

EXECUTIVE SUMMARY

Introduction

Under the California Environmental Quality Act (CEQA), when discretionary projects are undertaken by public agencies, an Environmental Impact Report (EIR) is required if the Lead Agency determines that the project may cause a significant environmental impact. The purposes of an EIR are to provide full disclosure of the potentially significant environmental effects of the project to the public and their decision-makers and explore means to mitigate (i.e., reduce, avoid, or eliminate) these impacts through alternatives to the project or special mitigation measures. CEQA intends that preparation of an EIR will be a public process that provides meaningful opportunities for public input with regard to environmental effects.

Section 15123 of the *CEQA Guidelines* requires that an EIR contain a brief summary of the proposed action and its consequences. This Executive Summary is required to identify the following: 1) each significant environmental effect with proposed mitigation measures and alternatives that would reduce or avoid the effect; 2) areas of concern known to the Lead Agency, including issues raised by regulatory agencies and the public; and 3) issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects.

The proposed construction and operation, and activities directly supportive of and corollary to such construction and operation are evaluated in this document at a "project EIR" level; no further environmental consideration or documentation will be required for these activities once this EIR has been certified. The *CEQA Guidelines*, Section 15161, define a project EIR as:

"The most common type of EIR examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation."

Project Objective

The Project objective is to reduce the overcrowded conditions and accommodate rapid population growth in the Hartnell College District area. At full buildout, the West Campus will be able to accommodate approximately 12,000 students.

The Project

The Project consists of new construction, demolition, and renovation of structures on the Hartnell College West Campus and the transfer of approximately 2,000 students to the East Campus. Project-specific issues associated with the renovation and new construction of the East Campus (estimated to begin in 2008 or 2009) will be analyzed in a separate EIR. However, general details regarding the East Campus will be mentioned in the proposed EIR for this Project. At full buildout, the West Campus will be able to accommodate approximately 12,000 students. It should be noted that no additional construction is included in the Project for the King City and Soledad Campuses.

The proposed new construction, renovation, and demolition projects include:

Proposed new construction projects

- CALL Building (northeast corner of campus)
- Instructional Facility Building (east of Performing Arts Building)

Proposed renovation projects

- Physical Education Building
- Visual Arts Facility
- Performing Arts Building
- Hartnell College Center
- CAB Building
- T.R. Merrill Science Hall

Proposed demolition projects

- Vocational Technology Building

Potential Areas of Concern and Issues to be Resolved

Based on the Initial Study and input received from agencies during the scoping process, the following were identified as potential areas of concern:

- Increase in light and glare
- Impacts associated with air quality
- Possible impacts on cultural resources
- Increase in noise levels
- Influence on population growth
- Effects on public services and utilities
- Increase in traffic volumes

Summary of Impacts and Mitigation Measures

Section 15123(b)(1) of the *CEQA Guidelines* provides that this summary shall identify each significant effect with proposed mitigation measures that would reduce or avoid that effect. This information is summarized in Table ES-1, "Summary of Potential Impacts and Proposed Mitigation Measures", below. Significant impacts that cannot be mitigated are the increases in air pollution and the loss of agricultural land. All other identified impacts are either less than significant in relation to identified significance threshold levels or can be mitigated to a less than significant level through recommended mitigation measures.

The project-related traffic will have an adverse impact on 9 intersections in the Salinas area, on access to the campus site off of Central Avenue, and on traffic conditions along US Freeway 101. The mitigation measures to address these traffic impacts include an estimated maximum fair share payment which may be assessed to Hartnell College. However, the actual number of traffic condition improvements, and the College's fair share contribution to these improvements, will be subject to a negotiated agreement between the College and the City.

The reader should be aware that Table ES-1 contains only a summary of identified impacts and mitigation measures for quick reference. Chapter Three should be consulted for the full text of impacts and mitigation measures.

Alternatives

Chapter Four of this EIR evaluates the project against the no-project alternative, and against viable alternatives which would achieve, or partially achieve, project objectives. The conclusion reached in Chapter Four is that the mitigated project is the environmentally superior project compared to the following alternatives:

- No Project
- Reduced Project Size
- Alternate Campus Design
- Alternate Project Sites

Significant Environmental Effects that Cannot be Avoided

- Increased air pollution
- Increased traffic

Significant Irreversible Environmental Changes

- No significant irreversible environmental changes are expected as a result of construction and implementation of the project.

Effects Found Not to be Significant

The following issues were addressed in the Initial Study, which was circulated together with the Notice of Preparation during January and February 2005. See Appendix A for environmental analysis.

Project will not:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources
- Substantially degrade the existing visual character of the site and its surroundings

**Table ES-1
Summary of Potential Impacts and Proposed Mitigation Measures**

Impact No.	Impact	Mitigation Number	Mitigation Measure	Level of Significance After Mitigation
3.1.1	Light and Glare	3.1.1	All outdoor lighting fixtures shall be designed to direct light downward and inward towards the campus. Development of the site shall include landscaping designed to diffuse light and glare from outdoor athletic fields, limiting indirect illumination of adjacent properties to 0.5 foot candles.	Less than Significant
3.2.1	Construction Activities (PM ₁₀ and PM _{2.5} Impacts)		None (contractor will comply with MBUAPCD regulations)	Less than Significant
3.2.2	Construction Equipment Exhaust Emissions		None (contractor will comply with MBUAPCD regulations)	Less than Significant
3.2.3	Operational Air Emissions	3.2.3	<ol style="list-style-type: none"> 1. Expand and improve bicycle parking facilities for students and faculty. 2. Promote non-single occupant vehicles (such as MST bus service) and install an off-street transit pullout area. 3. Install and/or improve pedestrian access ramps. 	Significant
3.3.1	Cultural Resources	3.3.1	Should buried cultural resources be discovered during construction, the project contractor shall immediately halt all work within 50 feet of the find until a qualified professional archaeologist can be consulted to evaluate the find and implement appropriate mitigation measures. Should human skeletal remains be encountered, State law requires	Less than Significant

Impact No.	Impact	Mitigation Number	Mitigation Measure	Level of Significance After Mitigation
			<p>immediate notification of the County Coroner. Should the County Coroner determine that such remains are in an archaeological context, the Native American Heritage Commission in Sacramento shall be notified immediately, pursuant to State law, to arrange for Native American participation in determining the disposition of such remains.</p>	
3.4.1	Water Quality	3.4.1	<ol style="list-style-type: none"> 1. A Stormwater Pollution Prevention Plan (SWPPP) shall be performed 2. Specific Phase II NPDES Measures shall be included such as: <ul style="list-style-type: none"> Installing straw wattles around the limits of construction to prevent soil migration off site; installing gravel bags around on-site and public right-of-way inlets/catch basins potentially impacted by construction activities; providing a 6” crushed rock over filter fabric construction access to reduce soil migration onto public streets by construction vehicles; providing an on-site concrete washout area that will not negatively impact storm drain facilities and stormwater quality; and providing a properly sized oil-water separator or “vortex-type” inlet to “clean” discharged water from the site into the City’s storm drain system. Said separator shall be operated and maintained by the College, under the terms/provisions of a maintenance program developed by the College and approved by the City. The City monitors the NPDES program 	Less than Significant

Impact No.	Impact	Mitigation Number	Mitigation Measure	Level of Significance After Mitigation
			within the Salinas City limits.	
3.5.1	Construction Noise	3.5.1	<ol style="list-style-type: none"> 1. Noise producing equipment used during construction activities shall be restricted to the hours from 7:00 a.m. to 7:00 p.m. 2. Effective mufflers shall be fitted to gas and diesel-powered equipment. 3. The construction contractor shall provide advanced notice to neighboring residents within 500 feet of the site of the construction timing for the pile driving. Appropriate noise attenuation strategies shall be deemed necessary to mitigate said impacts. 	Less than Significant
3.6.1	Population and Housing		None	Less than Significant
3.7.1	Fire Protection		None	Less than Significant
3.7.2	Police Protection		None	Less than Significant
3.7.3	Stormwater Drainage		None	Less than Significant
3.7.4	Water Supply		None	Less than Significant
3.7.5	Solid Waste Disposal		None	Less than Significant
3.8.1	Davis Road/Central Avenue Intersection	3.8.1	The implementation of the Western Bypass would eliminate the impact at this location. The City of Salinas has asked that the College pay a fair share of the estimated total improvement cost, or \$348,000.	Significant and Unavoidable
3.8.2	Central Avenue/Homestead Intersection	3.8.2	The mitigation for this condition is installation of a traffic signal. Caltrans peak hour traffic	Less than Significant

Impact No.	Impact	Mitigation Number	Mitigation Measure	Level of Significance After Mitigation
			signal warrants are met at this location and a traffic signal at this location would operate at an acceptable level of service. The City of Salinas has requested that the College contribute its pro-rata fair share estimated to be \$60,800.	
3.8.3	Central Avenue/Capitol Street	3.8.3	Signalization is the only mitigation for this condition. A fair share contribution by the College is estimated to be \$46,200.	Significant
3.8.4	Alisal Street/Capitol Street Intersection	3.8.4	The Monterey County Government Center EIR identified the signalization of the Capitol Avenue/W. Alisal Street intersection as a mitigation measure, which was primarily due to the anticipated increase in background traffic. The City of Salinas requests that the College pay a fair share amount estimated to be \$8,900.	Less than Significant
3.8.5	John Street (SR 68)/Front Street Intersection	3.8.5	The Tynan Village Mixed Use Development TIA identified that the addition of a right-turn lane at the northbound and southbound approaches would improve the intersection level of service to an acceptable level. Requested by the City of Salinas is a fair share payment estimate of \$6,400.	Less than Significant
3.8.6	John Street (SR 68)/Abbott Street Intersection	3.8.6	The Tynan Village Mixed Use Development TIA identified that the modification of the lane configurations to provide dual westbound left turn lanes and provide an overlap phasing on the northbound right turn lane would improve the intersection level of service to an acceptable level. Requested fair share asked by the City is estimated at \$3,200.	Less than Significant
3.8.7	John Street (SR 68/US 101) Southbound Ramp	3.8.7	The Tynan Village Mixed Use Development TIA identified signalization at the intersection	Less than Significant

Impact No.	Impact	Mitigation Number	Mitigation Measure	Level of Significance After Mitigation
			as a mitigation measure. City requests a fair share contribution estimated to be \$4,600.	
3.8.8	Main Street (SR 68)/Blanco Road Intersection	3.8.8	<p>This significant impact could be mitigated by implementing the City of Salinas intersection improvement proposed in the recently adopted 2005 Traffic Improvement Program/Traffic Fee Ordinance, which includes the following measures:</p> <ul style="list-style-type: none"> ▪ Second northbound-to-westbound and eastbound-to-northbound left turn lanes would be added at this intersection. ▪ An additional southbound through lane would be added at this intersection. <p>City of Salinas requests a fair share contribution estimated to be \$13,400.</p>	Significant and Unavoidable
3.8.9	Blanco Road/Davis Road Intersection	3.8.9	Implementation of the Western Bypass would eliminate the impact at this location. A fair share contribution asked by the City of Salinas is estimated to be \$522,000.	Significant and Unavoidable
3.8.10	Central Avenue/West Driveway (Cypress) and Central Avenue/East Driveway	3.8.10	It is recommended that initially left-turn lanes be provided on Central Avenue at both the east and west driveways that serve the parking structure. These improvements are to be paid by the College. No cost estimates have been prepared.	Less than Significant
3.8.11	Project Traffic on US 101 Conditions	3.8.11	This significant impact to US 101 could be mitigated by widening US 101 to a six-lane freeway through the City of Salinas except where there are auxiliary lanes. No fair share estimates have been prepared.	Significant and Unavoidable

- Convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use
- Conflict with existing zoning for agricultural use
- Involve other changes in the existing environment which could result in conversion of farmland to non-agricultural use

AIR QUALITY

Project will not:

- Conflict with or obstruct implementation of the applicable air quality plan
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors

BIOLOGICAL RESOURCES

Project will not:

- Have a substantial adverse effect on any sensitive or special status species
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans and policies
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species
- Conflict with any local policies or ordinances protecting biological resources
- Conflict with the provisions of an adopted Habitat Conservation Plan

CULTURAL RESOURCES

Project will not:

- Cause a substantial adverse change in the significance of an historical resource
- Directly or indirectly destroy a unique paleontological resource

GEOLOGY/SOILS

Project will not:

- Expose people or structures adverse seismic ground-shaking or landslides

- Result in substantial soil erosion or the loss of topsoil
- Be located on expansive soil
- Be located on a geologic unit or soil that is unstable

HAZARDS/HAZARDOUS MATERIALS

Project will not:

- Create a significant hazard to the public or the environment
- Emit or handle hazardous materials
- Be located on a site which is included on a list of hazardous materials sites
- Be located within an airport land use plan or near a private airstrip
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires

HYDROLOGY/WATER QUALITY

Project will not:

- Violate any water quality standards or waste discharge requirements
- 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
- Substantially alter the existing drainage pattern of the site or area
- Substantially alter the existing drainage pattern of the site or area which would result in flooding
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems
- Expose people or structures to a significant risk or loss, injury or death as a result of a levee or dam failure
- Create the potential for inundation by seiche, tsunami, or mudflow
- Place housing within a 100-year flood hazard area
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows

POPULATION AND HOUSING

Project will not:

- Displace substantial numbers of existing housing
- Displace substantial numbers of people

PUBLIC SERVICES

Project will not:

- Result in substantial adverse physical impacts which could cause significant environmental impacts in order to maintain acceptable service ratios, response time, or other performance objectives for any of the following public services:
 - a. Fire protection
 - b. Police protection
 - c. Schools
 - d. Parks
 - e. Other public facilities

RECREATION

Project will not:

- Increase the use of existing neighborhood and regional parks or other recreational facilities

LAND USE/PLANNING

Project will not:

- Physically divide an established community
- Conflict with any land use plan, policy or regulation
- Conflict with any applicable habitat conservation plan or natural community conservation plan

MINERAL RESOURCES

Project will not:

- Result in the loss of availability of a known mineral resource

NOISE

Project will not:

- Generate substantial permanent increase in ambient noise levels
- Be located within an airport land use plan, or near a private airstrip

TRAFFIC/CIRCULATION

Project will not:

- Result in a change in air traffic patterns
- Substantially increase hazards due to design features
- Result in inadequate emergency access
- Result in inadequate parking capacity
- Conflict with adopted policies, plans or programs supporting alternative transportation

UTILITIES AND SERVICE SYSTEMS

Project will not:

- Exceed wastewater treatment requirements
- Require construction of new water or wastewater treatment facilities
- Require construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects
- Require new or expanded water supply entitlements
- Require increased wastewater treatment capacity
- Require increased capacity for solid waste disposal