



Monterey County Safe Parking and Supportive Services Program

Categorical Exemption Report

prepared by

County of Monterey

Resource Management Agency
1441 Schilling Place, Second Floor
Salinas, California 93901

prepared with the assistance of

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Categorical Exemption Report

This report serves as the technical documentation of environmental analyses performed by Rincon Consultants, Inc., for the County of Monterey Safe Parking and Supportive Services Program (program or project). The intent of these analyses is to assess whether renewal of the program is eligible for a Class 1 Categorical Exemption (CE) under the California Environmental Quality Act (CEQA). The following report provides an introduction, project description, and evaluation of whether the project falls within the class of projects that are categorically exempt under Section 15301 (Class 1) of the CEQA Guidelines.¹ This includes an analysis of whether the project would have potential environmental impacts in the areas of aesthetics, land use and planning, noise, public services, and transportation/traffic. The report concludes that the project would meet the defining of a Class 1 CE, would not meet any of the exceptions to CE applicability, and would not result in any potentially significant environmental impacts. Therefore, the project qualifies for the Class 1 CE.

1. Introduction

Section 15301 of the State CEQA Guidelines outlines the requirements for a Class 1 CE. This includes, among other things, the licensing of existing public facilities involving negligible or no expansion of an existing use at the time of the lead agency's determination. The full definition of a Class 1 CE and its applicability to the project is described in Section 3.

State CEQA Guidelines Sections 15300.2(a) through (f) list specific exceptions for which a CE shall not be used. These exceptions are summarized below:

- a. **Location.** Classes 3, 4, 5, 6, and 11 do not apply where the project may result in a significant impact in a particularly sensitive environment, including an impact to an environmental resource of hazardous or critical concern.
- b. **Cumulative Impact.** A CE does not apply when the cumulative impact of successive, similar projects over time is significant.
- c. **Significant Effect.** A CE does not apply when there is a reasonable possibility that the project will have a significant environmental impact due to unusual circumstances.
- d. **Scenic Highways.** A CE does not apply when a project may damage scenic resources within an officially-designated state scenic highway.
- e. **Hazardous Waste Sites.** A CE does not apply for a project located on a hazardous waste or environmental clean-up site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f. **Historical Resources.** A CE does not apply when a project may cause a substantial adverse change in the significance of a historical resource.

Rincon evaluated the project in relation to the Class 1 exemption as well as the exceptions to confirm the project's eligibility for a Class 1 CE. As detailed in Section 3 of this report, none of the

¹ References to the CEQA Guidelines are to the regulations at §§15000 through 15387 of Title 14 of the California Code of Regulations

exceptions would apply to the County's proposed Safe Parking and Supportive Services Program renewal; therefore, the project is eligible for a Class 1 CE.

2. Project Description

Project Site, Setting, and Surrounding Land Uses

The project site is an approximately 0.9-acre Monterey County-owned parking lot located at 2616 1st Avenue in the City of Marina. The existing parking lot is surrounded by the County Board of Supervisors District 4 office to the east, an industrial concrete and rock-crushing operation to the west, and abandoned military buildings associated with the former Fort Ord army post to the north and south. The rock-crushing operation was established as a temporary use by the City of Marina while that area is being developed. The site is situated approximately 0.1 mile east of State Route 1 (SR-1) between the California State University, Monterey Bay (CSUMB) campus to the east and Fort Ord Dunes State Park to the west. The project site consists of an existing parking lot with approximately 87 parking spaces, including six handicap-accessible spaces, and eight light posts. Driveways along 3rd Street to the north and 2nd Street to the south provide access to the parking lot. Pursuant to the Original 1996 version of the Fort Ord Base Reuse Plan, this site was designated as residential. The 2001 Republished version of the Fort Ord Base Reuse Plan designates this site for mixed use, planned development. When the subject property transferred to the County of Monterey in 1999, prior to the City of Marina's University Village Specific Plan, the County zoned the property for public/quasi public use (County offices). The project site currently has a land use designation of Office/Research under the City of Marina General Plan (City of Marina 2011) and a zoning designation of Specific Plan – University Villages (SP-UV) under the City of Marina zoning code (City of Marina 2006). The project site is designated Office Research under the University Villages Specific Plan (Marina Community Partners and Marina Redevelopment Authority 2005).

Figure 1 shows the regional location of the project. Figure 2 shows the project site location.

Figure 2 Project Site



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Fig. 2 Project Location

Program Description

The current program is an existing temporary parking program operated by Orphan Productions under contract with the County of Monterey. The program allows safe, overnight parking on the project site for homeless residents. Through the program, homeless County residents may occupy 15 parking spaces—or more as space permits—on the project site from 7 p.m. to 7 a.m., daily. A security guard is present on the project site during program entry and exit hours, as well as intermittently throughout the night. Program participants must show proof of County residency, a valid California driver's license, vehicle registration, and insurance, and are assessed monthly for renewal of their parking permit. Participants are required to attend regular meetings with program staff to ensure adequate progress toward program goals of securing housing, income, and health care. Participants must vacate the project site by 7 a.m.

The original temporary approved term of planned operation for the program began on November 30, 2017 and extends to November 29, 2018. Upon evaluation of the project site location, the County's Resource Management Agency – Planning found the project site to be Categorical Exempt per Section 15269(c) of the State CEQA Guidelines as an Urgent Threat to the Public Health and Safety. The program has been proposed for renewal, extending the term of the program from November 30, 2018 through December 1, 2020. This report analyzes the program renewal's qualification for a Class 1 CE per the CEQA Guidelines.

Background and Program Features

The most recent Monterey County Homeless Point-In-Time Census and Survey, conducted in January 2017, indicated that there are 2,837 homeless individuals in the County (Applied Survey Research [ASR] 2017). The homeless population recorded by the census represents an increase of 23 percent since 2015 and a 102 percent increase since 2007. Of the recorded homeless individuals in the County, approximately 74 percent were unsheltered, and approximately 32 percent of all homeless individuals were living in vans, cars, or recreational vehicles at the time of the census (ASR 2017).

Prior to implementation of the County Safe Parking and Supportive Services Program, homeless individuals living in vehicles regularly parked along the side of Lapis Road, a County road outside the City of Marina approximately 3.9 miles north of the project site. By August 2017, up to 80 vehicles parked along the roadway, prompting complaints from residents regarding trash, sanitation, and safety. County intervention at that time required vehicle dwellers to move from Lapis Road and instituted a temporary, 90-day permission program allowing up to 55 registered vehicles to park overnight along the roadway from 6 p.m. to 10 a.m. until December 1, 2017. The temporary program also included placement of two dumpsters and two portable toilets for homeless residents along Lapis Road, as well as monitoring of the homeless population in the area.

To address challenges associated with the County's increasing vehicle-dwelling homeless population and provide resources for homeless individuals, the County Department of Social Services released a Request for Qualifications (RFQ) in August 2017 (RFQ #10639) to find a qualified vendor to implement a safe parking program. The RFQ ultimately resulted in the selection of Orphan Productions to implement the program.

On November 14, 2017, the County Board of Supervisors adopted Resolution Number 17-408, allowing the County to create and implement a temporary safe parking program to assist those living in their vehicles and approving a contract between the County and Orphan Productions for

implementation of such a program at the project site. Under the approved contract, Orphan Productions' responsibilities include, but are not limited to:

- Managing and operating the program for 15 vehicles at the project site, or more as space permits
- Ensuring adherence to program hours (7 p.m. to 7 a.m.)
- Providing all services and written documents in English and Spanish
- Implementing and enforcing all plans and policies for the program
- Entering client demographics and other basic program data using the Homeless Management Information System and Coordinated Assessment Referral System
- Developing a site security plan to provide adequate safety during hours of program operation
- Hiring a security guard to be present during daily entry and exit program times, as well as intermittently for a total of three hours per night

Additionally, the County's responsibilities include:

- Providing two garbage bins and two portable toilets, to be serviced weekly
- Providing extended janitorial services to include clean-up of spills, leftover garbage, and dumped items to ensure the project site is clean before employees arrive to work

The program is currently limited to the project site. Expansion of the program could include additional locations in the County, as necessary. However, such sites would be subject to site-specific CEQA evaluation prior to approval.

Other Safe Parking Programs

The County's Safe Parking and Supportive Services Program is not unique. Increasing rates of vehicular homelessness have prompted the emergence of numerous other safe parking programs, both regionally and throughout the state. In 2004, the Santa Barbara-based New Beginnings Counseling Center began operating a safe parking program in cooperation with local churches, businesses, and government and non-profit agencies. The program provides 133 daily monitored, confidential, safe overnight parking places for vehicle-dwelling homeless individuals. Similar to the County's program, participants in the New Beginnings program must show a valid driver's license, vehicle registration, and insurance to qualify. Participants are also connected to support services and shelters in an effort to move individuals toward secure, long-term, affordable housing (New Beginnings Counseling Center 2018).

In Monterey County, the One Starfish Safe Parking & Support Services program operates safe overnight parking spaces throughout the Monterey Peninsula. Orphan Productions, which operates the County's program under contract with the County, also runs the One Starfish program and focuses on providing safe parking for vehicle-dwelling homeless women (One Starfish Safe Parking 2018). The One Starfish program includes similar requirements as the County's program, including proof of Monterey Peninsula residency, a driver's license, vehicle registration, and proof of insurance. Additionally, participants in the One Starfish program must be drug- and alcohol-free, free of police warrants, and are required to attend twice-monthly assessment meetings to renew their parking permit. Police, private security, and hired lot monitors ensure the safety of One Starfish participants (One Starfish Safe Parking 2018).

Other operational safe parking programs and organizations include a program in San Luis Obispo County at the Prado Day Center, which serves up to seven vehicles at a time, and Safe Parking LA, a coordinating organization which opened its first safe parking lot in Los Angeles' Koreatown neighborhood in March 2018 (Community Action Partnership of San Luis Obispo County 2017; Safe Parking LA 2018).

3. Class 1 CE Applicability

Section 15301 of the State CEQA Guidelines states that a Class 1 CE is for the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The key consideration is whether the project involves negligible or no expansion of an existing use.

The project is renewal of the County's Safe Parking and Supportive Services Program that currently operates at the project site in the City of Marina. This analysis evaluates the renewal of the program, extending from November 30, 2018 to December 1, 2020. Renewal of the program would involve overnight parking at the project site and would not involve expansion of the existing parking use at the project site, which was used as a parking lot prior to implementation of the current program. The project meets the applicability requirements for a Class 1 CE pursuant to Section 15301 of the State CEQA Guidelines.

Exceptions to CE Applicability

The applicability of CEs is qualified by the exceptions listed in Section 15300.2(a) through (f) of the State CEQA Guidelines. In the discussion below, each exception (in italics) is followed by an explanation of why the exception does not apply to the project.

15300.2(a) ***Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The County does not propose to adopt a Class 3, 4, 5, 6, or 11 exemption. Because this exemption refers specifically to those classes, this exception is not applicable to the project.

15300.2(b) ***Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

Cumulative impacts are defined as two or more individual (and potentially less than significant) project effects that, when considered together or in concert with other projects, combine to result in a significant impact within an identified geographic area. Planned and pending development in the vicinity of the project site, including buildout of the University Villages Specific Plan in the City of Marina (known locally as The Dunes); continuing buildout of the CSUMB campus; and the Campus Town and Main Gate Specific Plans in the nearby City of Seaside; could result in cumulative environmental impacts. However, in order for a project to contribute to cumulative impacts, it must result in some level of impact on a project-specific level. The project would result in no impact to

any of the resource areas discussed in Section 4 below. Because the project would result in no impact to any of these resource areas—largely because renewal of the program would involve no change to or expansion of the existing use of the project site—it would not result in or contribute to any significant cumulative impacts.

15300.2(c) **Significant Effect.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The project site and Safe Parking and Supportive Services Program do not present an unusual circumstance. The project site is currently a parking lot and would remain a parking lot under renewal of the program. The project site is bordered by an existing County office building to the east, a temporary industrial rock-crushing operation and SR-1 to the west, and abandoned military barracks to the north and south. The military barracks near the site have been present since operation of Fort Ord and abandoned since closure of the army post in 1994. Parcels containing the temporary rock-crushing operation and military buildings around the project site are secured with approximately six-foot tall chain-link fencing. These facilities would continue to exist with or without operation of the project. The project site is not located in the California Coastal Zone (United States Fish and Wildlife Service 2015), is generally flat, and does not support unique biological resources, functions, or values due to the fact that it is an existing parking lot. There are no wetlands or riparian habitat areas located on the project site (United States Fish and Wildlife Service 2018).

As discussed in Section 2, vehicle-dwelling homeless individuals previously parked along Lapis Road prior to implementation of the program. Unauthorized overnight parking along Lapis Road resulted in a health and safety hazard by impairing emergency access and creating unsanitary conditions. The program alleviates impacts associated with unauthorized overnight parking by permitting overnight parking on an existing parking lot, with portable garbage and toilet facilities and supervision by a security guard during entry and exit hours and intermittently throughout the night. Similar programs have been implemented in neighboring communities, counties, and throughout the state of California. Given that the project would allow existing homeless residents of the County to continue parking overnight in an existing parking lot and proposes no change in land use on or in the vicinity of the project site, these circumstances are not considered unusual.

Renewal of the program involves continuation of authorized overnight parking on the project site that does not involve any unusual circumstances. As held by the California Supreme Court in *Berkeley Hillside Preservation v. City of Berkeley* (Case Nos. S201116, A131254) (2015), a potentially significant environmental effect alone is not sufficient to trigger the unusual circumstances exception. Rather, such an effect must be specifically attributable to unusual circumstances. As determined above, neither the project site nor the Safe Parking and Supportive Services Program present an unusual circumstance. It then follows that significant environmental effects, were they to be generated by the project, could not be attributable to the presence of unusual circumstances, and further analysis of the project's potential environmental impacts is not warranted. However, for informational purposes, this report also considers whether the project would have a reasonable possibility of resulting in any significant effects on the environment (refer to Section 4).

15300.2(d) **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The project site is approximately 0.1 mile east of SR-1, which is eligible for listing as a state scenic highway near the project site, but is not officially designated as such (Caltrans 2018). The project site is generally not visible from the highway, and the program proposes no changes to the appearance of or land use on the project site. Parked vehicles would be on the site overnight, when visibility is limited. Therefore, the program would not result in damage to scenic resources within a highway officially designated as a state scenic highway.

15300.2(e) *Hazardous Waste Sites.* *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code. According to a search of GeoTracker, EnviroStor, the Superfund Enterprise Management System, there are no active designated hazardous waste sites on the project site. Therefore, this exception does not apply to the project.

15300.2(f) *Historical Resources.* *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site is a parking lot and does not have any historically significant structures or resources on-site. The project site has been previously disturbed in conjunction with the construction of the existing surface parking lot. No construction, renovation, or ground-disturbing activities are proposed that would affect historic structures on or near the project site. None of the existing barracks on the former Fort Ord would be modified as part of the project. Furthermore, these structures are enclosed by approximately six-foot tall chain-link fencing, which inhibits access to the structures from the project site. The project would not permit access to these structures. Therefore, the project would not result in a substantial adverse change in the significance of a historical resource on or near the project site.

4. Environmental Analysis

The following analysis examines the project's potential environmental impacts in the areas of aesthetics, land use and planning, noise, public services, and transportation. As discussed above in Section 3, the project site and Safe Parking and Supportive Services Program do not present an unusual circumstance. Therefore, the analysis below provides an evaluation of potential environmental impacts for informational purposes only. The project involves allowing overnight parking on an existing parking lot and does not propose any improvements to the project site. Consequently, the project would have no impact with respect to most CEQA issues.

Aesthetics

Aesthetics Setting

As described in Section 2, *Project Description*, the project site is an existing, approximately 0.9-acre parking lot located at 2616 1st Avenue in the City of Marina. The project site and vicinity are largely urbanized and developed, with an office building immediately adjacent to the project site to the east, a temporary industrial rock-crushing operation to the west across 1st Avenue, and abandoned military buildings to the north and south across 3rd Street and 2nd Street, respectively. Approximately six-foot tall chain-link fencing lines adjacent parcels to the north, south, and west. The project site includes eight parking lamp posts, and overhead electrical/telephone wires cross 1st Avenue immediately west of the project site.

The project site is approximately 0.1 mile east of SR-1. SR-1 is eligible for listing as a state scenic highway in the vicinity of the project site, but is not officially designated (Caltrans 2018). The project site is generally not visible from the highway, as coniferous trees and shrubs east of SR-1 obstruct the line of sight.

Aesthetics Impacts Resulting from the Program

The project site is an existing parking lot. The project site would remain a parking lot under renewal of the program. As a result, the aesthetics of the project site would remain the same, characterized by asphalt, minimal vegetation, limited parking signage, and parking light posts. Under the program, the County has placed two garbage bins and two portable toilets on the project site to provide services to program participants. These facilities are currently present and would remain in place. Pursuant to the terms of the approved contract between the County and Orphan Productions, the County provides extended janitorial services to the site to ensure spills, trash, and other dumped items are removed. Additionally, Orphan Productions is required to ensure participants dispose of garbage in designated bins and remove all personal items prior to vacating the lot daily.

The project does not propose any construction, grading, or vegetation removal that would substantially affect a scenic vista or degrade the existing visual character or quality of the site. The project site is proximate to SR-1, a roadway eligible for listing as a state scenic highway. However, SR-1 is not officially designated as a state scenic highway near the project site, and the project site is generally not visible from the roadway. Furthermore, the project would not involve any changes to the project site that would substantially damage scenic resources within the highway corridor. Finally, the project site presently contains eight light posts, and the project would not involve installation of additional lighting. Vehicles associated with the program would park on the project

site overnight, making them less visible to the public and unlikely to generate glare from sunlight. Therefore, the project would not create a new source of substantial light or glare.

Given that the project site is a parking lot and would continue to function as a parking lot under renewal of the program, the project would result in no impact to aesthetics.

Land Use and Planning

Land Use Setting

The site of the Safe Parking and Supportive Services Program is owned by the County of Monterey, and has been used as County offices since the land was transferred from the Army, through the Fort Ord Reuse Authority (FORA), to the County in 1999. Upon transference of the property to the County, the County zoned the property for public/quasi public use to accommodate the offices. Board of Supervisor Offices for District 4 have remained at this location since the land transferred to the County. County Planning and Building Inspection Department operated out of this facility from 1999 to 2005, which included a secured parking area for County vehicles. Inspection and enforcement staff had access to these vehicles at all times. The City of Marina adopted a General Plan Amendment in 2010 designating this site as Office/Research. However, two additional plans—the Base Reuse Plan (BRP) and the University Villages Specific Plan (UVSP)—address land use and planning more specifically near the project site.

Fort Ord Reuse Authority Base Reuse Plan

The BRP was developed by the FORA in 1996 to guide development of the former military reservation pursuant to provisions of Senate Bill 899 (FORA 1996). The project site and vicinity has a generalized land use designation of Planned Development Mixed Use District under the BRP. According to the BRP, the designation is intended to “encourage development of pedestrian-oriented community centers that support a wide variety of commercial, residential, retail, professional services, cultural and entertainment activities” (FORA 1996). The following uses are permitted within the Planned Development Mixed Use District:

- Single family dwellings (detached and attached)
- Multi-family dwellings
- Convenience, neighborhood, and regional retail
- Offices
- Entertainment uses
- Commercial recreation
- Parks
- Community centers
- Public buildings and facilities, including visitor centers, cultural centers, museums, transit centers, etc.
- Schools
- Day care centers
- Houses of worship

Specifically, the project site is located in the Mixed Use Corporate Center District of the Town Center Planning Area under the BRP. The district is planned to be a highly-desirable development location, with projected land uses including Office/Research and Development, Residential, Retail and Service, Public Facilities, and Open Space (FORA 1996).

University Villages Specific Plan

The UVSP was prepared by Marina Community Partners and the Marina Redevelopment Agency and approved by the Marina City Council in 2005. The document guides future development of 420 acres formerly occupied by Fort Ord in the City of Marina. The project site is located in the Office/Research zone under the UVSP, which is intended to create an employment center in the plan area and leverage connections to the CSUMB campus directly to the east. The UVSP designates a wide range of permitted and conditionally permitted use types in the Office/Research and Development/Light Industrial zones. These uses are fully listed in Table 5.6 of the UVSP, but include laboratories, offices (business, professional, and administrative), commercial parking lots, and other publicly-owned uses necessary to the maintenance of the public health, convenience, or general welfare (Marina Community Partners and Marina Redevelopment Agency 2005, pg. 107).

Land Use and Planning Impacts Resulting from the Program

The project site is an existing, County-owned parking lot serving an existing County office building. The project would not involve a change in land use on the project site; the project site would continue to serve as a parking lot under program renewal. The project site is surrounded by abandoned military buildings, an office building, and a temporary industrial rock-crushing operation. The rock-crushing operation was established as a temporary use by the City of Marina while that area is being developed, but it was not specifically identified or evaluated in the environmental documentation. The project involves no new construction that would physically divide an established community. Additionally, the project site is not in a habitat conservation plan or natural community conservation plan area (California Department of Fish and Wildlife 2017). FORA is in the process of developing the Fort Ord Habitat Conservation Plan (HCP) to allow for issuance of incidental take permits for federally- and State-listed species. The HCP is currently in the draft stage and has not been adopted (FORA 2018). The project site is also in the plan area for the Installation-Wide Multispecies Habitat Management Plan (HMP) for Former Fort Ord, California, developed by the U.S. Army Corps of Engineers in April 1997. The project site is in an area designated for development under the HMP and, therefore, the existing and proposed parking land use on the project site is consistent with the provisions of this plan (United States Army Corps of Engineers 2005).

The project would be consistent with applicable land use plans and policies. The existing office land use on the project site is permitted on the project site under both the BRP and the UVSP. The UVSP does not explicitly permit the use of campgrounds on the project site; however, the UVSP does not define campgrounds. Campgrounds serve recreational campers, who are partaking in a leisure activity. The project involves renewal of a program allowing vehicle-dwelling homeless individuals to park overnight on the project site. Homelessness is a condition experienced by individuals “who lack a fixed, regular, and adequate nighttime residence”, generally caused by a disparity between income and housing costs (California State Auditor 2018). The program serves homeless residents of Monterey County and requires participants to meet with program staff and connect with social services to secure stable income, housing, and health care. While the program has already placed two portable toilets and two garbage bins on the project site, the program would not involve installation of other amenities, such as recreational vehicle hookups, fire pits, or placement of tents,

typical of campgrounds. Therefore, the program would not constitute a change in land use of the project site to that of a campground.

The UVSP permits other publicly-owned uses necessary to the maintenance of the public health, convenience, or general welfare. The program is consistent with this use. Furthermore, the project does not preclude future redevelopment of the project site. Future projects proposed for the project site would require necessary permits and approvals and be subject to the appropriate level of environmental review, just as they would have prior to implementation of the program. Because the project site would remain a parking lot and provide a safe, sanitary environment for vehicle-dwelling homeless individuals to park in overnight, the project would not be inconsistent with applicable plans regulating land use on the project site. The project would result in no impact with respect to land use and planning.

Noise

Noise Setting

Primary noise sources near the project site include SR-1, which is a six-lane divided freeway west of the project site, and the temporary industrial rock-crushing operation west of the project site across 1st Avenue. The rock-crushing operation was established as a temporary use by the City of Marina while that area is being developed, but it was not specifically identified or evaluated in the environmental documentation. The nearest airports to the project site are the Marina Municipal Airport, located approximately 3.1 miles to the northeast, and the Monterey Regional Airport, located approximately 4.7 miles to the south. The project site is not within an airport plan area for either of these airports (Monterey County Airport Land Use Commission 1996; 1987).

Some land uses are more sensitive to the effects of noise than others. Policy 4.106 of the City of Marina General Plan's Community Design & Development Element defines particularly noise-sensitive uses as residences and schools (City of Marina 2010). The nearest school to the project site is CSUMB, with the nearest academic building on the CSUMB campus being Ocean Hall on Inter-Garrison Road, approximately 0.3 mile to the east. The nearest residences to the project site are single-family homes along 8th Street and 2nd Avenue, approximately 0.5 mile to the northeast.

Chapter 9.24 of the City of Marina Municipal Code contains the City's noise regulations. Pursuant to Section 9.24.030, it is unlawful for any person to knowingly make, continue, or cause to be made or continued, any excessive, unnecessary, or unusually loud noise. Specific acts that violate the chapter and constitute public nuisances include but are not limited to excessive, unnecessary, or unusually loud yelling, shouting, or talking outside between 10 p.m. and 7 a.m. and excessive, unnecessary, or unusually loud noise emanating from vehicle radios. Section 9.24.050 provides specific exemptions to the requirements of the noise ordinance, including radios, sirens, horns, and bells on emergency response vehicles, refuse collection pursuant to City franchise, and activities on or in publicly owned property and facilities.

Noise Impacts Resulting from the Program

The project site is an existing, County-owned parking lot that would remain a parking lot under renewal of the program. The project site is located adjacent to abandoned military buildings and a temporary rock-crushing operation. The County office building immediately adjacent to the project site to the east would generally be unoccupied during the hours of project operation. There are no noise-sensitive land uses in the immediate vicinity of the project site.

Because the project would not change the existing land use of the project site, noise levels near the project site would remain approximately the same as under current conditions. The project proposes no construction that would result in a temporary increase in noise or excessive groundborne vibration levels. Operational noise would consist of vehicles entering and exiting the project site, idling vehicles, RV power generators, doors to vehicles and portable toilets opening and closing, music from audio systems, and occasional talking. Approximately 15 vehicles could use the project site on any given night, with more allowed as space permits. This would be less than the number of vehicles that could use the approximately 87-space parking lot during the day. Furthermore, evening and nighttime noise levels would not be expected to increase beyond those associated with implementation of the program currently.

Noise associated with activities not authorized by the County remains subject to the requirements of the City of Marina noise ordinance. Additionally, a security guard present during vehicle entry and exit and intermittently throughout the night would minimize potential noise nuisances by ensuring orderly entry and exit from the project site and enforcing program rules. The project would not result in an exposure of persons to or generation of noise levels in excess of applicable standards, nor would it result in a substantial permanent increase in ambient noise levels in the vicinity of the project site above existing levels.

The project is not located in an airport land use plan area, and the nearest public airport is the Marina Municipal Airport, approximately 3.1 miles northeast of the project site. There are no private airstrips in the vicinity of the project site.

Given the location of the project site and the fact that the project would involve no change to the existing parking land use on the project site, the project would result in no impact with respect to noise.

Public Services

Public Services Setting

The project site is served by the City of Marina Police Department, which staffs 29 sworn officers and eight non-sworn personnel (City of Marina 2018). The City of Marina Police Department is located at 211 Hillcrest Avenue, approximately 3.1 miles (driving distance) north of the project site. The project site and vicinity is located in Beat 4A, according to the City of Marina Police Beat Map (City of Marina n.d.). The project site is also served by the Marina Fire Department, which operates out of the same physical address as the police department.

The project site is served by the Monterey Peninsula Unified School District (MPUSD), which serves over 10,000 students in the communities of Del Rey Oaks, Marina, Monterey, Sand City, and Seaside (MPUSD 2016). Parks near the project site include Fort Ord Dunes State Park, immediately west of SR-1; Stilwell Park in the City of Seaside, approximately 1.0 mile south of the project site; and the Marina City Park, approximately 1.9 mile north of the project site.

Public Services Impacts Resulting from the Program

The project would not result in a substantial increase in demand for public services. The project serves existing homeless residents in the County, and participants must show proof of Monterey County residency to be eligible. Therefore, the project would not be expected to attract homeless residents from outside the County or contribute to an increase in County-wide population. Furthermore, the project offers a safe place for vehicle-dwelling homeless residents to park

overnight. The project would not create new housing or development, and the project site would remain a parking lot. Demand for public services generated from the project site would remain similar to demand under current conditions.

Prior to implementation of the Safe Parking and Supportive Services Program, homeless residents regularly occupied vehicles parked in unauthorized areas throughout the County, including Lapis Road north of the City of Marina. This unauthorized vehicle dwelling in the County generated complaints from neighbors and resulted in a risk to the health and safety of both the residents living in their vehicles and the general public. The project provides a secure location for authorized, overnight parking for homeless residents, in turn reducing unauthorized overnight parking in other areas of Monterey County, the City of Marina, and neighboring cities. Therefore, the project would be expected to reduce demand for public services resulting from complaints or public health and safety concerns associated with unauthorized overnight parking. Since implementation of the Safe Parking and Supportive Services Program at the project site, no health or safety hazards associated with the program or its participants have been reported on the site or in the surrounding area. Furthermore, the Monterey County Sheriff's Office has responded to any calls from the site, minimizing demand on the City of Marina Police Department.

Given that the project would not change the underlying land use of the project site, would not increase population or generate housing, and would be expected to reduce demand on public services associated with unauthorized overnight parking throughout the County, the project would result in no impact to public services.

Transportation and Traffic

Transportation Setting

The project site is located along 1st Avenue, between 3rd Street and 2nd Street on the south side of the City of Marina, within the former Fort Ord. Intersections in the immediate vicinity of the project site are not signalized. The project site is approximately 0.1 mile east of SR-1, a six-lane divided freeway. Access to SR-1 from the project site is provided via interchanges at Lightfighter Drive to the south and Imjin Parkway to the north.

Monterey-Salinas Transit serves the project site, with bus stops located along 2nd Avenue, approximately 0.2 mile to the east. Additionally, a network of trails connects the project site to points west of SR-1, with freeway under-crossings accessible via 5th Street to the north and Divarty Street to the south. The Monterey Peninsula Recreational Trail runs immediately west of SR-1.

Transportation Impacts Resulting from the Program

The project site is a parking lot and would remain a parking lot under the project. Renewal of the program would not result in substantial changes in trip generation, since the project would not change the existing parking land use of the project site. Prior to implementation of the current program, overnight parking on the project site was not authorized. The project allows approximately 15 vehicles to park overnight in the parking lot between 7 p.m. and 7 a.m., daily. More vehicles may be allowed as space permits. Therefore, the Safe Parking and Supportive Services Program likely results in more trips to the project site, particularly during the overnight hours, than would otherwise occur. However, while new to the project site, these trips represent a redistribution of those that would otherwise occur to and from other locations in the County, City of Marina, or neighboring communities where vehicle-dwelling homeless residents may park, such as Lapis Road.

Given the hours of the program, the majority of these trips occur outside the morning or evening peak hour, since participants cannot access the parking lot before 7 p.m. and must vacate before 7 a.m. The number of vehicles associated with the program that access the project site is less than the number of vehicles that could access the approximately 87-space parking lot during the day. Furthermore, trips to and from the project site associated with the program are already occurring, as the program has been operational since December 2017.

The program reduces unauthorized vehicle parking along roadways in the County, City of Marina, and neighboring cities by providing a safe, off-street location designated for overnight parking. Unauthorized overnight parking, similar to that which occurred along Lapis Road prior to implementation of the program, can impede vehicular circulation, obstruct emergency access, and reduce safety for pedestrians. The project would reduce such hazards by allowing for continued overnight parking in a secure, off-street parking lot at the project site.

The project would not substantially increase traffic, congestion, or transit use because the project would not result in a change of land use at the project site. Participants accessing the project site must be in a registered vehicle and, therefore, would not arrive at the site via public transit. The project would not create housing or involve additional development on the project site that would otherwise substantially increase ridership on local transit routes. Furthermore, the project would reduce safety hazards associated with unauthorized overnight parking in other areas of the County, City of Marina, or neighboring communities. Consequently, the project would result in no impact to transportation.

5. Summary

The program is a safe parking program operating at 2616 1st Avenue in the City of Marina that allows overnight parking for vehicle-dwelling homeless residents of the County. Originally approved by the County to operate from November 30, 2017 to November 29, 2018, the program is proposed for renewal from November 30, 2018 to December 1, 2020.

As discussed in Section 3, the project qualifies for a Class 1 CE because authorizing overnight parking on the existing parking lot involves negligible or no expansion of use beyond that existing at the time of the lead agency's determination. None of the exceptions to a CE, as detailed in Section 15300.2(a) through (f) of the State CEQA Guidelines and analyzed in Section 3, apply to the project. Neither the project site nor the County's Safe Parking and Supportive Services Program present an unusual circumstance that would preclude application of a CE. Overnight parking associated with the program is occurring on the project site and would continue in a similar manner under renewal of the program. Furthermore, as detailed in Section 4, the project would not result in any potentially significant environmental impacts. Implementation of the program provides a safe, off-street site for permitted overnight parking, in turn reducing aesthetic, noise, public services, and transportation impacts that could arise in other portions of the County, City of Marina, and neighboring communities as a result of unauthorized overnight parking.

Exempt Status and Conclusion

Section 15301 of the State CEQA Guidelines states that a Class 1 CE is for licensing existing public or private structures and facilities, involving negligible or no expansion of an existing use at the time of the lead agency's determination. Program renewal would involve continuation of an existing County Safe Parking and Supportive Services Program on an existing County-owned parking lot. As

discussed under Section 3, none of the exceptions to CE applicability apply to the project. Therefore, based on the analysis above, the project would be exempt under Class 1.

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