

034-26

# Notice of Exemption

Appendix E

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

From: (Public Agency): City of Watsonville  
231 Union Street  
Watsonville, CA 95076

County Clerk

County of: Santa Cruz County

(Address)

701 Ocean Street, Santa Cruz

95060

Project Title: Pinto Lake Dock Rehabilitation Project

Project Applicant: City of Watsonville

Project Location - Specific:

Pinto Lake City Park, 451 Green Valley Road, Watsonville, CA 95076

Project Location - City: Watsonville

Project Location - County: Santa Cruz

Description of Nature, Purpose and Beneficiaries of Project:

The project includes in-kind rehabilitation of the existing 235-foot-long by 6.5-foot-wide (1,575.5 square feet) dock and associated components, including repair and replacement of damaged support beams, flotation blocks, and dock edging. The purpose of the project is to restore safe and functional public access to Pinto Lake following damage from flooding.

Name of Public Agency Approving Project: City of Watsonville

Name of Person or Agency Carrying Out Project: City of Watsonville

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: Class 2, Replacement or Reconstruction Sec 15302
- Statutory Exemptions. State code number: \_\_\_\_\_

Reasons why project is exempt:

The project falls within the Class 2 category because it involves the in-kind replacement of an existing floating dock with a new dock of substantially the same size, purpose, and capacity. The project would not expand the existing use, and construction would be temporary and limited to the existing footprint. The project would restore safe public access to the lake and would not result in adverse impacts to biological resources, water quality, or other environmental resources.

Lead Agency

Contact Person: Joseph Medina

Area Code/Telephone/Extension: (831) 768-3150

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

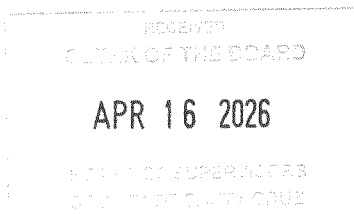
Signature: *Joseph Medina* Date: 4/16/2026 Title: Parks Superintendent

▪ Signed by Lead Agency      Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: \_\_\_\_\_

THIS NOTICE HAS BEEN POSTED AT THE OFFICE  
OF THE BOARD OF SUPERVISORS OFFICE FOR A  
PERIOD COMMENCING 4/16/2026  
AND ENDING 5/21/2026





# MEMORANDUM

**To:** Joseph Medina, Parks Superintendent, – City of Watsonville  
**From:** Kate Elliott, Project Director; Emily Masterlli, Natural Resources Director – Harris & Associates  
**RE:** Pinto Lake Dock Rehabilitation Project – Supporting Memorandum for Categorical Exemption (Class 2 Replacement or Reconstruction)  
**Date:** April 1, 2026  
**Att:** 1, Figures; 2, Hazardous Waste Site Database Searches

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The City of Watsonville (City) is the lead agency for the Pinto Lake Dock Rehabilitation Project (Project).

This memo provides supporting documentation for the City’s determination that the project is exempt from the California Environmental Quality Act (CEQA), in accordance with CEQA Guidelines Section 15302 Class 2, replacement or reconstruction of existing structures or facilities; and the project is exempt from the requirement to obtain a Coastal Development Permit (CDP). **Attachment 1** includes all figure references.

## Project Location

The approximately 0.04-acre project site (also called the “review area”) is located at the southern end of Pinto Lake City Park in Watsonville, Santa Cruz County, California (Figure 1, Regional Location; Figure 2, Project Site).

Pinto Lake City Park is a 78-acre public, multiuse recreational facility that includes day-use picnic areas, public restrooms, an administration office and concession stand building, a maintenance building, 28 RV campsites with full hookups, a baseball field, and tennis courts. The more than 70-acre lake supports recreational fishing and small watercraft use, with access provided by a concrete boat launch ramp and floating dock facility. The floating dock was originally constructed in the 1950s.

The review area consists of one parcel: Assessor’s Parcel Numbers (APN) 050-141-11. The review area is within the greater Pajaro River Watershed (HUC 8; 18060002). Project location is shown in Figure 2, Project Vicinity.

## Project Description

Significant rainfall and flash flooding resulted in elevated lake levels that exceeded the design restraint capacity of the existing dock piling system. The elevated water levels caused lateral displacement and torsional stress on the dock structure, resulting in twisting of the frame, structural damage to the decking system, and detachment of multiple decking boards that were previously aged and deteriorated.

The project includes in-kind rehabilitation to restore the dock to its pre-damage functional condition and ensure continued safe public access and recreational use. The project will repair and replace the damaged dock components with materials of the same size, type, and configuration as currently exist. Specifically, the work includes (Figures 3a-3c, Design Plan):

- Removal of the existing approximately 235-foot-long by 6.5-foot-wide wood decking (approximately 1,527.5 square feet) and replace in-kind with a pre-fabricated EZ-Dock System;
- Replacement of approximately 476 linear feet of 6-inch wood support beams;



- Replacement of approximately 238 linear feet (6 feet wide) of high-density foam flotation blocks;
- Replacement of approximately 476 linear feet of 3-inch rubber dock edging; and
- Replacement of pre-fabricated EZ-Dock System.
- No pile removal or replacement is proposed.

The project will not expand the dock's footprint, increase overwater coverage, or alter the alignment, configuration, or dimensions of the existing structure. Flotation capacity and operation will remain consistent with pre-damage conditions.

### **Schedule**

Project construction is planned to occur over a six-week period starting in July 2026 and ending in August 2026 for a total of approximately 49 working days. In-water work will be limited to the minimum timeframe necessary to complete dock removal and replacement activities. Construction will occur during daylight hours, generally between 7:00 am and 7:00 pm, Monday through Saturday.

### **Access**

Primary access will occur from existing developed areas. Equipment staging, material storage, and fueling will occur only within contained upland areas located away from the waterbody. No clearing or grubbing, including removal of native vegetation, is required to facilitate project implementation. Work will be confined to the existing dock structure and previously disturbed upland areas used for access and staging. In addition, no dredging, excavation, fill placement, or modification of the lakebed will occur. Upon completion of construction, the project site will remain consistent with pre-project conditions.

All removed materials will be properly contained and disposed upland from the water to prevent debris from entering the waterbody. Work will be conducted from the existing dock or floating work platforms to minimize disturbance, and best management practices will be implemented to prevent sedimentation or discharge to the lake.

### **Avoidance and Minimization Measures**

Construction will be conducted in a manner that avoids and minimizes the potential for discharge of sediment, debris, or other pollutants to waters of the State. To avoid and minimize impacts to waters of the United States and/or State waters, the following best management practices (BMP) will be implemented:

- Dock components will be removed in a controlled manner to prevent materials from entering waters of the State.
- Any debris that inadvertently enters the water will be immediately retrieved.
- Installation of turbidity curtains, containment booms, or debris catch devices will be installed within the immediate work area, as necessary to isolate construction activities and prevent the migration of turbidity or debris. All temporary measures will be removed upon completion of work.
- Equipment fueling, maintenance, and/or staging will be prohibited within or directly adjacent to waters of the State.
- Secondary containment will be used for fuels, lubricants, and other potential pollutants stored onsite.
- Spill containment and cleanup materials will be maintained onsite to address any potential release that could affect waters of the United States and/or State waters.
- All removed dock materials will be disposed of at an approved facility.
- These BMPs will be inspected daily to ensure proper function and immediate correction of any deficiencies.



Although the likelihood of encountering sensitive plant or wildlife species is extremely low, the City will implement the following additional avoidance and minimization measures to further reduce any potential effects to listed species:

- **BIO-1: Nesting Birds.** No construction shall occur during the raptor and bird breeding season (January 15 through August 31). If construction cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours prior to the start of construction to determine if active bird nests are present in the affected areas. Should an active bird nest be located, the qualified biologist shall establish a buffer and direct vegetation clearing away from the nest until it has been determined that the young have fledged or the nest has failed. If no nesting birds (including nest building or other breeding or nesting behavior) are in the construction area, grubbing, trimming, or clearing shall proceed.
- **BIO-2: Sensitive Species Pre-Construction Surveys.** At least 72 hours prior to the start of construction, a biologist familiar with western pond turtle and California red-legged frog morphology, life history, and habitat will conduct a survey within the work area and a 100-foot buffer. If no evidence of these species is observed during the survey, no further measures are necessary. If these species are observed, the qualified biologist shall monitor work for duration of in-water work to ensure no western pond turtle or California red-legged frog are in the work area at the time of the work. If an individual is noted within the work area, all work shall stop until the individual moves away of its own volition. If it does not move, the qualified biologist shall contact California Department of Fish and Wildlife and U.S. Fish and Wildlife Service for further guidance. No work shall resume until the qualified biologist deems it appropriate.
- **BIO-3: Aquatic Resource Avoidance.** The project will minimize permanent and temporary impacts and implement any measures required through consultation with the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife.

## Qualifications for a Categorical Exemption

The CEQA Guidelines Section 15300 includes a list of classes of projects that have been determined not to have a significant effect on the environment and thus are exempt from the provisions of CEQA, if the specified exceptions to using the exemption do not apply. Implementation of the project, as described above, falls within Class 2, Existing Facilities. Per CEQA Guidelines Section 15302, Class 2, replacement or reconstruction of existing structures or facilities on the same site having substantially the same purpose and capacity as the structure replaced, including but not limited to:

- a) Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.
- b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
- c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.
- d) Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

The replacement dock will be similar in size and design to the existing approximately 235-foot by 6.5-foot (1,575.5-square-foot) floating dock and will include comparable features such as support framing, flotation components, and perimeter edging. The dock will be replaced with a new prefabricated floating dock system (EZ Dock System)



of the same size in the same location and alignment. There would be negligible or no expansion of capacity. Therefore, the Class 2 exemption is applicable.

## Exceptions to Using a Categorical Exemption

CEQA Guidelines Section 15300.2, Exceptions, identifies the following exceptions to using a Categorical Exemption. Based on an examination of the project and supporting information, the project would not result in any impacts to the environment that would cause an exception to applying the Class 2, replacement or reconstruction of existing structures or facilities on the same site having substantially the same purpose and capacity, Categorical Exemption, to the project, as described below.

**(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.

Exception (a) does not apply because the project falls within the Class 2, replacement or reconstruction of existing structures or facilities on the same site having substantially the same purpose and capacity, exemption.

**(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.

Exception (b) does not apply. The Project will not result in significant environmental impacts. Due to the temporary and short-term nature of project construction, the potential for cumulative impacts to occur is low. Furthermore, there are no major reasonably foreseeable future projects within the geographic scope that would result in significant cumulative impacts in combination with the Project. Therefore, no significant cumulative impacts will result from successive projects in the same place over time.

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

Exception (c) does not apply. The project consists of the replacement of an existing approximately 1,428-square-foot floating dock within Pinto Lake City Park. The work is limited to replacing the dock and will not expand the existing use or disturb surrounding areas. Construction will be short-term and temporary, and operation will remain consistent with existing conditions. Any temporary disturbance associated with removal and replacement of dock components will be minor, localized, and short in duration. With implementation of BMPs identified in the project description above, the project will not result in a significant discharge of pollutants, degrade water quality, or adversely affect aquatic habitat. Due to the small scale, limited scope, and replacement nature of the project, there are no unusual circumstances that will result in a significant environmental impact.

**(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.

Exception (d) does not apply. There are no officially designated state scenic highways in Santa Cruz County. However, Highway 1 is listed as an eligible state scenic highway by the California Department of Transportation and is located approximately 2.5 miles south of the project site. The project site will not be visible from SR 1, due to the distance. The new floating dock will be aesthetically consistent with the existing surroundings at the project site. Therefore, the proposed project will not damage scenic resources within a highway officially designated as a state scenic highway.



**(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.

Exception (e) does not apply because the project site is not on any list compiled pursuant to California Government Code, Section 65962.5 (Cortese List [GeoTracker and EnviroStor 2024]). A database search was conducted in March of 2026 of the California State Water Resources Control Board's GeoTracker database and the California Department of Toxic Substances Control's EnviroStor database identified no active hazardous waste sites within 1,000 feet of the project area. One former leaking underground storage tank (LUST) cleanup site is located at a residence along Green Valley Road, approximately 900 feet from the Pinto Lake dock. Historical records indicate a potential release of gasoline; however, cleanup activities were completed in 2013, and the case is closed. Refer to **Attachment 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.

Exception (f) does not apply because the project site at 451 Green Valley Road does not contain any known historical resources and is not located within a historic district. Available cultural resources information, including the Watsonville Downtown Specific Plan Area Historic Resources Survey Report (2021), indicates that identified historic resources are located within the downtown area and not in the project vicinity.

The project consists of replacing an existing dock within the same footprint. The dock is not a historical resource, and the project will not involve grading or ground disturbance. Due to the limited scope of work and absence of historical resources onsite or nearby, the project will not result in a substantial adverse change in the significance of a historical resource.

The project constitutes a single and complete project. For the reasons stated previously, the project is categorically exempt from CEQA in accordance with CEQA Guidelines Section 15302, Class 2, Replacement or Reconstruction.

## References

California Department of Transportation (Caltrans). 2024. California State Scenic Highway System Map. Accessed March 2026. Accessed at <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

City of Watsonville. *Watsonville Downtown Specific Plan Area Historic Resources Survey Report*. November 2021

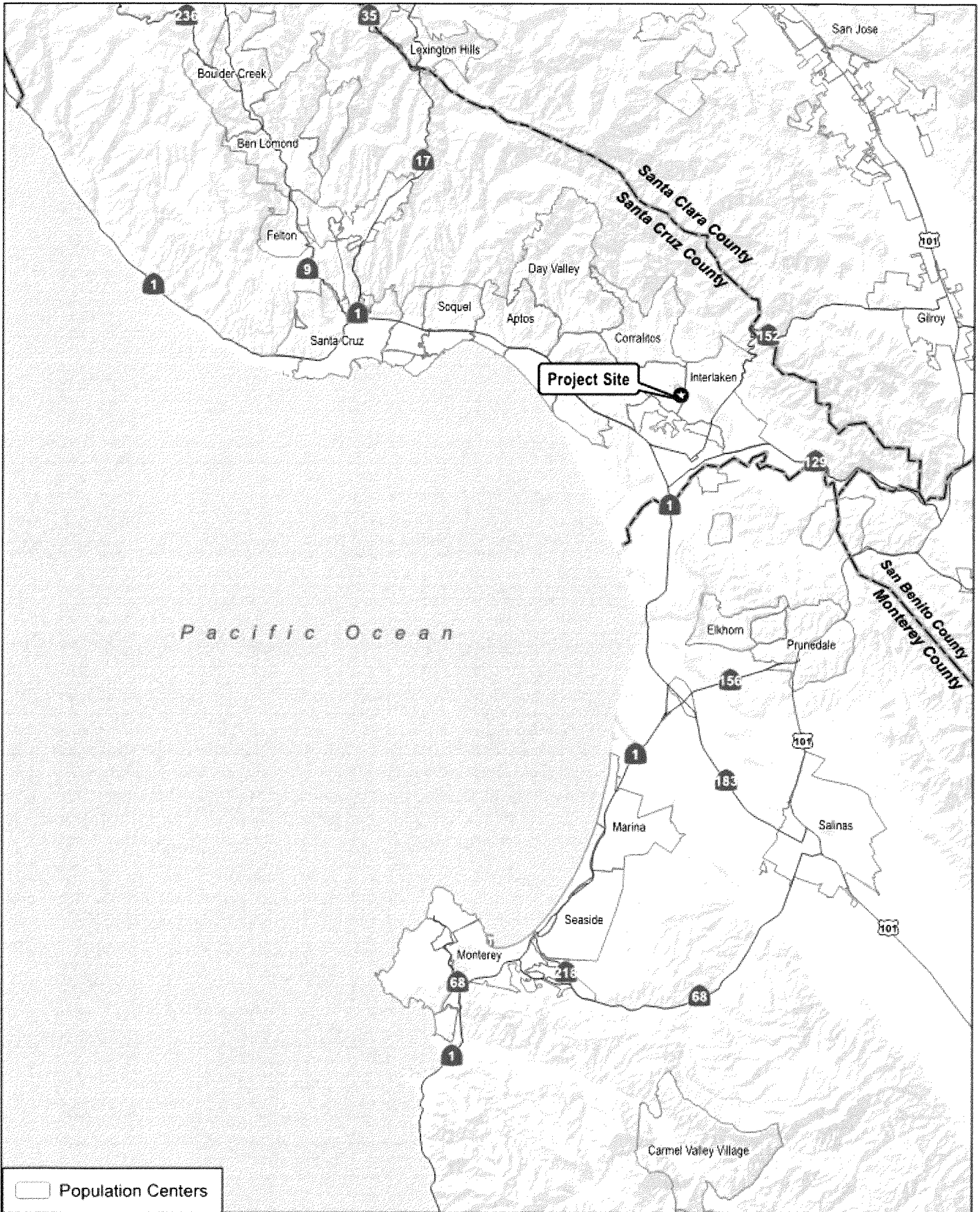
Watsonville, City of. 2005. Coastal Zone Implementation Plan. <https://www.cityofwatsonville.org/DocumentCenter/View/2546/Local-Coastal-Implementation-Plan-2005>

Department of Toxic Substance Control (DTSC). 2024. Envirostor Database Search. Accessed March 2026.

State Water Resources Control board. 2024. Geotracker Database Search. Accessed March 2026.

**Attachment 1, Figures**

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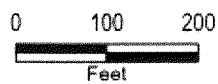
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Source: Vantor Imagery 2024



Harris & Associates



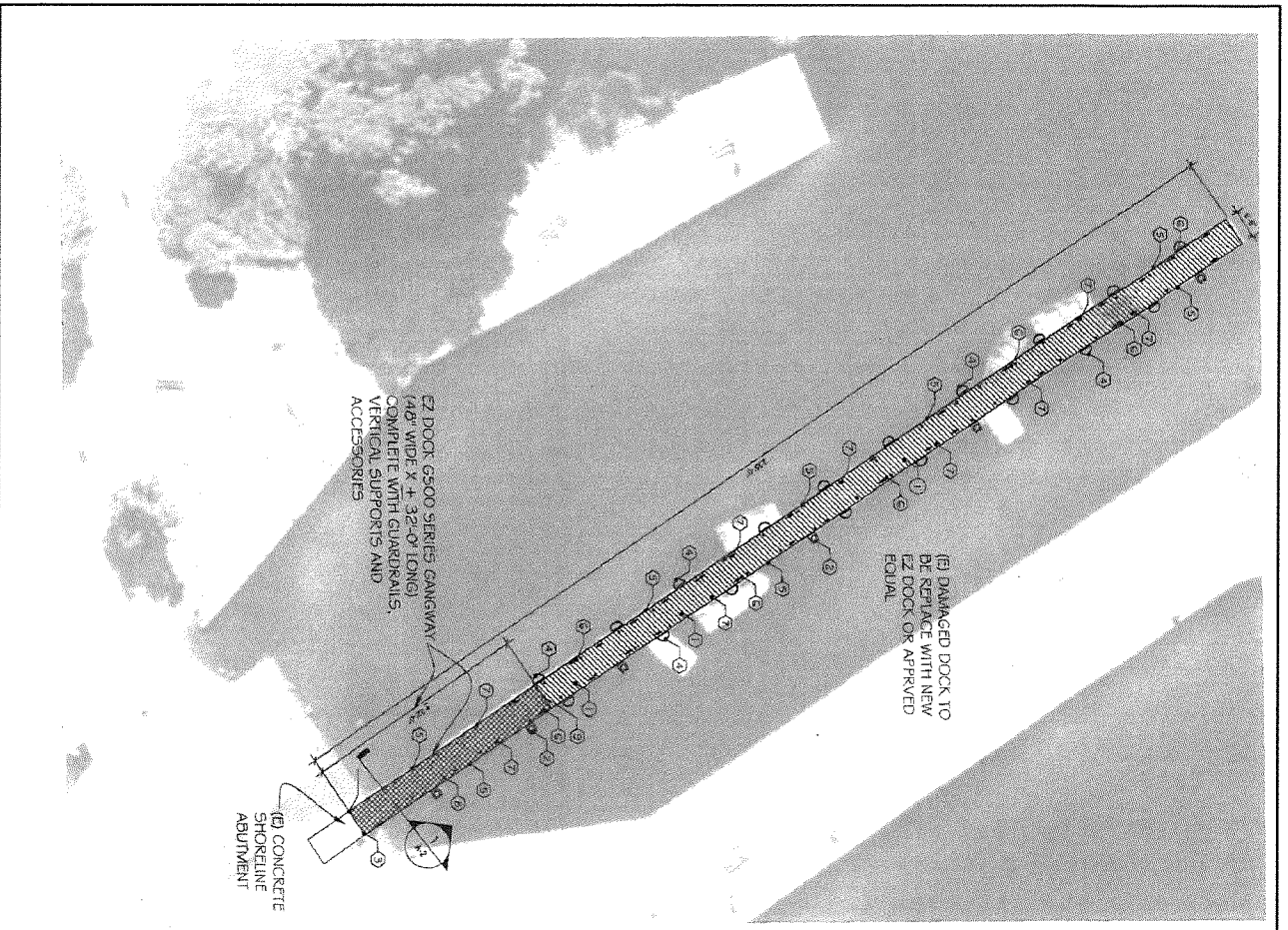
## Figure 2

Project Site

Pinto Lake Dock Rehabilitation Project



Harris & Associates



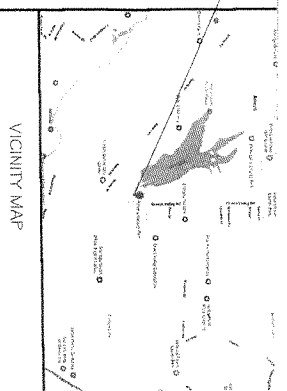
E2 DOCK - 6500 SERIES GANGWAY (44' WIDE X 4 3/2'-0" LONG) COMPLETE WITH GUARDRAILS, VERTICAL SUPPORTS AND ACCESSORIES

(E) DAMAGED DOCK TO BE REPLACED WITH NEW E2 DOCK OR APPROVED EQUAL

(E) CONCRETE SHORELINE ADJUTMENT

SHEET INDEX

- A-1 DOCK AREA MAP VICINITY MAP & DOCK EQUIPMENT
- A-2 DOCK EQUIPMENT SPECIFICATIONS
- A-3 DOCK CROSS SECTION DETAIL 1



SCOPE OF WORK  
REPLACE 235 LF OF DAMAGED DOCK WITH NEW E2 DOCK OR APPROVED EQUAL

DEMOLITION NOTES

SN#	DESCRIPTION
1	DEMOLISH/REMOVE EXISTING DAMAGED DOCK (E 235 LF) AND PULL OFF ALL GENERATOR DEBRIS FROM PREMISES. NOTE EXISTING PILES TO REMAIN IN PLACE.

DOCK EQUIPMENT

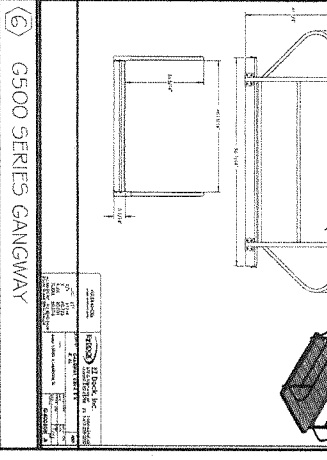
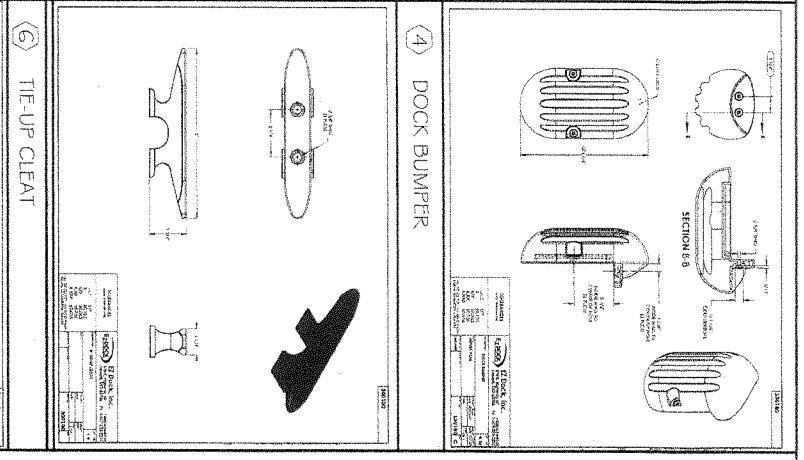
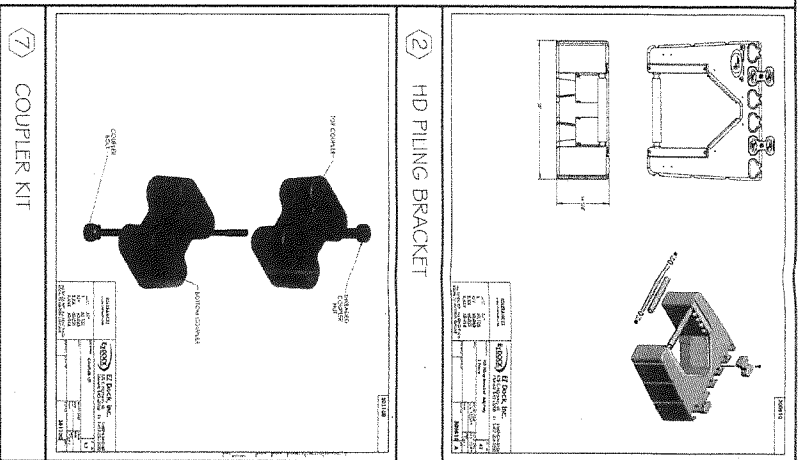
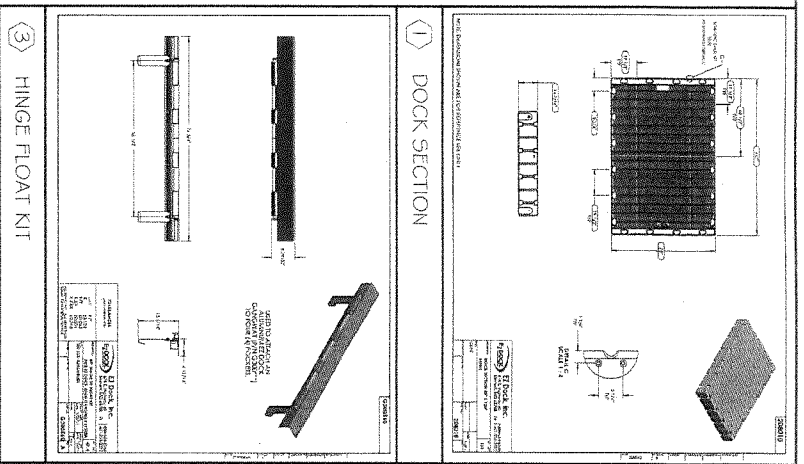
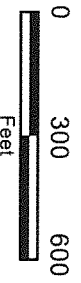
SN#	DESCRIPTION
1	E2 DOCK - DOCK SECTION A07 X 1 20' BARGE (PARTNO: 21 DOCK SECTION)
2	E2 DOCK - PILING BRACKET, A07 FOOT 1 (PILE FROM 0' TO 15' PART NO. 15) A07 BAY A OR APPROVED EQUAL
3	E2 DOCK - SHORING ASSEMBLY (PARTNO: 14-9049 HMO40, 58000, AND 580010)
4	E2 DOCK - BLUETTE DOCK KIT (TOTAL OF 20 BARRAGES PART NO. 5500180, 117000, 6031250 OR APPROVED EQUAL)
5	E2 DOCK - DOCK ENDING KIT (COMPLETE FINISHERS) PART NO. 540016, 117000, 8027150 OR APPROVED EQUAL
6	E2 DOCK - DOCK AT THE UP CLIM (TOTAL OF 36 CLIMS) PART NO. 30101, 9052150 OR APPROVED EQUAL
7	E2 DOCK - COMPLETE SET IN WATER COOLER/INSTALLATION TOOL PART NO. 301100, 3000010 OR APPROVED EQUAL
8	E2 DOCK - 6500 SERIES GANGWAY (44' WIDE X 32'-0" LONG) COMPLETE WITH GUARDRAILS, VERTICAL SUPPORTS AND ACCESSORIES OR APPROVED EQUAL
9	E2 DOCK - ALUMINUM BARGE WITH BULKHEAD PART: THUNDERBOLT AND HEADERS OR APPROVED EQUAL
10	E2 DOCK - ALUMINUM GANGWAY KOLLER (60300055, 530330100 HMO16, 1050007, 1050050)

GENERAL NOTES

1. CONTRACTOR IS RESPONSIBLE FOR SECURING ALL MATERIALS AND EQUIPMENT FROM THEFT OR OR DAMAGE AND FOR OBTAINING ALL NECESSARY PERMITS AND CONSENTS FROM ALL AFFECTED AGENCIES.
2. CONTRACTOR IS RESPONSIBLE FOR REPAIRING/REPLACING IN KIND ANY DAMAGED DURING CONSTRUCTION TO EXISTING STRUCTURE, INFRASTRUCTURE OR UTILITIES.
3. CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND PROVIDE THE RECORD COORDINATION FOR THE PROJECT. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND COORDINATION WITH CITY STAFF TO DETERMINE WHETHER TEMPORARY SERVICES ARE NECESSARY. NOT TO BE LOCATED UNDERGROUND UTILITIES AND RECORDATION FROM TOP TO BOTTOM AND THE CITY ENGINEER SHALL HAVE THE FINAL SAY ON ALL DECISIONS. CONTRACTOR SHALL PROVIDE ALL NECESSARY DEMOLITION AND DEMOLITION EQUIPMENT.



Harris & Associates

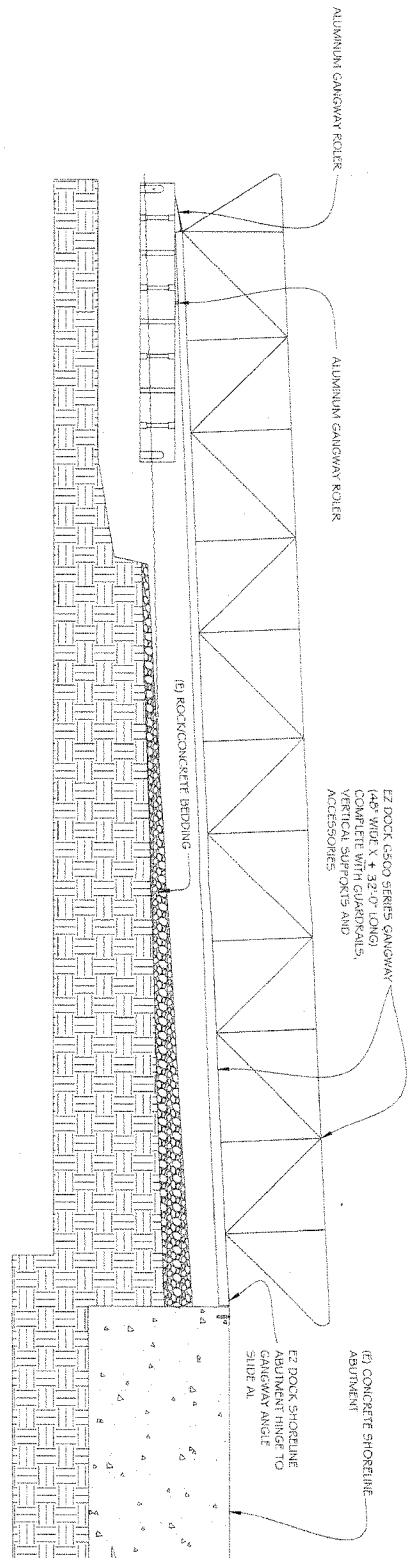


Source: City of Watsonville, 2025.

Figure 3b

Design Plan

Pinto Lake Dock Rehabilitation Project



1  
EZ DOCK GANGWAY

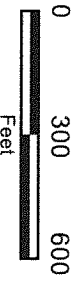
SCALE: 1" = 0'

**GENERAL NOTES**

1. COORDINATION WITH CITY CREWS: PER CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND NECESSARY TO THE AGENCIES OF PINTO LAKE PARK, STILL OPEN TO PUBLIC. CONTRACTOR PROVIDE ACCESS IF NECESSARY TO THESE AREAS AND NOT RESISTANT CREWS FORM THEIR DAILY OPERATION
2. ENVIRONMENTAL SAFE WORK PRACTICES AND REQUIREMENTS:
  - A. WORKERS SHOULD PREVENT ALL PHYSICAL CONTACT WITH THE AFFECTED WATER ABOVE AND BELOW. THIS INCLUDES BRIDGING WITHIN ORY AND OUTSIDE TOWNS
  - B. USE GLOVES AND WEARS TO AVOID CONTAMINATING CONTAMINANT OBJECTS USE CARDBOARDS, TOOLS AND THE VEHICLE'S STEERING WHEEL.
  - C. USE MINIMAL DISBURGMENT METHODS WHENEVER POSSIBLE. CONSTRUCT THE DOCK FROM LAND OR A FLOATING BARGE RATHER THAN USING EQUIPMENT IN THE WATER. MINIMIZE THE USED OF HEAVY MACHINERY THAT COULD STIR UP SEDIMENT AND REFLUTE ALGAL CELLS
  - D. CONVINCE ANY SEDIMENT PLUMES CAUSED BY CONSTRUCTION BY USING TURBIDITY CURTAINS OR SILT FENCES. THIS PREVENTS CONTAMINANTS FROM SPREADING TO OTHER AREAS.
  - E. DON NOT LET CONSTRUCTION DEBRIS SUCH AS DOCK MATERIALS, FALL INTO THE WATER. REMOVE ALL WASTE AND DISPOSURE OF IT.
  - F. IMPLEMENT BEST MANAGEMENT PRACTICES (BMP) TO PREVENT POLLUTION FROM CONSTRUCTION. THIS INCLUDES CONTROLLING EROSION, MANAGING WASTE, AND INSURING PROPER STORAGE OF CHEMICALS.



Harris & Associates



Source: City of Watsonville, 2025.

**Figure 3c**

Design Plan

Pinto Lake Dock Rehabilitation Project

**Attachment 2, Hazardous Waste Sites Database Searches**

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# STATE WATER RESOURCES CONTROL BOARD GEO TRACKER

- Tools
- Reports
- UST Case
- Closures
- How to Use
- GeoTracker
- ESI
- Information

FURTADO PROPERTY (T0608736986) - (MAP)

SIGN UP FOR EMAIL ALERTS

445 GREEN VALLEY ROAD  
 WATSONVILLE, CA 95076  
 SANTA CRUZ COUNTY  
 LUST CLEANUP SITE (INFO)  
 COMPLETED - CASE  
 CLOSED AS OF 12/18/2013 -

CUF Claim #: 18218    CUF Priority Assigned: B    CUF Amount Paid: \$619,748  
 CLEANUP OVERSIC AGENCIES  
 CENTRAL COAST  
 RWC08 (REGION 3  
 (LEAD) - CASE #: 36  
 SANTA CRUZ COU  
 - CASE #: R0000071  
 CASE MANAGE  
 JOHN B. GERBAA

PRINTABLE CASE SUMMARY / CSM REPORT

- Summary
- Case Reviews
- Cleanup Action Report
- Regulatory Activities
- Environmental Data (ESI)
- Site Maps / Documents
- Community Involvement
- Related Cases
- LUST CUF Data

**Regulatory Profile** PRINTABLE CASE SUMMARY

**CLEANUP STATUS - DEFINITIONS**  
 COMPLETED - CASE CLOSED AS OF 12/18/2013 - CLEANUP STATUS HISTORY

**POTENTIAL CONTAMINANTS OF CONCERN**  
 GASOLINE  
 OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

**POTENTIAL MEDIA OF CONCERN**  
 OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

**DESIGNATED GROUNDWATER BENEFICIAL USE(S) - DEFINITIONS**  
 MUJN, AGR, IND, PROC  
CALWATER WATERSHED NAME  
 Pajaro River - Watsonville (305-10)

**DWR GROUNDWATER SUB-BASIN NAME**  
 Corralitos - Pajaro Valley (3-002.01)

**GROUNDWATER MONITORING FREQUENCY**  
 # OF WELLS MONITORED - SEMI-ANNUALLY : 1, OTHER : 4

**Post Closure Site Management Requirements**

- NOTIFY AFTER CHANGE OF PROPERTY OWNER
- NOTIFY PRIOR TO CHANGE IN LAND USE
- NOTIFY PRIOR TO DEVELOPMENT
- NOTIFY PRIOR TO SUBSURFACE WORK

**Site History**

The fuel release was initially discovered in February 2004 during a property transaction screening of soil and water. Subsequent investigations included searching for and removing an abandoned gasoline underground storage tank (UST) and soil and groundwater investigations to determine the extent of soil and groundwater degraded by the fuel release.

Underground Storage Tank Discovery and Removal (May-June 2004): Weber, Hayes and Associates (WHA) was contracted to determine if and where an abandoned UST was located. On May 12, 2004, a portion of the existing concrete slab was removed from the small shed adjoining the site's 2-car garage, and an abandoned UST was found. The UST was opened and inspected for residual fuel product. No fuel odors or product were observed. On June 11, 2004, the 350-gallon UST was removed under Environmental Health permit. The UST was measured and its volume was found to be 350 gallons. Abundant corrosion and numerous holes were found in the UST. No soil discoloration or odors were noted in the UST pit. Following UST removal, a soil sample was collected from beneath the base of the UST and analyzed for TPH-g and the volatile organic constituent compounds of BTEX and MTBE, and for lead. The laboratory analytical results indicated there were no hydrocarbons in the base soil sample.

Soil and Groundwater Investigation (August 2004): This investigation included collecting continuous soil cores and groundwater samples from seven borings drilled around the former UST location. Results of this investigation include: Laboratory analytical results fingerprinted the detected petroleum hydrocarbon contamination to be aged gasoline (i.e. relatively high levels of Total Petroleum Hydrocarbons as gasoline and relatively low levels of volatile organic constituents compounds [BTEX])

On January 29 and 30, 2008, we performed soil vapor extraction, dual phase extraction, and air sparge pilot tests to determine if these technologies could establish an adequate subsurface airflow as well as remove hydrocarbons from the unsaturated zone at the site. The data from these tests indicate that dual phase extraction combined with air sparging would be technically feasible for remediation of hydrocarbons in soil and groundwater at the site. WHA prepared and submitted a CAP on 6/5/08 that recommended dual phase extraction and air sparging, along with re-injection of treated groundwater, to reduce hydrocarbon concentrations in soil and groundwater to acceptable levels.

The Water Board approved the CAP on June 25, 2008. As required by the Water Board, a Corrective Action Implementation Work Plan, describing the time frame for implementing the CAP, was submitted on July 30, 2008.