribal Monitor for the Ohlone/Costanoan-Esselen Nation (OCEN), as approved by the OCEN Tribal Council. This monitoring shall be limited to the areas specified above and to excavation of sterile soils. Placement of fill and/or compaction of soils shall not require a tribal monitor. If more than one earth moving equipment is deployed at different locations at the same time, more than one tribal monitor shall be present during those periods. If at any time, potentially significant cultural resources, sacred places, or intact features are discovered, the contractor shall temporarily halt work until the find can be evaluated by the tribal monitor and archaeological monitor. If the find is determined to be significant, work shall remain halted until mitigation measures have been formulated, with the concurrence of RMA-Planning, and implemented. Since any items that may be uncovered during excavation belong to the property owner, this mitigation shall serve as notice that the OCEN Tribal Council formally requests that any sacred burial items discovered be given to the tribe by the property owner.

Project Analysis
17(a.i and a.ii): No New Impact
CR & TCR – Mitigation Measure No. 5 is still adequate; however, revisions are needed to allow tribal monitoring to be completed by any tribe traditionally and culturally affiliated with the vicinity of the subject parcel, or other appropriately NAHC-recognized representative, rather than just OCEN. Additionally, due to the addition of BIO-Mitigation Measure Nos. 5 and 6, CR & TCR – Mitigation Measures No. 5 would be renamed and applied to the Proposed Project as Mitigation Measure No. 7. The Proposed Project reduces overall site disturbance by over 300 cubic yards and the septic system location previously analyzed is unchanged (Source: IX.1 and IX.13). No aspect of the Proposed Project would increase the potential to result in impacts to tribal resources. No historical resource not discussed in the 2019 IS/MND has been identified

and therefore the project will continue to have no impact to resources defined in Public Resources Code section 5020.1(k). No additional analysis is required.

CR & TCR – Mitigation Measure No. 7 (Revised*):* *Protection of Cultural Resources and Sacred Places***.** In order to reduce potential impacts to cultural resources and sacred places, excavation for the the septic tank, as shown on the preliminary Site Plan (Sheet No. A1.1), shall be observed by a Native American Tribal Monitor approved by the tribe traditionally and culturally affiliated with the vicinity of the subject parcel, or other appropriately NAHC-recognized representative ~~for the Ohlone/Costanoan-Esselen Nation (OCEN), as approved by the OCEN Tribal Council~~. This monitoring shall be limited to the areas specified above and to excavation of sterile soils. Placement of fill and/or compaction of soils shall not require a tribal monitor. If more than one earth moving equipment is deployed at different locations at the same time, more than one tribal monitor shall be present during those periods. If at any time, potentially significant cultural resources, sacred places, or intact features are discovered, the contractor shall temporarily halt work until the find can be evaluated by the tribal monitor and archaeological monitor. If the find is determined to be significant, work shall remain halted until mitigation measures have been formulated, with the concurrence of HCD-Planning, and implemented. Since any items that may be uncovered during excavation belong to the property owner, this mitigation shall serve as notice that the OCEN Tribal Council formally requests that any sacred burial items discovered be given to the tribe by the property owner. (HCD-Planning)

> **Mitigation Monitoring Action No. 7a**: Prior to issuance of construction permits for grading or building, the owner/applicant shall include a note on the construction plans encompassing the language contained in Mitigation Measure No. ~~5~~7. The owner/applicant shall submit said plans to HCD-Planning for review and approval.
>
> **Mitigation Monitoring Action No. 7b**: Prior to issuance of construction permits for grading or building, the owner/applicant shall submit a contract with a monitor approved by the tribe traditionally and culturally affiliated with the vicinity of the subject parcel, or other appropriately NAHC-recognized representative ~~an OCEN approved Native American Tribal Monitor~~ to HCD-Planning for review and approval. The contract shall outline logistics for monitoring during earth disturbance activities specified in Mitigation Measure No. ~~5~~7 as well as how uncovered cultural resources will be handled, in coordination with the project archaeologist.
>
> **Mitigation Monitoring Action No. 7c:** An on-site preconstruction meeting shall be held between the applicant, ~~OCEN~~ the Native American Tribal Monitor, and contractor to discuss and assure understanding of Mitigation Measure No. ~~5~~7 and scheduling of construction with regard to monitoring. Prior to issuance of any construction permits for grading or construction, the preconstruction meeting between the parties shall be conducted and a letter summarizing what was discussed shall be submitted to HCD-Planning.
>
> **Mitigation Monitoring Action No. 7d:** During earth disturbance activities specified in Mitigation Measure No. ~~5~~7, the ~~OCEN approved~~ Native American Tribal Monitor shall be onsite observing the work, consistent with the approved contract required by Mitigation Measure Action No. ~~5~~7b. Prior to final of construction permits for grading or

building, the owner/applicant shall submit a letter ~~for~~ prepared by the Native American Tribal Monitor verifying all work was done consistent with the contract to HCD-Planning.

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

Discussion/Conclusion/Mitigation:

Prior Environmental Analysis

Implementation of the Original Project would require the installation of an onsite wastewater treatment system, allow conversion of a test well (approved by File No. PLN170051, Resolution No. 17-006) to a permanent well to provide domestic water service, and require creation of an onsite stormwater drainage facility. It was disclosed that any excess construction materials would be hauled on Highway 1 to the landfill outside of the City of Marina, operated by the Monterey Regional Waste Management District, and that the minimal amount of waste produced by the Project would not affect the permitted landfill capacity. The 2019 IS/MND concluded that Original Project would have no impact relative to exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board or causing a significant environmental

effect due to the construction of new or expanded wastewater treatment facilities and storm water drainage facilities. Additionally, the prior environmental analysis found that due to the proposed on-site utilities, connection to a public wastewater, stormwater, or water facility was not required (Source: IX.13).

Impact Analysis

18(a), (b), (c), (d), (e), (f) and (g): No New Impact

The prior environmental analysis remains adequate as the Proposed Project would also not require connection to a public wastewater, stormwater, or water facility, and because the Monterey Regional Waste Management District landfill continues to have the capacity to hold the minimal amounts of waste produced during the construction phase of the project. The Monterey County Environmental Health Bureau has reviewed the Proposed Project and determined that the proposed septic system and conversion of the test well to a domestic well have the capacity to serve Blaze Engineering operations and the proposed two-bedroom employee housing unit (Source: IX.1 and IX.11). No additional analysis required.

VII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	New Potentially Significant Impact	Less than Significant with New Mitigation Required	Less than Significant New Impact	No New Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Source: IX.1, 2, 3, 4, 5, 6, 7,8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20)	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Source: IX.1, 2, 3, 4, 5, 6, 7,8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20)	☐	☐	☐	☒
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Source: IX.1, 2, 3, 4, 5, 6, 7,8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:
Pursuant to Section 21083 of the Public Resources Code and Section 15065 of the CEQA Guidelines, a project would be considered to have a significant effect on the environment, and an Environmental Impact Report shall be prepared, if impacts identified cannot be avoided or mitigated to a point where no significant effect on the environment would occur. Analysis provided in this Supplemental Initial Study found that there is no substantial evidence, in light of the whole record, that the Project may have a significant effect on the environment.

(a). Conclusion: Less Than Significant Impact with New Mitigation.
Based upon the analysis conducted for this Supplemental Initial Study, the Proposed Project would have no new impacts to agriculture and forest resources (see Section VI.2) and cultural resources (see Section VI.5). The standard condition of approval applied to the Original Project which requires work to be halted if cultural resources are accidently uncovered during excavation would also be applied to the Proposed Project and therefore would not result in a new impact. The 2019 IS/MND included four biological mitigation measures to address potentially significant impacts to special natural communities that are considered to be environmentally sensitive habitat areas (see Section VI.4 – Biological Resources). Mitigation Measures Nos. 1 through 4 required biological monitoring, tree protection, and approval of a final Construction Management Plan and Restoration and Fuel Management Plan. The 2019 IS/MND found that implementation of these mitigations would reduce potential impacts to biological resources to a less than significant level. Mitigation Measure No. 1, as detailed in the 2019 IS/MND, and in conjunction with Mitigation Measure Nos. 2 and 3, would reduce potential impacts to the project site's Redwood Forest community to a level of less than significant. Although the Proposed Project includes removal of five fewer trees than analyzed in the prior environmental analysis, modifications to Mitigation Measure No. 2 (Tree Protection) are needed to accurately reflect the Proposed Project and make the 2019 IS/MND analysis adequately apply. Although Mitigation Measure Nos. 1 through 4 would be applicable to the Proposed Project as impacts to the project site's Redwood Forest community are unchanged and potentially reduced, the project biologist identified a potential impact to wildlife species of special concern which was not previously analyzed. Therefore, Mitigation Measure Nos. 5 and 6 would be applied to reduce new impacts to a level less than significant. The Project would not result in a new impact to tribal cultural resources (see Section VI.17). Due to additional incorporation of additional biological mitigation measures, Mitigation Measure No. 5 of the 2019 IS/MND would be renamed and applied to the Proposed Project as Mitigation No. 7 and would be adequate for the Proposed Project to ensure impacts to tribal resources are less than significant. (Source: IX.13).

(b). Conclusion: No New Impact.
As analyzed in the 2019 IS/MND, there would be no change in baseline relative to the spatial and functional conditions of the surrounding area at the time the application for the Project was made because the Original Project included relocation of an existing operation from the former Blaze site to the Morgenrath property. Temporary changes would occur as a result of construction activities, but the establishment of the use and the ongoing operational impacts of the Original Project would not be cumulatively considerable. Scope analyzed in the 2019 IS/MND remains stable with the Proposed Project as relocation of Blaze Engineering from a former site to the subject property is still proposed. No additional analysis is required.

(c). Conclusion: No New Impact.

The 2019 IS/MND found that the Original Project would have no impacts to land use and planning, mineral resources, population and housing, public services, recreation, and utility and service systems, and potential impacts to aesthetics, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, and noise. The Original Project included standard conditions of approval which would result in reducing these impacts to a less than significant level. Additionally, the 2019 IS/MND determined that the Original Project would have a less than significant impact the potential to impact humans by increasing traffic hazards due to increasing the vehicular-pedestrian interface on an existing rural roadway. However, this potential impact does not rise to a level that would require mitigation. A non-standard condition of approval was incorporated to ensure the Original Project's final plans included a pedestrian path, as recommended by the general public. Based upon the analysis conducted for this Supplemental Initial Study, the Proposed Project will result in no new impact to land use and planning, mineral resources, population and housing, public services, recreation, and utility and service systems, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, and noise. The Proposed Project includes installation of two electrical vehicle charging stations along Highway 1, in an area currently used by the public for parking. The proposed charging stations would result in a new less than significant impact with implementation of a non-standard Condition of Approval requiring exterior modifications to reduce visible from the public right of way. In the aggregate, the Proposed Project will not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, not analyzed in the 2019 IS/MND.

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

III. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a "de minimis" (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife. Projects that were determined to have a "de minimis" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimis" effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the California Department of Fish and Wildlife determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the California Department of

Fish and Wildlife. A No Effect Determination form may be obtained by contacting the Department by telephone at (916) 653-4875 or through the Department's website at www.wildlife.ca.gov.

Conclusion: The project will be required to pay the fee.

Evidence: Based on the record as a whole as embodied in the HCD-Planning files pertaining to PLN160851 and PLN160851-AMD1, and the above Supplemental Initial Study / Proposed Mitigated Negative Declaration.

IX. REFERENCES

1. Project Application, Plans, and Proposed General Development Plan
2. Monterey County Geographic Information System (GIS)
3. 1982 Monterey County General Plan & Big Sur Coast Land Use Plan
4. Big Sur Coastal Implementation Plan, Part 3
5. Title 20 of the Monterey County Code (Zoning Ordinance), Part 1 of the Coastal Implementation Plan
6. Site Visit conducted by the project planner on January 6, 2023
7. "Tree Resource Evaluation Project Impact Analysis", dated October 6, 2017 (Monterey County Document No. LIB170437), prepared by Maureen Hamb-WCISA, Santa Cruz, CA
8. "Preliminary Archaeological Assessment", dated February 17, 2018 (Monterey County Document No. LIB170438), prepared by Gary S. Breschini, Ph. D., Salinas, CA
9. "Biological Assessment", dated October 23, 2017 (Monterey County Document No. LIB170439), prepared by Fred Ballerini, Pacific Grove, CA, and "Supplemental Biological Assessment" reports dated March 26, 2020 and September 6 2022.
10. "Geotechnical Report", dated February 2017, (Monterey County Document No. LIB170440), prepared by Grice Engineering, Inc., Salinas, CA
11. "Percolation Testing Results", dated November 27, 2017 (Monterey County Document No. LIB170441), prepared by Haro, Kasunich and Associates, Inc., Watsonville, CA
12. "Geologic Report", dated June 22, 1993 (Monterey County Document No. LIB170052), prepared by Karl Vonder Linden, Menlo Park, CA
13. "Initial Study/Mitigated Negative Declaration" (SCH. No. 2018091005), dated September 26, 2017, prepared by Anna Quenga, Associate Planner, Monterey County Housing and Community Development, Salinas, CA.
14. CEQA Air Quality Guidelines, Monterey Bay Unified Air Pollution Control District, Revised February 2008
15. Tribal Consultation Letter received from The Ohlone/Costanoan-Esselen Nation, dated June 18, 2018
16. Google Earth Imagery dated February 4, 2018 36º16'11.56" N 121º48'25.62" W, Elevation at 165ft., Eye Alt. 1445ft.
17. Big Sur Coast Highway Management Plan, Caltrans District 5, March 2004
18. Big Sur Land Use Advisory Committee Minutes for Meeting Dated January 23, 2018
19. "Traffic Memorandum (Trip Generation Estimation)", dated November 21, 2022 (Monterey County Document No. LIB220362), prepared by Korinne Tarien and Joe Fernandez, Central Coast Transportation Consulting, Morro Bay, CA.

20. The 2012-2015 Air Quality Management Plan (AQMP), including the 1991 AQMP and the 2009-2011 Triennial Plan Revision.

21. "Morgenrath Blaze Engineering PLN160851 - Request for Comments", dated March 30, 2023, prepared by Julie Vance, Central Regional Manager, California Department of Fish and Wildlife, Fresno, CA.