San Antonio Drive Path and Safe Routes to Schools Improvements Project

ATP-5194(008)

Environmental Initial Study and Negative Declaration

Prepared for:

King City, CA

July 2024

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1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

This Initial Study has been prepared to determine and identify the potential environmental effects of construction and operation of the San Antonio Drive Path and Safe Routes to Schools Improvements Project ("project") in King City, Monterey County, CA. This study has been prepared pursuant to the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq.).

As a "road diet," the proposed project is intended to reduce vehicle speeds, improve traffic flow at intersections and provide a safe corridor for pedestrian, cyclists and vehicles. The project is expected to provide certain benefits in terms of safety, non-motorized mobility, function and aesthetics. As such, the scope of this Initial Study focuses on the physical environmental effects of constructing the planned improvements for the corridor. Primary issues studied are air quality, greenhouse gas emissions, noise, transportation safety and construction related subjects; however, the Initial Study addresses all area of the standard checklist within CEQA Guidelines Appendix G.

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the King City (City) is the lead agency for the proposed project.

The conclusions herein are based on CEQA standards, professional judgement, field review and available public documents. This Initial Study constitutes substantial evidence supporting the conclusion that preparation of an EIR is not required prior to approval of the project by the City and provides the required documentation under CEQA.

1.2 Summary of Findings

The project would have beneficial impacts, less than significant impacts, or no impacts in all analysis categories except as identified below. Beneficial impacts of the project include improved traffic safety, improved pedestrian safety, opportunities for non-motorized transportation, and improved aesthetics/community character.

Environmental issues that could have effects requiring mitigation or standard conditions of approval include air quality (construction emissions) and tribal and cultural resources (protection of inadvertently discovered resources). Overall, the project has very minor environmental consequences, compared to the benefits that would be achieved with its implementation.

1.3 Public Review and Outreach Process

The project is part of a larger effort to increase active transportation connections for disadvantaged communities countywide. The project was requested by King City residents during the Transportation Agency for Monterey County's (TAMC) Active Transportation Plan public participation and technical planning process. Resident comments were received via the public participation Wikimapping tool which

was advertised via (e)newsletters, as well as by the County Health Department during their Greenfield Leadership and Civic Engagement group which King City residents also attended. Comments were also recorded on a citywide printed map presented to residents at a South County public workshop held at the Gonzales Police Department which was fully accessible with bilingual TAMC staff present. Comments collected included a shared bike and pedestrian "health-loop" around King City with connections along San Lorenzo County Park Trail, Salinas River, San Lorenzo Creek and San Antonio Drive. Resident feedback made this a better project by highlighting the community's appreciation for panoramic views along San Antonio Drive. This feedback was incorporated into the project by scoping a shared-use path only on one side of the road as opposed to protected bike lanes on both sides so that all users can enjoy the views and vistas.

This project was identified through TAMC's public participation and technical planning process for the Monterey County Active Transportation Plan (ATP) which also identified future active transportation improvements connecting to the proposed trail, ensuring a well-integrated active transportation network for future and existing King City residents. Most recently, the community discussed improvements along Broadway Street as part of the West Broadway Master Plan Process. Community members participated in surveys and a series of community workshops to develop a vision for future re-development of Broadway Street and the Downtown area. The community favored walkable and bikeable streets where traffic would be slowed from San Antonio Drive and the entrance to Highway 101 while traveling east toward King City High School and the Downtown.

The Initial Study will be available for a 30-day public review period. At the close of public review, the City will consider public comments on the environmental document prior to making a decision on the project.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Analysis. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – Report Preparers.

Section 6.0 – References. This section identifies resources used to prepare the Initial Study.

Appendices. Includes technical studies/memos prepared to quantify the project's potential effects.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Background, Location, and Setting

Location

The project improvements are located on San Antonio Drive from North Mildred Avenue to San Lorenzo County Park (Broadway Street), and segments of Broadway Street, Mildred Avenue, King Street, Ellis Street, Collins Street and Canal Street. See **Figures 1 and 2**. The project lies entirely within the City's right of way.

Background and Purpose

San Antonio Drive is a 1.5-mile arterial road that bisects King City north-south from Metz Road to Broadway Street. The arterial connects residential neighborhoods, schools, parks, and healthcare services. San Antonio Drive is primarily an auto-oriented environment despite existing 5-feet sidewalks that flank the entirety of both travel lanes. Hazardously wide travel lanes (narrowest: 12-feet/widest: 24-feet), lack of high-visibility crossings, ADA deficiencies, sidewalk gaps, hazardous motorist behavior and the scarcity of bicycle infrastructure creates an unsafe and unpleasant environment for pedestrians, bicyclists and even motorists. These gaps and barriers in the active transportation network prevent area residents, students, and seniors from safely walking and biking to their everyday destinations along the corridor.

The lack of bike infrastructure forces people to choose driving over biking to get to their everyday destinations (especially schools) and limits access to parks and healthcare services. A multi-use trail creates a separate right-of-way for bicyclists and pedestrians with crossflow minimized, providing a direct, low-stress connection to destinations accessed by students, residents, and seniors. The trail will also reduce the width of the travel lanes which can help reduce the travel speeds of motorists. According to the California Office of Traffic Safety, King City ranks 17th out of 113 similar population-sized communities for fatal and injury collisions that were speed related.

King City is small, walkable and bikeable town that has growing needs for improved active transportation infrastructure. In Census Tract 113.02, 49% of households live in poverty, 7% don't have access to a car, 56% lack high school education, 37% lack park access, 8% have a disability and 89% are minority. Additionally, high student obesity rates and the high percentage of pedestrian crashes involving children represent an urgent need for safe and active transportation. If the Project is not funded, the City will struggle to provide high-quality pedestrian and bicycle infrastructure on arterials that connect students and seniors to schools, parks, housing and healthcare services.

Census Tract 113.02 has been designated as an Opportunity Zone. Opportunity Zones are located in economically distressed communities and serve as a mechanism to provide tax incentives for investment in certain census tracts. Investments made by individuals through special funds within these zones are allowed to defer or eliminate federal taxes on capital gains.

The project proposes to dramatically transform the City from one with little infrastructure for walking and bicycling to a connected network of low-stress safe paths that will provide the much-needed multi-modal infrastructure which almost all neighborhoods in King City currently lack. The Project leverages

existing assets identified by community residents and project stakeholders to prioritize the urgent need for high-quality bicycle infrastructure.

Site Conditions and Environmental Setting

The project would be implemented primarily along San Antonio Drive between Broadway and Mildred, and along Broadway Street from San Antonio to Mildred. The Broadway corridor is characterized by commercial land uses, public uses (cemetery and high school) and some residential (mobile home park). The San Antonio corridor includes multi-family and single-family residential, commercial (motels), parks, and adjacent agriculture. All proposed improvements would occur within the existing public right of way with limited natural resources. Land uses adjacent to the planned improvements do not include historic properties, and no properties would be used or encroached upon.

The current total road width of San Antonio Drive creates a freeway-like environment that is unsafe for all. Between Creek Bridge Park and San Antonio Park, there are two, 24-feet travel lanes, with a yellow center line, for a total roadway width of 48-feet. Between San Antonio Park and Broadway Street there are two, 14-feet outer travel lanes and two, 12-feet inner travel lanes with a 14-feet center turning lane, for a total roadway with of 66-feet. The posted speed limit on San Antonio Drive is 35mph but the wide roadway encourages much higher travel speeds. The existing road width represents an opportunity to provide bike infrastructure with substantial physical separation. The project proposes a 50% reduction in travel lanes, crossing distances, and exposure to motorized traffic by installing a 14-feet trail with 5-feet landscaped buffers on both sides. The project location also provides an opportunity to accentuate the community's assets and sources of pride such as the beautiful vistas and landscapes of the Salinas Valley, San Antonio Park, San Lorenzo County Park, and the Salinas River.

Project Characteristics

Overview

The project is part of a larger effort to increase active transportation connections and correct deficiencies along daily routes for students and seniors. Currently, there are only 0.4-miles of Class II bike lanes on San Antonio Drive and 1.5-miles of San Lorenzo County Park trails in King City.

The project involves the construction of 6,400 feet of Class 1 bike lanes/routes, 2,956 feet of Class 2 bike lanes/routes, 4,990 feet of reconstructed/enhanced sidewalks, 3,300 feet of removed travel lanes and two (2) lane width reductions. All improvements will be constructed along Broadway Street and San Antonio Drive. In total, the project will construct 1.6 miles of paved bicycle and pedestrian paths, 3 roundabouts, and close sidewalk and ADA curb ramp gaps to connect students and seniors to schools, parks, housing and jobs. Upon completion, the project will deliver a 3.8-mile "health-loop" network of pedestrian and bicycle trails that links fourteen (14) community destinations.

Please see **Figures 3 through 8** for typical cross sections and design concepts for various segments of the corridor.

Traffic Calming Improvements

The project's "road diet" - the removal of travel lanes and lane width reductions - will result in traffic calming by limiting speeds. The additional area gained from the lane removals (along San Antonio) and reductions (along Broadway and Mildred) would be re-allocated to Class I (protected) and Class II bike lanes, landscape buffers and reconstructed sidewalks.

Roundabouts would be installed at three intersections along Broadway Street (at Franciscan Way, Canal Street and Mildred Avenue) with high visibility crosswalks to facilitate pedestrian crossings on all approaches. Curb extensions are extensions of the sidewalk into the parking lane to facilitate accessibility and improve driver awareness of pedestrians and reduce the street crossing distance and pedestrian exposure to motor vehicles. These improvements would be coordinated with the installation of Class II bike lanes along Mildred and Class I bike paths along Broadway and San Antonio.

Street Parking

There is currently no street parking on the segment of San Antonio Drive that is the subject of this project. The project will retain existing street parking along Broadway Street and Mildred Avenue. To accommodate the bulb-out and roundabout improvements some street parking will be reduced along the Broadway Street frontage.

Bicycle and Pedestrian Improvements

As noted previously, the project proposes 6,400 linear feet of new Class 1 bike lanes, designed in a side-by-side "cycle track" configuration on the west side of the roadway. The project will also include 2,956 linear feet of Class 2 bike lanes along Broadway Street and Mildred Avenue.

Pedestrian improvements consist of 4,990 linear feet of reconstructed/enhanced sidewalk, and 2,250 linear feet of new protected barrier.

Landscaping/Drainage

New landscaped buffers separating the sidewalk from the Class 1 bike path would be installed on the west side of San Antonio. All proposed improvements would occur within the existing "curb to curb" right of way. Beyond the bicycle, landscape and pedestrian safety improvements, functional improvements would include stormwater management improvements to comply with current regulations, and drought tolerant landscaping at the roundabouts and medians.

Construction and Scheduling

Construction of all improvements is anticipated to occur over 16 months, anticipated for completion in 2027. Improvements will be completed in sections, potentially requiring temporary road closures and detours along Broadway Street on a block-by-block basis. Businesses will be able to remain open during construction but street frontage parking in front of businesses may not be available during these periods.

3.0 INITIAL STUDY CHECKLIST

3.1 Project Information

1. **Project title:**

   San Antonio Drive Path and Safe Routes to Schools
2. **Lead agency name and address:**

   City of King City
   212 South Vanderhurst Avenue
   King City, CA 93930
3. **Contact person and phone number:**

   Octavio Hurtado, Public Works Director/City Engineer (831) 386-5927
4. **Project location:**

   San Antonio Drive from North Mildred Avenue to San Lorenzo County Park (Broadway Street), and segments of Broadway Street, Mildred Avenue, King Street, Ellis Street, Collins Street and Canal Street. See **Figure 2**. The project is entirely within the City's right of way.
5. **Project sponsor's name and address:**

   Same as above.
6. **General plan designation:**

   N/A (public roadway)
7. **Zoning:**

   N/A (public roadway)
8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

   The project includes the design and construction of a 1-mile "road diet" on San Antonio Drive from Broadway Street to Mildred Avenue that will transform the existing 4- lane roadway to a 2-lane roadway with curb extensions, buffered and protected bike facilities, roundabouts, and Safe Routes to School improvements including high-visibility crosswalks. The road diet includes a paved bicycle and pedestrian path along San Antonio Drive, to close the gap between existing trails in San Lorenzo County Park and Class II bike lanes on San Antonio Drive further to the north. Additionally, the Project will include 3 roundabouts along Broadway Street at Franciscan Way, Canal Street, and Mildred Avenue. The project also corrects ADA curb ramp and sidewalk gaps for uninterrupted travel to trails, schools, housing, and jobs. See Section 2.0 for more detail.
9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

   The Broadway Street corridor is characterized by commercial land uses, public uses (cemetery and high school) and some residential (mobile home park). The San Antonio Drive corridor includes multi-family and single-family residential, commercial (motels), parks, and adjacent agriculture.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

    Transportation Agency for Monterey County (TAMC); Caltrans

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

    In June 2024 the City of King sent letters to local tribal representatives informing them of the project and providing an opportunity to request consultation. As of July 8, 2024, no tribal representatives have responded to the City's notification.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
a) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
b) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. Broadway Street in the vicinity of the project is relatively level and does not offer significant scenic vistas or open views in either direction that can be characterized as unique or sensitive. The views from this area are currently dominated by pavement and the wide roadway width, with buildings and public facilities (school and cemetery) on either side with very little landscaping. During construction, workers and equipment will be visible; however, this work should not block or substantially affect any scenic vista or public views. San Antonio Drive north of Broadway, however, does provide some open views and vistas toward the Santa Lucia range to the west, overlooking San Antonio Park and agricultural fields. These elevated viewpoints from the roadway provide areas of expansive views. Mature trees serving as a windbreak also line the road in this location.

Once the project is constructed, views along these roadways would be enhanced by the reduction in lanes and pavement, a more visually appealing streetscape, and enhanced landscaping. The improvements would provide more visual interest to an otherwise wide and straight expanse of pavement. No elements of the project would block or impede existing views and vistas. Views to motorized and non-motorized users would also be enjoyed for longer duration, due to the slower speeds resulting from the project.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. The scenic environment along Broadway Street and San Antonio Drive does not include any significant scenic resources such as significant trees, rock outcroppings, or historic buildings within a state scenic highway. None of the subject roadways are a state or locally recognized scenic roadway. While the age of some local buildings may meet evaluation criteria under CEQA, no existing buildings will be affected, modified or removed by the project. For these reasons, there would be no impact to scenic resources.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No impact/Beneficial Impact. The project is located within King City's public right of way along Broadway Street and San Antonio Drive. The existing visual character of this area is somewhat compromised by the expansive asphalt roadway, lack of consistent landscaping and typical character of urbanization within an otherwise rural community along a major highway. The subject roadways, located in the city's urbanized area, are in neighborhoods zoned for commercial, public and residential use. The proposed improvements are compatible and complementary to these land uses, as they will enhance the visual character of the area as seen from these public roadway locations. Temporary visual effects from project construction will not permanently degrade the visual character of the area and would be typical of a roadway project.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than significant impact. Lighting sources along the roadway would be modified with the project by removing vehicle travel lanes (reducing headlight glare) and the addition of safety LED lighting at key locations (rapid flashing beacons). However, the project does not include new or additional lighting along the project frontages or public and private property, and existing streetlights will remain the primary source of lighting. The proposed changes to lighting and sources necessary for safety and operations would not be substantial compared to existing conditions, create glare, or affect day or nighttime views in the area.

4.2 Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact. The project location is an urban area along existing roadways. While farmland surrounds King City, the strips of right of way affected by the project are not classified as farmland, have no forest land value, would not conflict with agricultural zoning, nor result in other changes that could result in the conversion of farmland. The strip of active farmland along San Antonio Road, while currently active, is proposed for multi-family affordable housing and will soon be converted to residential use.

4.3 Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant impact. The most recent air quality plan for Monterey County is the 2012-2015 Air Quality Management Plan (AQMP) which was adopted in March 2017. A project would conflict with or obstruct implementation of the AQMP and 2012 Triennial Plan Revision (2012 AQMP Revision) if it is inconsistent with the plan's growth assumptions, in terms of population, employment, or regional growth in VMT. The plan would also be inconsistent with the AQMP if its air quality emissions that exceed the State's or nation's ambient air quality standards. The North Central Coast Air Basin (NCCAB) is currently in non-attainment for State ozone and PM_{10} standards. Ozone precursors include reactive organic gases (ROG) and nitrogen dioxide ($NO_{X)}$.

As shown under Air Quality Threshold (b), the project would not exceed quantitative thresholds of both the State's and nation's ozone precursors. Similarly, PM10 thresholds also would not be exceeded for construction or operation of the project. As further discussed below, the project would not expose sensitive land uses to toxic air contaminants and odors. The project is a roadway improvement and therefore does not include any structures or vehicle trips. Operation of the project would not add any facilities that would result in population growth, employment, or a regional growth in VMT. Therefore, the project would not contribute to existing and cumulative impacts and would not conflict with the

Monterey Bay Air Resources District (MBARD) AQMP. Impacts would be less than significant and no mitigation is required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than significant impact. Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the MBARD's thresholds of significance.

The regional construction emissions associated with development of the proposed project were calculated using the California Emission Estimator Model (CalEEMod) 2022.1 computer program. The modeling conservatively estimates the Project would construct a total 2.25 miles of paved area for all the roadway improvements on multiple roads in the City. The construction is anticipated to last 16 months from summer 2026 to fall 2027. See Appendix A: Air Quality, Greenhouse Gas Emissions, and Energy Analysis Memo for additional information regarding the construction assumptions used in this analysis. Table 1: Maximum Daily Construction Emissions displays the maximum daily emissions in pounds per day that are expected to be generated from the construction of the proposed project in comparison to the daily thresholds established by the MBARD.

Table 1: Maximum Daily Construction Emissions

Construction Year	Pollutant (maximum pounds per day)[1]				
	Reactive Organic Gases (ROG)	**Nitrogen Oxide (NO_x)**	**Carbon Monoxide (CO)**	**Respirable Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
2026	3.16	26.20	31.10	4.73	1.47
2027	3.02	24.47	30.78	4.63	1.38
MBARD Significance Threshold[1]	*137*	*137*	*550*	*82*	*55*
Exceed BAAQMD Threshold?	**No**	**No**	**No**	**No**	**No**

1. MBARD, *Guidelines for Implementing the California Environmental Quality Act (Draft)*, updated February 2016.
Source: Refer to the CalEEMod outputs provided in Appendix A.

As shown in **Table 1**, all criteria pollutants would remain below their respective thresholds. The proposed project's construction would not worsen ambient air quality, create additional violations of federal and State standards, or delay the air district's goal for meeting attainment standards. Therefore, construction impacts would be less than significant, and no mitigation would be required.

Implementation of the proposed project would result in curb extensions, protected bike facilities, roundabouts, off-set crosswalks, rapid flashing beacons, and accessible designs along San Antonio Road, Broadway Street, and Mildred Avenue. The project does not propose any new sources of air pollutants and would encourage alternate forms of transportation in the City. The project would not generate any additional traffic and population growth. Therefore, the operation of the project would not generate significant pollutant emissions and impacts would be less than significant. No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. As discussed in Appendix A, construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known Toxic Air Contaminants (TAC). Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. However, the use of diesel-powered construction equipment would be episodic and would occur in various phases throughout the project site. Construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.

Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM to which any one receptor is exposed to would be limited. Additionally, the construction of the project would not require intensive heavy-duty equipment use. The majority of time would be spent using less intensive construction equipment. The nearest sensitive receptor would be adjacent to the construction site. However, DPM generated by the project construction activities would be minimal and would not expose sensitive receptors to substantial amounts of air toxics. Therefore, impacts associated with construction activities would be less than significant and no mitigation is required.

While not a criteria pollutant, naturally occurring asbestos is known to occur in the soils and subsurface geology in the King City area. This has required some development projects to conduct monitoring and testing. This project would involve primarily surface improvements and striping, with minimal excavation, grading or ground exposure. For these reasons, naturally occurring asbestos is not anticipated to be a significant environmental concern of the project.

The project would not generate additional traffic, population growth, or add any stationary sources to the surrounding area. Operation of the project would not result in TAC emissions. The Project would also extend the distance between sensitive receptors and the future roadway in some areas. Therefore, operational TAC emissions would be less than significant and no mitigation is required.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less than significant impact. According to the MBARD, land uses associated with odor complaints typically include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment

plants, and refineries. The project does not include any uses identified by the MBARD as being associated with odors.

As indicated in Appendix A, construction activities associated with the project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Any construction-related odors would be short-term in nature and cease upon Project completion. As a result, impacts to existing adjacent land uses from construction-related odors would be limited and would be less than significant.

Operation of the project would not include any of MBARD classified land uses associated with odor. The additional roadway diets and infrastructure improvements would not substantially produce any emissions with substantial odor. Therefore, impacts associated with odor would be less than significant and no mitigation is required. MBARD's standard construction conditions are noted below.

Standard Conditions and Requirements

AQ SC-1: **MBARD Rule 400 – Visible Emissions.** Project applicants shall not discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.

AQ SC-2: **MBARD Fugitive Dust Control.** Although the project would not exceed thresholds of significance for PM_{10}, MBARD recommends the use of the following Best Management Practices for the control of short-term construction generated emissions in any event:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction sites. Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take

corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance).

- Limit the area under construction at any one time.

4.4 Biological Resources

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

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The project is located along public roadways and all work will occur within the public right of way. There are no habitat values within the limits of work, and therefore there is no opportunity for the site to support special status species as identified by the CDFW or USFWS. There is no riparian habitat present or adjacent to the site, nor wetlands. The site is not subject to a Habitat Conservation Plan or similar plan. The project area does contain vacant parcels and a small area of active agriculture along San Antonio Drive; however, these parcels are fragmented within an urbanized area, and the project will not be using these parcels for construction or staging. For these reasons, the project will have no impact on protected species or habitats.

f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant impact. The project will construct improvements but will do so within the existing right of way and will narrow the existing roadway. All work will be from curb to curb and will not impact existing sidewalk plantings. As such, any existing street trees along the project frontage or medians will be retained if they are healthy. If any trees need to be removed for design or safety reasons, or due to the health of the tree, a tree removal permit consistent with City ordinance would be required.

4.5 Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

Less than significant impact. Broadway Street is lined with public, commercial and residential structures of various age. However, the proposed road diet improvements will occur within the existing right of way and will not result in the removal or modification of any existing structures regardless of age.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially significant Impact unless mitigation incorporated. The Sacred Lands File search conducted for the project was negative, meaning that the Native American Heritage Commission found no record of nearby cultural or tribal cultural resources or sensitivity. While the King City Cemetery is located immediately adjacent to Broadway Street, the project will not encroach on the cemetery property or disturb gravesites. However, because the possibility of unidentified (buried) cultural resources can be found during any earth disturbance, the project is required to comply with the following standard conditions of approval. These conditions have been developed and adopted by King City for projects where there is no substantial evidence that archaeological resources or tribal cultural resources are present at the site.

Prior to and during construction of each phase or individual construction activity undertaken as part of the project and to mitigate potential impacts to cultural resources, the following steps shall be taken and documented in writing:

CUL SC-1: Contractor Notification. Prior to excavation and construction on the project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying historic or prehistoric cultural resources or removing artifacts such as, but not limited to, prehistoric ground stone, projectile points, shell middens, or debitage, human remains, historic materials such as, but not limited to, bottles or cans and other cultural materials from the project site.

Responsibility: Project Applicant, Prime Construction Contractor, Subcontractors
Timing: Prior to excavation and construction
Funding: Project Applicant

CUL SC-2: Qualified Archaeologist On Call. Prior to any demolition, excavation, or construction, the project applicant shall identify a Qualified Archaeologist to be on call if any cultural resources are identified, or if required by the City when project excavation of four (4') feet or great is needed**.** A Qualified Archaeologist shall meet the Secretary of the Interior qualifications for an archaeologist and have demonstrated expertise and experience in the identification of tribal artifacts and tribal cultural resources. The City shall approve the selected archaeologist prior to issuance of the any permit that includes soil disturbance.

Responsibility: Project Applicant, City (compliance monitoring)
Timing: Prior to any demolition, excavation or construction
Funding: Project Applicant

CUL SC-3: Archaeologist Compliance Monitoring. Prior to soil disturbing activities to search for surface evidence of historic or prehistoric cultural resources, if a project survey has not been conducted as part of the project application process, the Qualified Archaeologist shall conduct a pedestrian survey of the project site. The archaeologist shall be authorized to perform spot check monitoring of subsurface construction for potential cultural resources, and analyze and evaluate artifacts or resources that may be uncovered. The qualified archaeologist shall also have the authority to temporarily halt excavation and construction activities in the immediate vicinity (within a 50-meter radius, or approximately 164-feet) of a find if significant or potentially significant cultural resources are exposed and/or adversely affected by construction operations.

Responsibility: Project Applicant's Archaeologist, City (compliance monitoring)
Timing: Prior to soil disturbing activities to search for surface evidence or historic or prehistoric cultural resources.
Funding: Project Applicant

In the event of a find, reasonable time shall be allowed for the qualified archaeologist to conduct additional subsurface testing, analysis, and reporting, if warranted. During this time, excavation and construction shall not be allowed in the immediate vicinity of the find within a 50-meter radius (or approximately 164-feet), or within a larger area as determined by the qualified archaeologist. However, activities may continue in other areas of the project site if so, determined by the qualified archaeologist.

If any find is determined to be significant by the qualified archaeologist, representatives of the project developer or construction contractor and the City, and the qualified archaeologist, shall meet to determine the appropriate course of action.

Responsibility: Project Archaeologist, Project Applicant, Construction Contractor, City (compliance monitoring)
Timing: Prior to any work within a 50-meter radius, or approximately 164 feet, of the find.
Funding: Project Applicant

All cultural materials recovered as part of the testing or monitoring program shall be subject to scientific analysis, professional museum curation, and reporting prepared according to current professional standards. A copy of the report and analysis shall be provided to the California Historical Resources Information System Northwest Information Center for recordation.

Responsibility: Project Archaeologist, City (compliance monitoring)
Timing: After report and analysis is completed
Funding: Project Applicant

If the Qualified Archaeologist determines the find is a potential tribal cultural resource, the Qualified Archeologist shall immediately establish an appropriate sensitive area boundary around the find where ground disturbance activities may not take place until authorization from the Qualified Archaeologist. This boundary may be different than the 50-meter radius initially established. The Applicant shall contact the tribes that are traditionally and culturally affiliated with the geographic area where the project site is located (tribes) and provide the tribes a reasonable opportunity to inspect the find. In consultation with the tribes that actually inspected the find, the monitor shall verify the appropriateness of the sensitive area boundary and prepare a mitigation plan that contains recommendations concerning appropriate measures to be implemented to preserve and protect the tribal cultural resource and other tribal cultural resources that may be found at the project site consistent with recommended mitigation protocols set forth in PRC, sections 21083.2 and 21084.3, with preservation in place or leaving the resource in an undisturbed state being the preferred approach to mitigation, and for the monitoring of all future ground disturbance activities on the project site for additional tribal cultural resources, subject to the requirements set forth below, including the depth below surface grade when monitoring is required. This mitigation plan shall be submitted to the Community Development Director for approval. After the Community Development Director approves the mitigation plan, the Applicant shall comply with the recommendations in the mitigation plan and maintain written documentation of compliance available for City inspection at the project site, or at applicant's place of business, for at least one year after issuance of the final Certificate of Occupancy. Any disagreements regarding the content or implementation of the mitigation plan shall be submitted to the Community Director for a final decision after consultation with the Qualified Archaeologist/Qualified Tribal Monitor, the tribes that actually inspected the original find and the Applicant. After the mitigation plan is approved ground disturbance activities may restart within the sensitive area boundary only with the Qualified Archeologist's approval after consulting with the tribes that actually inspected the original find. In addition to payment of all fees and costs of the Qualified Archaeologist, the Applicant shall pay any reasonable fees assessed by the tribes that actually inspected the find to (1) inspect the find, (2) consult on the mitigation plan and/or (3) provide a Qualified Tribal Monitor, as described below, to monitor ground disturbance activities if required by the mitigation plan. The tribes' fees for services provided shall not exceed the hourly fees and rates of the Qualified Archaeologist. If the mitigation plan requires monitoring of all ground disturbance activities at the project site, the Applicant shall first attempt to retain a Qualified Tribal Monitor meeting the requirements below to monitor the ground disturbance activities. However, if after a reasonable period of time, as determined by the Community Development Director, the Applicant is unable to retain a Qualified Tribal Monitor meeting the requirements below or because the Qualified Tribal Monitor's hourly rates exceed those of the Qualified Archaeologist and/or multiple qualified tribes request to provide monitoring by a Qualified Tribal Monitor and they are unable to reach

agreement among themselves as to the provision of a single Qualified Tribal Monitor for the project site, the Applicant may retain the Qualified Archaeologist, who satisfies the monitor requirements set forth below, to monitor the ground disturbance activities. The selected Qualified Archaeologist or Qualified Tribal Monitor shall not delegate any monitoring obligations to a third party without first obtaining the Applicant's approval.

Monitor Requirements. Only a Qualified Archaeologist or a Qualified Tribal Monitor shall be permitted to monitor ground disturbance activities at the project site as part of the implementation of the mitigation plan. A Qualified Archaeologist or Qualified Tribal Monitor is not permitted to delegate the task of monitoring ground disturbance activities to persons that do not meet the requirements of a Qualified Archaeologist or Qualified Tribal Monitor. The Qualified Archaeologist or Qualified Tribal Monitor shall be contractually required to monitor ground disturbance activities at the project site at all times identified by the Applicant when ground disturbance activities are scheduled to take place. The Qualified Archaeologist or Qualified Tribal Monitor shall not be paid for time at the project site when ground disturbance activities were not scheduled to take place, unless the Applicant or its representative has requested the monitor's presence at the project site. In addition, the Qualified Tribal Monitor shall have demonstrated expertise and experience in the identification of tribal artifacts, shall be a member of a tribe that is traditionally and culturally affiliated with the geographic area where the project site is located and shall demonstrate the following to the reasonable satisfaction of the Applicant:

i. The Qualified Tribal Monitor has the Tribe's authority to make daily decisions on Native American beliefs, wishes or policy and that consultation with other tribal members with authority and/or experience shall be infrequent and will not delay project progress.

ii. The Qualified Tribal Monitor has the tribe's authority to consult with the Qualified Archaeologist on the archaeological investigations.

iii. The Qualified Tribal Monitor shall report to the appropriate tribal members on project progress, activities, finds and problems by whatever methods are appropriate.

iv. The Qualified Tribal Monitor has the tribe's authority to lodge a formal complaint with the appropriate governmental agency, such as the City or the Native American Heritage Commission.

v. The Qualified Tribal Monitor shall be available to monitor ground disturbance activities at all times during scheduled construction days and hours.

vi. The Qualified Tribal Monitor shall submit to the Construction Contractor a daily log setting forth the hours that monitoring took place, whether any tribal artifacts were identified and, if so, whether the tribal artifact was determined to be a tribal cultural resource.

Responsibility: Project Contractor, Project Applicant, City (compliance monitoring)
Timing: In the event of discovery of tribal artifact or tribal cultural resource
Funding: Project Applicant

CUL SC-4: Human Remains. In accordance with *State CEQA Guidelines,* Section 15064.5 (e)(1)(A)(B), in the event of the discovery or recognition of any human remains on the project site during development, the following steps shall be taken:

- There shall be no further excavation or disturbance of the site or any area reasonably suspected to overlie adjacent human remains until the County coroner is contacted to determine that no investigation of the cause of death is required. Possible indications of burials could include a layer of shells placed over the burial.

- If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission *("Commission")* within twenty-four (24) hours. The Commission shall identify the person or persons it believes to be the most likely descendent *("MLD")* from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98.

  Responsibility: Project Contractor, Project Applicant, City (compliance monitoring)
  Timing: In the event of discovery or recognition of any human remains
  Funding: Project Applicant

- Where the following conditions occur, the landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if the:

  a) Commission is unable to identify an MLD or the MLD failed to make a recommendation within forty-eight (48) hours after being notified by the Commission;
  b) Descendent identified fails to make a recommendation; or
  c) Landowner or their authorized representative rejects the recommendation of the descendent, and the mediation by the Commission fails to provide measures acceptable to the landowner.

  Responsibility: Project Applicant, NAHC, MLD, City (compliance monitoring)
  Timing: After discovery of human remains
  Funding: Project Applicant

4.6 Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. The Pacific Gas & Electric Company (PG&E) provides natural gas service and the KCCP provides electricity to the project area. The proposed project would enhance pedestrian and bicycle safety, and increase connectivity and mobility. The project would result in a nominal increase in electricity due to additional lighting installations along the roadway. This nominal increase represents an insignificant percent increase compared to overall demand in Monterey County. Therefore, projected electrical and natural gas demand would not significantly impact county's level of service.

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during the grading and utilities phases would be gas-powered or diesel-powered, and the grubbing and paving phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies. Construction equipment use would also be temporary and would not expand Monterey County's energy supply. Therefore, impacts would be less than significant and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. The project is an infrastructure improvement that would utilize almost no energy, except what may be required for street lighting, signals, and the rectangular rapid flashing beacons. The project would not generate any new automobile traffic or require additional transportation energy use. The project is consistent with regional and City strategies to reduce passenger vehicle trips and encourage pedestrian walkability. The proposed project also adds additional bike lanes bulb-outs, which would promote alternative forms of transportation in the project area. The project would not conflict with the stated goals of the King City General Plan or Municipal Code. Therefore, energy impacts are considered less than significant, and no mitigation is required.

4.7 Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No impact. According to readily available fault zone mapping, the project location is not subject to rupture of a known earthquake fault.

ii. Strong seismic ground shaking?

Less than significant impact. The project is a public infrastructure facility that is not occupied. Although the roadway improvements (and surroundings) could be subject to seismic ground shaking during an earthquake, the project will not directly or indirectly cause adverse effects (such as injury or death) due to shaking. The improvements will need to be designed to current structural codes to address the potential for ground shaking and general stability.

iii. Seismic-related ground failure, including liquefaction?

Less than significant impact. According to the Natural Resources Conservation Service, soils in King City are characterized primarily as sandy, silty, and clay loams. Local soils in the vicinity of the project area are mapped as Mocho loams and Pico sandy loam. The California Department of Conservation indicates the Project site is not located in a State seismic hazard zone. While the project could be exposed to potential seismic- related hazards, the project would not result in the exposure of persons and/or structures to a substantial adverse effect, including the risk of loss, injury, or death.

iv. Landslides?

Less than significant impact. While San Antonio Drive is located on mildly sloping topography traveling northbound, the roadway is in a stable, developed area with no known history of landslides. Construction of the roadway improvements would not involve slope modification, cuts, retaining walls or create a hazard or hazardous conditions related to landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The project will include surface work for the road diet improvements, lane reductions, roundabouts, slurry resurfacing and striping. Construction and water quality best practices as required by existing codes and regulations will limit erosion on the construction footprint of the project. The nature of the project will not result in substantial erosion or loss of topsoil, as the project site is already paved.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than significant impact. See a) iii above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact. See a) iii above.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The project will not generate or dispose of wastewater.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact. There are no rock outcroppings or geologic features that will be disturbed or destroyed by the construction footprint, and thus the risk of impact is considered less than significant. Resurfacing the existing pavement will not occur at depths that would impact previously undisturbed resources, if present.

4.8 Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. Construction of the proposed project would result in direct emissions of CO2, N2O, and CH4 from the operation of construction equipment and the transport of materials and construction workers to and from the project site. Neither King City nor MBARD have an adopted threshold of significance for construction-related GHG emissions. The proposed project construction is anticipated to last 16 months and the CalEEMod analysis for the project calculated emissions associated with project construction to be 840 MTCO2e (462 MTCO2e in 2026 and 378 MTCO2e in 2027). Furthermore, construction would be a temporary condition (a total of 16 months) and would not result in a permanent increase in GHG emissions. Therefore, construction-related GHG emissions would be less than significant and no mitigation is required.

Implementation of the proposed project would result in curb extensions, protected bike facilities, roundabouts, off-set crosswalks, rapid flashing beacons, and accessible designs. The project would not generate additional traffic, population growth, or add any stationary sources in the project's vicinity. Operation of the project would result in minimal GHG emissions. Therefore, operational GHG emissions would be less than significant and no mitigation is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The project would provide additional bike lanes, new roundabouts, crosswalks and accessibility designs which would encourage non-motorized transportation and enhance public safety consistent with the local city general plan policies and MBARD polices. The proposed project would comply with all MBARD applicable rules and regulations during construction and would

not interfere with the State's goals of reducing GHG emissions by a 40 percent below 1990 levels by 2030 as noted in SB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in EO S-3-05. Further, the project would not interfere or obstruct the implementation of the 2022 CARB Scoping Plan or the effort to reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The project would provide the residents of King City a sustainable option for walking and biking in the community.

The project would also be required to comply with policies established in the 2045 Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP)/ Sustainable Community Strategy (SCS) which aims to reduce GHG emissions in the Monterey Bay. The intent of the SCS is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips in the area. The proposed project would align with this plan as it would provide facilities that foster environmentally friendly transportation methods and would encourage alternate forms of transportation. The project would also provide a safer transportation system for the City. Therefore, the proposed project would be consistent with all applicable plans and policies and would have a less than significant impact and no mitigation is required.

4.9 Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. The complete streets project will result in the incidental use of hazardous materials (such as fuels for construction equipment) to construct the bulbouts, bike lanes, roundabouts and related features. However, the construction and installation of these improvements will not result in significant risk due to the transport of hazardous materials and will not result in the disposal or routine use of such materials. As a roadway project, the project will no create upset conditions or risk of accidental releases of hazardous materials.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact. The project is located within one quarter mile of four local public schools; however, the construction and operation of the road diet and related improvements will not emit or handle a significant amount of hazardous or acutely hazardous materials or substances.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. A search of the Envirostor database concluded that the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The nearest listing in the Envirostor database shows the adjacent apartment complex site on San Antonio Drive between Amherst Drive and Bedford Avenue that was formerly utilized as active agriculture but is now developed with urban uses. No further action is proposed.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No impact. The project is located approximately 1.25 miles southwest of Mesa Del Rey Airport, a general aviation facility. However, the project is a roadway project that will not result in people working or residing in the area that could create a safety hazard, or excessive noise. The project involves no vertical features of any significant height that would interfere with safety or navigation.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The project consists of roadway improvements that will temporarily block or partially block segments of Broadway Street and San Antonio Drive, requiring reduced travel lanes, detours or other forms of construction management. However, these improvements would not interfere with any specific emergency response or evacuation plans. The King City Fire Department and Police Department are located on Bassett Street at South Vanderhurst one block from Broadway, and Cal Fire has a station between Mildred Avenue and Canal Street. The project's traffic management plan, to be implemented during construction, would be reviewed with emergency service providers to ensure that access and response is not compromised during construction.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No impact. The project is located within developed portions of the City of King. The project itself would not be susceptible to fire should it occur, and the project would not create or exacerbate additional risk of wildland fire. This conclusion reflects the existing environmental condition, and the project would not cause any significant impacts upon construction.

4.10 Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i. Result in substantial erosion or siltation on- or off-site?			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?				X
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv. Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than significant impact. The project will require resurfacing and hardscape installation in the public right of way. The existing condition is currently 100 percent impervious, so the post-project condition will not increase permeability, groundwater or runoff water quality. Construction best management practices for controlling water quality during construction will be required per current permitting requirements. Stormwater basins will be installed near bulbouts and roundabout locations to manage flows and maintain water quality consistent with current regulations. As such, construction and operational impacts to surface water quality will comply with waste discharge requirements resulting in less than significant impacts.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No impact. The project will result in no substantial water demand and therefore will not decrease groundwater supplies. Landscaping is limited to specific areas, using drought tolerant species and materials. The project will not affect permeability and therefore will not affect local groundwater recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less than significant impact. As noted above, project construction will require resurfacing and installation of traffic calming features. However, the project will be required to incorporate several BMPs into the project plans and implement those measures during construction, as already required by the City's stringent stormwater measures.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No impact. The project will not change the drainage pattern or permeability of the existing roadway, and therefore will not increase the rate or amount of surface runoff within the project corridors in a manner that would cause flooding.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than significant impact. Existing storm drain facilities would accommodate post-project runoff, as total runoff volumes would not be expected to change significantly, and would be expected to decrease with the implementation of new control measures. As a roadway and traffic calming project that is reducing the number of travel lanes, the project will not result in substantial sources of polluted runoff or exceed the capacity of exiting storm drain systems.

iv. Impede or redirect flood flows?

No impact. The project design will maintain existing surface drainage and storm drain flows, and such flows will be accommodated within the existing storm drain system. The project will not impede or redirect existing flows in any way.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than significant impact. The site is not in a tsunami or seiche zone, and any inundation – if it occurred – would not release pollutants from the project. Portions of the project site are classified as being within a 100-year flood zone. These areas are subject to inundation by .2 percent annual chance shallow flooding where average depths are less than one foot. Operation of the proposed project is consistent with the existing roadway and would not generate substantial hazardous emissions or chemical releases that would affect surrounding uses should a flooding event occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. As identified above, the project will be subject to the city's stringent water quality control measures during construction and will have no effect on groundwater resources.

4.11 Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

a) Physically divide an established community?

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact/Beneficial impact. As a traffic calming and safety project that will eliminate travel lanes and make two of the city's primary roadways more compatible with non-motorized modes of travel, the project is intended to bring neighborhoods together – particularly neighborhoods and schools - by reducing barriers created by the existing width of the road and encouraging non-motorized travel. The project is compatible with City plans, programs and policies designed to address acute safety problems. For these reasons, the project would have beneficial land use effects.

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4.12 Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No impact. The project location and nature of the improvements will result in no impacts with respect to mineral resources. There are no known mineral sources located within the area of ground disturbance.

4.13 Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact. As discussed in Appendix B: Noise and Vibration Analysis, the project would involve construction activities which would be temporary and have a short duration resulting in periodic increases in the ambient noise environment. The construction activities associated with development of the project would include grubbing and land clearing, grading and excavation, drainage and utility installation, and paving. Such activities would require tractors and excavators during land clearing, tractors, excavators, graders, rollers, scrapers, and loaders during grading; air compressors, plate compactors, graders, pumps, forklifts, scrapers, and tractors during utility installation; and pavers, rollers, and paving equipment during paving. Noise impacts for mobile construction equipment are typically assessed as emanating from the center of the equipment activity or construction site. For the proposed Project, the center point would be approximately 25 feet from the nearest sensitive receptor property line to the roadway centerline. The loudest equipment (used during paving phase) would produce a noise level of 91 dBA at 25 feet. The other construction phases would utilize equipment that would produce a lower level of noise. Project construction would be exempt from construction noise

thresholds as it is adding pedestrian safety elements, bike facilities, and Safe Routes to School improvements. According to King City Municipal Code (KCMC) Section 7.25.070, noise sources associated with City public works projects are exempt from noise control standards. The project would be classified as a street public works project that serves the public interest and the City's general welfare. Additionally, the project would not require any construction to occur at uncommon times and construction would occur between the hours of 7:00 a.m. and 7:00 p.m. per Section 7.25.070 of the KCMC. Therefore, the project's construction noise would be less than significant and no mitigation is required.

Operationally, the project would add curb extensions, protected bike facilities, roundabouts, off-set crosswalks, rapid flashing beacons, and pedestrian accessibility improvements. These features are not noise generating, and therefore the project would not result in an increase of existing operational noise. The Project would transform the project roadways to include a paved bike and pedestrian path along San Antonio Drive and reconstructed and enhanced sidewalks and bike lanes along Broadway Street and Mildred Avenue. The project would not introduce any stationary noise sources in the area or result in additional traffic trips along the any road segments. Operational noise impacts would be less than significant and no mitigation is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. As discussed in Appendix B, construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures. The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, depending on the building category of the nearest buildings adjacent to the construction area, the potential construction vibration damage criteria may vary. Section 17.56.030 of the KCMC states that no vibration shall be permitted so as to cause a noticeable tremor, measurable without instruments at the lot line. Therefore, the California Department of Transportation (Caltrans) distinctly perceptible threshold of 0.25 in/sec PPV for transient sources is used to evaluate the project's impact.

Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in Appendix B, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.007 to 0.163 in/sec PPV at 15 feet from the source of activity. The nearest off-site structure is approximately 15 feet from the active construction zone. In general, other construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. As mentioned previously, the KCMC Section 17.56.030 states that temporary construction activity related to ground vibration is allowable unless it causes a noticeable tremor that is measurable without instruments at the lot line. Therefore, vibration impacts associated with the project would be less than significant and no mitigation is required.

Project operations would not include any equipment or facilities that would generate groundborne vibration. Therefore, vibration impacts associated with project operations would be less than significant and no mitigation is required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant. The Mesa Del Rey Airport is located approximately 1.8 miles northeast of the proposed project site. According to the King City General Plan Noise Element, the airport is located on the outskirts of the City and the orientation of its runway assures that the City's settled areas are not significantly impacted by airport noise. Although aircraft-related noise would occasionally be audible at the project site, the noise generated would not expose people residing or working in the project area to excessive airport- or airstrip-related noise levels. Therefore, there would be no impact and no mitigation is required.

4.14 Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The project is an infrastructure improvement that will not result in population growth or displace existing housing.

4.15 Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

ii. Police protection?

iii. Schools?

iv. Parks?

v. Other public facilities?

No impact. The project is an infrastructure improvement that will not generate additional demand or affect performance standards for fire protection, police protection, schools or other public facilities. One of the project objectives is to provide safer routes to school, which would be a benefit to local schools, students and families. While Broadway and San Antonio would be reduced to two lanes, the roadways have adequate capacity and will continue to provide adequate access and mobility to first responders. The project will not result in the need for new or physically altered park facilities elsewhere. For these reasons, the project will have no environmental effect on existing public services.

4.16 Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No impact. The project would not generate additional population near existing parks and recreational facilities or require the construction of expansion of such facilities. The addition of sidewalks and bicycle facilities can be viewed as a project benefit with respect to recreation facilities and improved access to existing facilities.

4.17 Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?			X	

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No impact. As documented in this Initial Study, the project would implement a priority component of the complete street improvements identified in the King City Local Road Safety Plan. The road diet for San Antonio Drive is also consistent with the mobility and safety goals and policies of the King City General Plan. As such, the project will have no significant environmental impacts with respect to program or plan conflicts.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than significant impact. CEQA Guidelines Section 15064.3 addresses new requirements for analyzing vehicle miles traveled (VMT). Subdivision (b)(2) notes that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. That is the case for this project.

Based on the Technical Advisory on Evaluating Transportation Impacts in CEQA (Governor's Office of Planning and Research, 2018) projects that do not result in substantial "induced vehicle travel" generally do not required an induced travel analysis. Examples of such projects include the reduction in the number of through lanes, installation of roundabouts or traffic circles, installation of traffic calming

devices, removal or relocation of parking spaces, and the addition of new or enhanced bike or pedestrian facilities on existing streets. This project includes all of these example components, and therefore would not be in conflict with CEQA Guidelines Section 15064.3(b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No impact. One of the primary objectives of the project is to improve safety along San Antonio Drive and Broadway Street by installing traffic calming measures, slowing vehicle speeds, and reducing vehicle conflicts with bicycles and pedestrians. Because the project is designed to reduce such hazards, impacts would be beneficial.

d) Result in inadequate emergency access?

Less than significant impact. The King City Fire Department and fire station is located at 422 Bassett Street. The project would reduce the number of travel lanes along San Antonio Drive and Broadway Street, and the final project designs will be reviewed with the Fire Department. The roadway as designed would still provide adequate emergency vehicle access, and roundabouts along the Broadway corridor could provide fewer conflicts than stop controlled intersections. Because Broadway Street and San Antonio Drive would remain accessible thoroughfares and would not impede access, this is a less than significant impact.

4.18 Tribal Cultural Resources

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

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially significant unless mitigation incorporated. Please see Section 4.5 of this Initial Study. The response from the Native American Heritage Commission (NAHC) concluded a negative finding of the Sacred Lands File search. In addition, construction work for the project will consist primarily of resurfacing and surface improvements over an existing paved condition, without extensive excavation at depth. However, the City recognizes the potential to uncover buried or previously unidentified resources, and standard construction conditions **CUL SC-1** through **CUL SC-4** are in place if such resources are discovered during construction.

4.19 Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant impact. Construction of the project within the right of way of Broadway Street, San Antonio Drive and minor improvements along other local streets would involve minor changes and improvements to drainage facilities associated with the street improvements (see Section 4.10, Hydrology and Water Quality). The project will have no impact on electric power, natural gas, or telecommunications systems. The construction impacts associated with incidental drainage improvements are not unique or substantial and would be part of the overall construction program.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No impact. The project will not require a water supply or generate wastewater.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The project will result in small amounts of solid construction waste but will not create a permanent waste stream. This temporary and limited amount of construction waste will not exceed standards, local infrastructure, or negatively impact solid waste reduction goals and regulations. The solid waste from construction activities will be properly disposed of according to law.

4.20 Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. The project is not located in a state responsibility area or a very high fire severity zone. The project does not create a source of fire or exacerbate local wildfire risk.

4.21 Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact. The project would have no effect on habitat or protected species. Also, as addressed under Cultural and Tribal Cultural Resources, the project would result in shallow ground

disturbance. While the project would not be expected to "eliminate important examples of the major periods of California history or prehistory", standard conditions of approval would be implemented with the project to address any inadvertent finds during construction.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than significant impact. The project is a roadway improvement project. The incremental effects as described in this Initial Study are largely site specific and will not combine with the effects of other projects to create cumulatively considerable effects. There are no nearby cumulative projects that have the potential to combine to create a cumulatively considerable effect on any of the checklist categories of this Initial Study.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact. As evidenced within this initial study, the project has little potential cause adverse effects on human beings from environmental concerns such as air quality, noise or exposure to geologic or hazardous materials risks. The nature of the project will not generate a new or permanent population that will be exposed to environmental concerns, and the project will actually improve safety along this portion of San Antonio Drive and Broadway Street.

5.0 REPORT PREPARERS

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Tanay Pradhan, Environmental Analyst
Molly Tremblay, Funding Lead

6.0 REFERENCES

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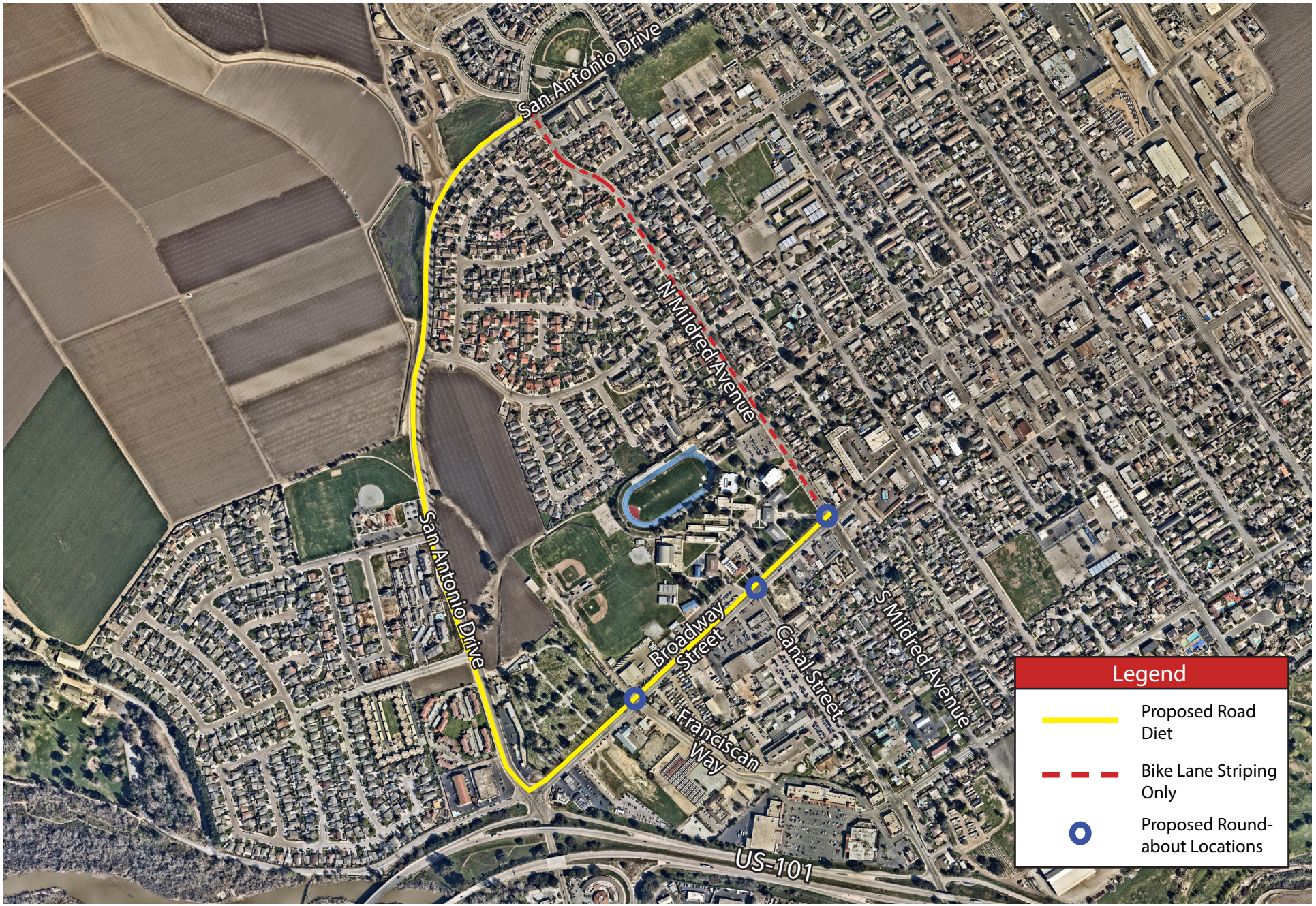
Source: ESRI, 2024

Figure 1: Regional Location

San Antonio Drive Path and Safe Routes to Schools (SRTS) Project
Initial Study

Not to scale

Kimley»Horn



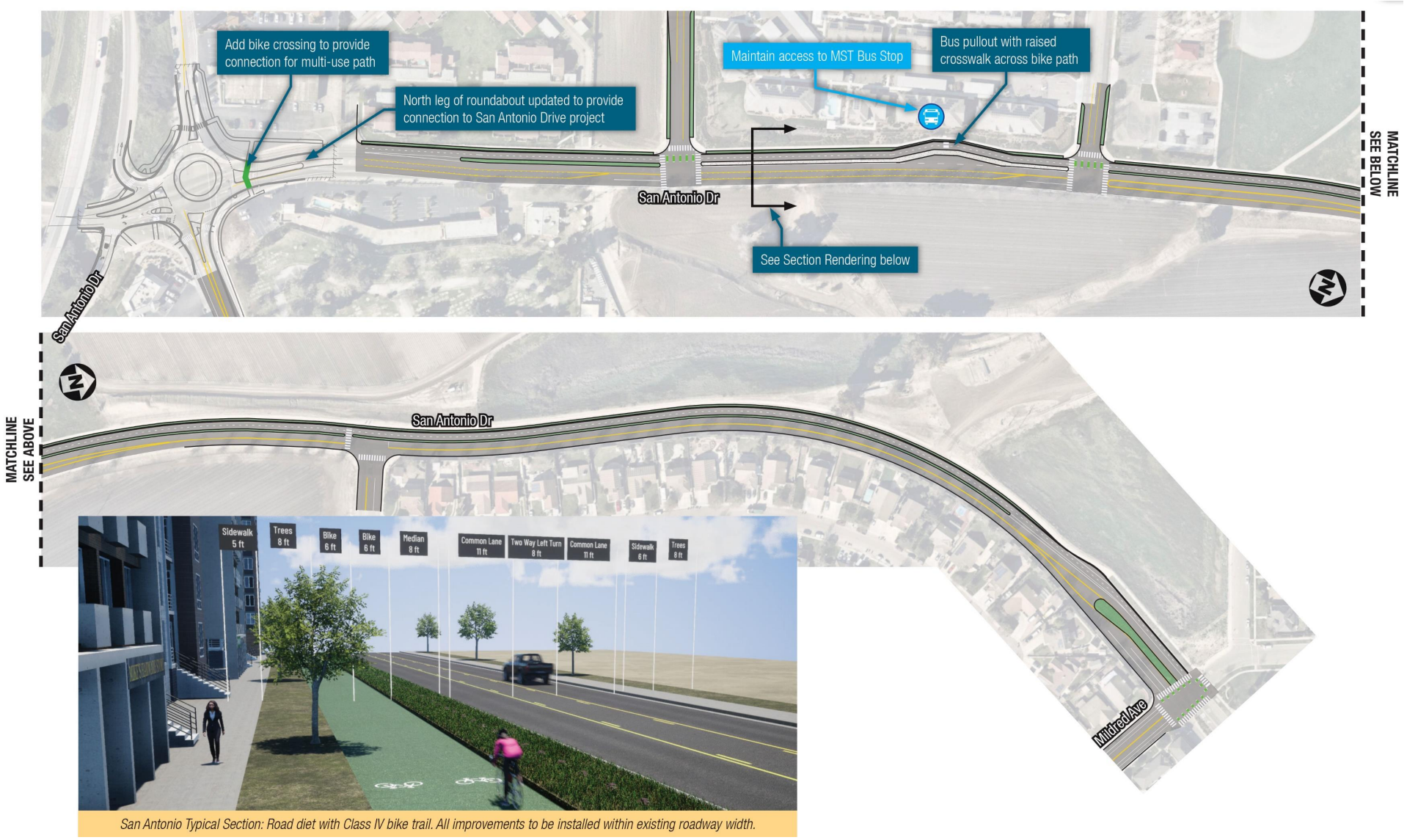
Source: Nearmap, 2024

Figure 2: Project Vicinity and Location Map

San Antonio Drive Path and Safe Routes to Schools (SRTS) Project
Initial Study

Not to scale

Kimley»Horn



San Antonio Typical Section: Road diet with Class IV bike trail. All improvements to be installed within existing roadway width.

Source: Kimley-Horn, 2024

Figure 3: Typical Street Sections

San Antonio Drive Path and Safe Routes to Schools (SRTS) Project
Initial Study

Not to scale

Kimley»Horn

Source: Kimley Horn, 2024

Figure 4: Broadway Street Improvement Details

San Antonio Drive Path and Safe Routes to Schools (SRTS) Project
Initial Study

Not to scale

Kimley»Horn

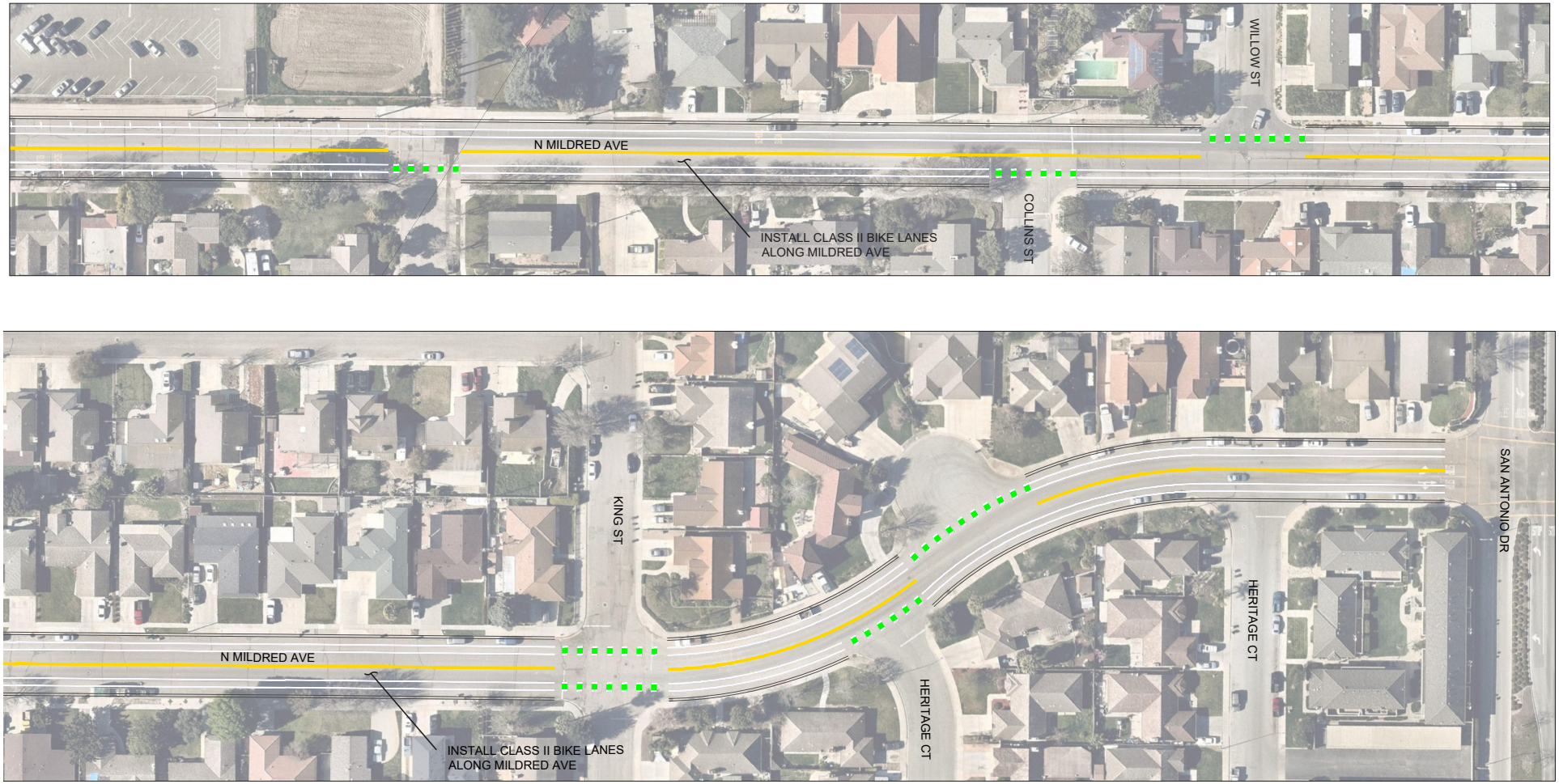
Source: Kimley-Horn, 2024

Figure 5: Broadway Street Roundabout at Mildred Avenue

San Antonio Drive Path and Safe Routes to Schools (SRTS) Project
Initial Study

Not to scale

Kimley»Horn



Source: Kimley-Horn, 2024

Figure 6: Mildred Avenue Bike Lane Improvements

San Antonio Drive Path and Safe Routes to Schools (SRTS) Project
Initial Study

Not to scale

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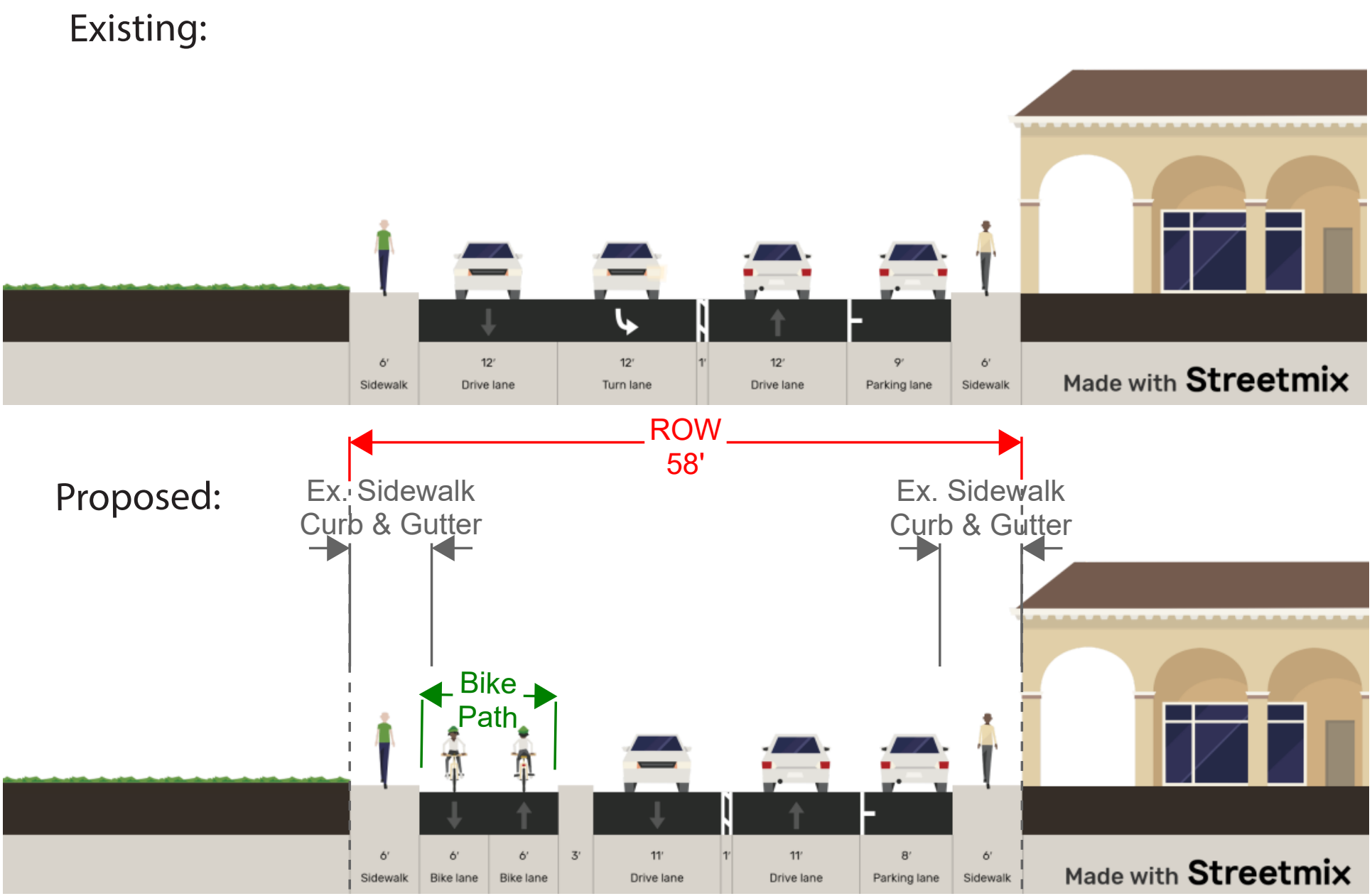


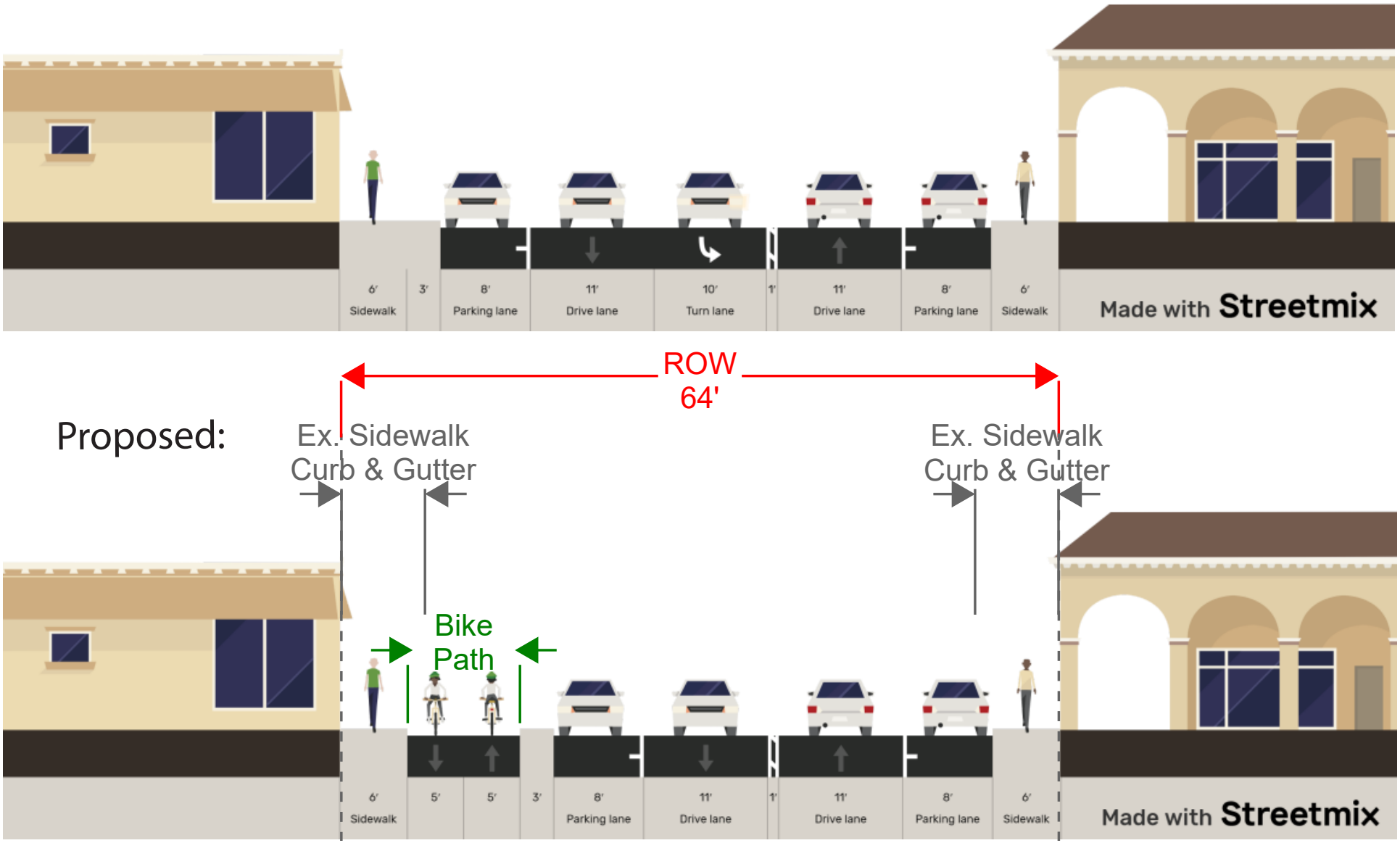
Source: Streetmix, 2024

Figure 7: Proposed Broadway Street Road Diet & Bike Path Layouts: San Antonio to Franciscan Way

San Antonio Drive Path and Safe Routes to Schools (SRTS) Project
Initial Study

Not to scale

Kimley»Horn



Source: Streetmix, 2024

Figure 8: Proposed Broadway Street Road Diet & Bike Path Layouts: Franciscan Way to Mildred Avenue

San Antonio Drive Path and Safe Routes to Schools (SRTS) Project
Initial Study

Not to scale

Kimley»Horn

Appendix A

Air Quality, Greenhouse Gas, and Energy Analysis

Air Quality and Greenhouse Gas Analysis

To: Tad Stearn, Kimley-Horn

From: Noemi Wyss AICP, Environmental Analyst, Kimley-Horn and Associates, Inc.
Tanay Pradhan, Environmental Analyst, Kimley-Horn and Associates, Inc.

Date: May 7, 2024

Subject: San Antonio Drive Path & Safe Routes to Schools – Air Quality and Greenhouse Gas Analysis

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Project Description

The San Antonio Drive Path & Safe Routes to Schools Project (Project) includes the design and construction of a 1.6-miles of paved bicycle pathways, pedestrian sidewalks, and three roundabouts, and would close sidewalk and Americans with Disabilities Act (ADA) curb ramp gaps to connect students and seniors to schools, parks, housing, and jobs in King City (City). The Project would remove lanes along San Antonio Drive and reduce lane size along Broadway Street and Mildred Avenue to add Class I and Class II bike lanes, landscape buffers, and reconstructed sidewalks. Roundabouts would be installed at three intersections along Broadway Street (at Franciscan Way, Canal Street and Mildred Avenue) with high visibility crosswalks to facilitate pedestrian crossings on all approaches. Curb extensions are extensions of the sidewalk into the parking lane to facilitate accessibility and improve driver awareness of pedestrians and reduce the street crossing distance and pedestrian exposure to motor vehicles. These improvements would be coordinated with the installation of Class II bike lanes along Mildred Avenue and Class I bike paths along Broadway Street and San Antonio Drive.

Construction of all improvements is anticipated to occur over 16 months, anticipated for completion in Fall 2027. Improvements would be completed in sections, potentially requiring temporary road closures and detours along Broadway Street on a block-by-block basis.

Regulatory Framework and Thresholds

CARB Scoping Plan

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking,

and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan (CARB, 2017b). The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

Assembly Bill 1279 (The California Climate Crisis Act)

Assembly Bill (AB 1279) establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO2 removal solutions and carbon capture, utilization, and storage technologies.

Executive Order S-3-05

Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce greenhouse gas emissions to 2000 levels.
- By 2020, reduce greenhouse gas emissions to 1990 levels.
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Monterey Bay Air Resources District

The Monterey Bay Air Resource District (MBARD) regulates air quality in North Central Coast Air Basin (NCCAB) and is responsible for attainment planning related to criteria air pollutants, as well as for district rule development and enforcement. The district also reviews air quality analyses prepared for CEQA assessments and published the CEQA Air Quality Guidelines document (last revised 2008) for use in evaluation of air quality impacts.

The MBARD has developed CEQA Air Quality Guidelines that are intended to facilitate the review and evaluation of air quality impacts for projects subject to CEQA. The advisory document provides lead agencies, consultants and project proponents with standardized procedures for assessing potential air quality impacts associated with a project and for preparation of the environmental air quality section of environmental review documents. The following significance criteria for air quality was derived from MBARD's 2008 CEQA Air Quality Guidelines (MBARD, 2008) and is summarized below.

Short-term construction emission thresholds, as stated in MBARD's 2008 *CEQA Air Quality Guidelines*, involve identifying the level of construction activity that could result in significant temporary impacts if not mitigated. Construction activities (e.g., excavation, grading, on-site vehicle movements) that directly exceed MBARD criterion for PM_{10} would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors (MBARD, 2008). Regarding ozone, construction projects using typical equipment that temporarily emits ozone precursors are accommodated in the emission inventories of State and federally required air quality management plans and would not have a significant impact on ozone concentrations (MBARD, 2008). Additional guidelines were included in the *Guidelines for Implementing the California Environmental Quality Act* (MBARD, 2016) and included emission thresholds for nitrogen oxides (NO_x), reactive organic gases (ROG), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and carbon monoxide (CO). See **Table 1: MBARD Pollutant Thresholds** below for the allowable emission thresholds.

Table 1: MBARD Pollutant Thresholds

Pollutant	MBARD Threshold
Reactive Organic Gases (ROG)	137 pounds per day
Inhalable Particulates (PM_{10})	82 pounds per day
Fine Particulates ($PM_{2.5}$)	55 pounds per day
Carbon Monoxide (CO)	550 pounds per day
Nitrogen Dioxide (NO_X)	137 pounds per day
Source: MBARD, *Guidelines for Implementing the California Environmental Quality Act*, February 2016.	

MBARD regulates GHG emissions from new developments in the NCAAB. In 2016, an emission threshold of 10,000 MT of CO_2 from stationary source projects was adopted by the air district. However, that threshold does not apply to the Project as it does not propose a stationary source of GHG emissions.

Monterey Bay Air Resources District Air Quality Management Plan

In accordance with the California Clean Air Act, MBARD has developed the *2012-2015 Air Quality Management Plan* (2017). The 2012-2015 AQMP is a transitional plan shifting focus of MBARD's efforts from achieving the 1- hour component of the California Ambient Air Quality Standard for ozone to achieving the 8-hour requirement California Ambient Air QS for ozone. The plan includes an updated air quality trends analysis, which reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area and mobile emission sources.

AMBAG Metropolitan Transportation Plan and Sustainable Communities Strategy

The Association of Monterey Bay Area Governments (AMBAG) is the metropolitan planning organization for the Monterey Bay area. AMBAG coordinates the development of the Metropolitan Transportation Plan (MTP)/ Sustainable Communities Strategy (SCS) with the Regional Transportation Planning Agencies (RTPAs) (San Benito County Council of Governments, the Santa Cruz County Regional Transportation Commission, and the Transportation Agency for Monterey County), transit providers (San Benito County Local Transit Authority, Monterey Salinas Transit, and Santa Cruz METRO Transit District), and the MBARD. AMBAG also coordinates transportation planning and programming activities with the three counties and eighteen local jurisdictions within the tri-county Monterey Bay Region. The intent of the SCS is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips in the area. AMBAG adopted the 2045 MTP/SCS on June 15, 2022. The MTP/SCS complies with SB 375, which mandates both a reduction in GHG emissions from passenger vehicles and the provision of adequate housing for the region's projected population growth.

Discussion

Air Quality

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. The most recent air quality plan for Monterey County is the 2012-2015 Air Quality Management Plan (AQMP) which was adopted in March 2017. A project would conflict with or obstruct implementation of the AQMP and *2012 Triennial Plan Revision* (2012 AQMP Revision) if it is inconsistent with the plan's growth assumptions, in terms of population, employment, or regional growth in VMT. The plan would also be inconsistent with the AQMP if its air quality emissions that exceed the State's or nation's ambient air quality standards. The NCCAB is currently in non-attainment for State ozone and PM_{10} standards which represents an existing cumulatively significant impact within the NCCAB. Ozone precursors include reactive organic gases (ROG) and NO_X.

As shown under Air Quality Threshold B, the Project would not exceed quantitative thresholds of both the State's and nation's ozone precursors. Similarly, PM_{10} thresholds also would not be exceeded for construction or operation of the Project. As discussed below in Air Quality Threshold C and Threshold D, the Project would not expose sensitive land uses to toxic air contaminants and odors. The Project is a roadway improvement and therefore does not include any structures or vehicle trips. Operation of the Project would not add any facilities that would result in population growth, employment, or a regional growth in VMT. Therefore, the Project would not contribute to existing and cumulative impacts and would not conflict with MBARD's AQMP. Impacts would be less than significant and no mitigation is required.

b) Would the Project result in a cumulatively considerable net increase in any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard?

The MBARD's 2008 CEQA Air Quality Guidelines and 2016 Guidelines for Implementing the California Environmental Quality Act provide criteria for determining cumulative impacts and consistency. The documents note that a project would have a significant cumulative impact on regional air quality if the project's air quality emissions exceed the pollutant emission levels listed in **Table 1**.

The proposed Project would construct curb extensions, protected bike facilities, roundabouts, off-set crosswalks, and accessible designs. These additions provide alternative options for transportation in King City. The Project would boost pedestrian and bicycle activities and safety along San Antonio Road, Broadway Street, and Mildred Avenue.

Construction

Less than significant impact. Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the MBARD's thresholds of significance.

Construction results in the temporary generation of emissions during grubbing and land clearing, grading and excavation, drainage and utilities installation, paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with excavation activities, as well as weather conditions and the appropriate application of water.

To analyze air quality emissions, the Project's construction-related emissions were calculated using the California Emission Estimator Model (CalEEMod) 2022.1 computer program, which is designed to

model emissions for land use development and linear projects, based on typical construction requirements. The modeling conservatively estimates the Project would construct a total 2.25 miles of paved area for all the roadway improvements on multiple roads in the City. The construction is anticipated to last 16 months from summer 2026 to fall 2027. See Appendix A: CalEEMod Outputs for additional information regarding the construction assumptions used in this analysis. **Table 2: Maximum Daily Construction Emissions** displays the maximum daily emissions in pounds per day that are expected to be generated from the construction of the proposed Project in comparison to the daily thresholds established by the MBARD.

Table 2: Maximum Daily Construction Emissions

Construction Year	Pollutant (maximum pounds per day)[1]				
	Reactive Organic Gases (ROG)	**Nitrogen Oxide (NO_x)**	**Carbon Monoxide (CO)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
2026	3.16	26.20	31.10	4.73	1.47
2027	3.02	24.47	30.78	4.63	1.38
MBARD Significance Threshold[1]	*137*	*137*	*550*	*82*	*55*
Exceed MBARD Threshold?	**No**	**No**	**No**	**No**	**No**

1. MBARD, *Guidelines for Implementing the California Environmental Quality Act*, February 2016.
Source: Refer to the CalEEMod outputs provided in Appendix A, CalEEMod Outputs.

As shown in **Table 2**, all criteria pollutant emissions would remain below their respective thresholds. The proposed Project's construction would not worsen ambient air quality, create additional violations of federal and State standards, or delay the air district's goal for meeting attainment standards. Therefore, impacts would be less than significant and no mitigation is required.

Operation

Less than significant impact. As mentioned previously, the Project would construct curb extensions, protected bike facilities, roundabouts, off-set crosswalks, and accessible designs along San Antonio Road, Broadway Street, and Mildred Avenue. The Project does not propose any new sources of air pollutants and would encourage alternate forms of transportation in the City. The Project would not generate any additional traffic and population growth. Therefore, the operation of the Project would not generate significant pollutant emissions and impacts would be less than significant. No mitigation is required.

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Construction

Less than significant impact. Construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known toxic air contaminant (TAC). Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. However, the use of diesel-powered construction equipment would be episodic and would occur in various phases throughout the Project site. Construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.

Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited. Additionally, the construction of the Project would not require intensive heavy-duty equipment use. The majority of time would be spent using less intensive construction equipment. The nearest sensitive receptor would be adjacent to the construction site. However, DPM generated by the Project construction activities would be minimal and would not expose sensitive receptors to substantial amounts of air toxics. Therefore, impacts associated with construction activities would be less than significant and no mitigation is required.

Operation

Less than significant impact. The Project would result in the addition of curb extensions, protected bike facilities, roundabouts, off-set crosswalks, and accessible designs along multiple roadways in the City. The Project would not generate additional traffic, population growth, or add any stationary sources to the surrounding area. Operation of the Project would not result in TAC emissions. The Project would also extend the distance between sensitive receptors and the future roadway in some areas. Therefore, operational TAC emissions would be less than significant and no mitigation is required.

d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

According to the MBARD, land uses associated with odor complaints typically include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries. The Project does not include any uses identified by the MBARD as being associated with odors.

Construction

Less than significant impact. Construction activities associated with the Project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Any construction-related odors would be short-term in nature and cease upon Project completion. As a result, impacts to existing adjacent land uses from construction-related odors would be limited and would be less than significant.

Operation

Less than significant impact. Operation of the Project would not include any of MBARD classified land uses associated with odor. The additional roadway diets and infrastructure improvements would not substantially produce any emissions with substantial odor. Therefore, impacts associated with odor would be less than significant and no mitigation is required.

MBARD also has standard construction conditions that would impact air quality emissions. The standard construction conditions are noted below.

Standard Conditions and Requirements

AQ SC-1: **MBARD Rule 400 – Visible Emissions.** Project applicants shall not discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.

AQ SC-2: **MBARD Fugitive Dust Control.** Although the Project would not exceed thresholds of significance for PM_{10}, MBARD recommends the use of the following Best Management Practices for the control of short-term construction generated emissions in any event:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.

- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction sites. Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance).
- Limit the area under construction at any one time.

Greenhouse Gas

a) ***Would the Project generate greenhouse gas emissions, either directly, or indirectly, that could have a significant impact on the environment?***

Construction

Less than significant impact. Construction of the proposed Project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment and the transport of materials and construction workers to and from the Project site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of construction workers. Neither King City nor MBARD have an adopted threshold of significance for construction-related GHG emissions. The proposed Project construction is anticipated to last 16 months and the CalEEMod analysis for the Project calculated emissions associated with Project construction to be 840 $MTCO_2e$ (462 $MTCO_2e$ in 2026 and 378 $MTCO_2e$ in 2027). Furthermore, construction would be a temporary condition (a total of 16 months) and would not result in a permanent increase in GHG emissions. Therefore, construction-related GHG emissions would be less than significant and no mitigation is required.

Operation

Less than significant impact. The Project would result in curb extensions, protected bike facilities, roundabouts, off-set crosswalks, and accessible designs. The Project would not generate additional traffic, population growth, or add any stationary sources in the Project's vicinity. Operation of the Project would result in minimal GHG emissions. Therefore, operational GHG emissions would be less than significant and no mitigation is required.

b) ***Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions?***

Less than significant impact. The Project would provide additional bike lanes, new roundabouts, crosswalks and accessibility designs which would encourage non-motorized transportation and enhance public safety consistent with the local city's general plan policies and MBARD polices. The proposed Project would comply with all MBARD applicable rules and regulations during construction and would not interfere with the State's goals of reducing GHG emission by 40 percent reduction below 1990 levels by 2030 as noted in SB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in EO S-3-05. Further, the Project would not interfere or obstruct the implementation of the 2022 CARB Scoping Plan or the effort to reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The Project would provide the residents of King City a sustainable option for walking and biking in the community.

The Project would also be required to comply with policies established in the 2045 AMBAG MTP/SCS which aims to reduce GHG emissions in the Monterey Bay. As mentioned previously, the intent of the SCS is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips in the area. The proposed Project would align with this plan as it would provide facilities that foster environmentally friendly transportation methods and would encourage alternate forms of transportation. The Project would also provide a safer transportation system for the City. Therefore, the proposed Project would be consistent with all applicable plans and policies and would have a less than significant impact and no mitigation is required.

References

1. Association of Monterey Bay Area Governments, *2045 Metropolitan Transportation Plan/Sustainable Communities Strategy*, 2022.
2. California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, 2022.
3. Monterey Bay Air Resource District, *Air Quality Management Plan*, 2017.
4. Monterey Bay Air Resource District, *CEQA Air Quality Guidelines*, 2008.
5. Monterey Bay Air Resource District, *Guidelines for Implementing the California Environmental Quality Act,* 2016.

Appendix A

CalEEMod Outputs

King City School Gap Closure Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	King City School Gap Closure
Construction Start Date	5/11/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	4.90
Precipitation (days)	0.80
Location	36.210475676471546, -121.14059042502316
County	Monterey
City	King City
Air District	Monterey Bay ARD
Air Basin	North Central Coast
TAZ	3215
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Road Construction	2.25	Mile	3.27	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.77	3.16	26.1	31.1	0.06	1.10	3.63	4.73	1.01	0.46	1.47	—	7,437	7,437	0.32	0.17	2.41	7,498
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.77	3.15	26.2	31.0	0.06	1.10	3.63	4.73	1.01	0.46	1.47	—	7,421	7,421	0.32	0.17	0.06	7,480
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.43	1.19	9.88	11.7	0.02	0.42	1.39	1.81	0.39	0.17	0.56	—	2,771	2,771	0.12	0.06	0.40	2,794
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.22	1.80	2.14	< 0.005	0.08	0.25	0.33	0.07	0.03	0.10	—	459	459	0.02	0.01	0.07	463

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	3.77	3.16	26.1	31.1	0.06	1.10	3.63	4.73	1.01	0.46	1.47	—	7,437	7,437	0.32	0.17	2.41	7,498
2027	2.93	2.46	19.9	24.6	0.05	0.76	2.89	3.65	0.70	0.34	1.04	—	5,936	5,936	0.24	0.06	0.89	5,959
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.77	3.15	26.2	31.0	0.06	1.10	3.63	4.73	1.01	0.46	1.47	—	7,421	7,421	0.32	0.17	0.06	7,480
2027	3.61	3.02	24.5	30.8	0.06	1.00	3.63	4.63	0.92	0.46	1.38	—	7,402	7,402	0.32	0.17	0.06	7,459
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.43	1.19	9.88	11.7	0.02	0.42	1.39	1.81	0.39	0.17	0.56	—	2,771	2,771	0.12	0.06	0.40	2,794
2027	1.15	0.97	7.81	9.98	0.02	0.30	1.01	1.31	0.28	0.12	0.40	—	2,271	2,271	0.09	0.02	0.18	2,281
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.26	0.22	1.80	2.14	< 0.005	0.08	0.25	0.33	0.07	0.03	0.10	—	459	459	0.02	0.01	0.07	463
2027	0.21	0.18	1.42	1.82	< 0.005	0.05	0.18	0.24	0.05	0.02	0.07	—	376	376	0.02	< 0.005	0.03	378

3. Construction Emissions Details

3.1. Linear, Grubbing & Land Clearing (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	3.22	3.48	< 0.005	0.19	—	0.19	0.17	—	0.17	—	490	490	0.02	< 0.005	—	492
Dust From Material Movement	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.32	< 0.005	0.02	—	0.02	0.02	—	0.02	—	45.7	45.7	< 0.005	< 0.005	—	45.8
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.56	7.56	< 0.005	< 0.005	—	7.59
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.63	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	0.01	< 0.005	0.42	108
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.39	9.39	< 0.005	< 0.005	0.02	9.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	< 0.005	1.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Linear, Grading & Excavation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	2.96	25.2	29.1	0.06	1.09	—	1.09	1.00	—	1.00	—	6,495	6,495	0.26	0.05	—	6,517
Dust From Material Movement	—	—	—	—	—	—	3.19	3.19	—	0.34	0.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	2.96	25.2	29.1	0.06	1.09	—	1.09	1.00	—	1.00	—	6,495	6,495	0.26	0.05	—	6,517

Dust From Material Movement	—	—	—	—	—	—	3.19	3.19	—	0.34	0.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	1.08	9.21	10.6	0.02	0.40	—	0.40	0.37	—	0.37	—	2,377	2,377	0.10	0.02	—	2,385
Dust From Material Movement	—	—	—	—	—	—	1.17	1.17	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.68	1.94	< 0.005	0.07	—	0.07	0.07	—	0.07	—	393	393	0.02	< 0.005	—	395
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	0.12	1.69	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	284	284	0.02	0.01	1.11	289
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.3	19.3	< 0.005	< 0.005	0.05	20.3
Hauling	0.05	0.01	0.80	0.30	< 0.005	0.01	0.17	0.18	0.01	0.05	0.06	—	639	639	0.04	0.10	1.26	672
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.19	0.18	0.15	1.60	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	267	267	0.02	0.01	0.03	271
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.4	19.4	< 0.005	< 0.005	< 0.005	20.2
Hauling	0.05	0.01	0.85	0.30	< 0.005	0.01	0.17	0.18	0.01	0.05	0.06	—	640	640	0.04	0.10	0.03	671
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.56	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.3	98.3	0.01	< 0.005	0.17	100.0
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.08	7.08	< 0.005	< 0.005	0.01	7.40
Hauling	0.02	0.01	0.30	0.11	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	234	234	0.01	0.04	0.20	246
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.3	16.3	< 0.005	< 0.005	0.03	16.5
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.17	1.17	< 0.005	< 0.005	< 0.005	1.23
Hauling	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	38.7	38.7	< 0.005	0.01	0.03	40.7

3.5. Linear, Grading & Excavation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.38	2.84	23.5	29.0	0.06	0.99	—	0.99	0.91	—	0.91	—	6,495	6,495	0.26	0.05	—	6,517
Dust From Material Movement	—	—	—	—	—	—	3.19	3.19	—	0.34	0.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.6	63.6	< 0.005	< 0.005	—	63.8
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.6
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.16	0.14	1.49	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	262	262	0.02	0.01	0.03	266
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	18.9	18.9	< 0.005	< 0.005	< 0.005	19.8
Hauling	0.05	0.01	0.82	0.29	< 0.005	0.01	0.17	0.18	0.01	0.05	0.06	—	625	625	0.04	0.10	0.03	655
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.58	2.58	< 0.005	< 0.005	< 0.005	2.62
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.19

Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.11	6.11	< 0.005	< 0.005	< 0.005	6.42
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.43
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.01	1.01	< 0.005	< 0.005	< 0.005	1.06

3.7. Linear, Drainage, Utilities, & Sub-Grade (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.76	2.32	19.8	23.2	0.05	0.76	—	0.76	0.70	—	0.70	—	5,692	5,692	0.23	0.05	—	5,711
Dust From Material Movement	—	—	—	—	—	—	2.65	2.65	—	0.29	0.29	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.76	2.32	19.8	23.2	0.05	0.76	—	0.76	0.70	—	0.70	—	5,692	5,692	0.23	0.05	—	5,711
Dust From Material Movement	—	—	—	—	—	—	2.65	2.65	—	0.29	0.29	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	6.51	7.63	0.02	0.25	—	0.25	0.23	—	0.23	—	1,871	1,871	0.08	0.02	—	1,878
Dust From Material Movement	—	—	—	—	—	—	0.87	0.87	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.19	1.39	< 0.005	0.05	—	0.05	0.04	—	0.04	—	310	310	0.01	< 0.005	—	311
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.10	1.38	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	244	244	0.01	0.01	0.89	248
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.13	1.31	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	230	230	0.02	0.01	0.02	233
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.41	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	75.9	75.9	< 0.005	< 0.005	0.13	77.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.6	12.6	< 0.005	< 0.005	0.02	12.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Linear, Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.82	7.18	10.8	0.01	0.28	—	0.28	0.26	—	0.26	—	1,619	1,619	0.07	0.01	—	1,625
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.00	1.51	< 0.005	0.04	—	0.04	0.04	—	0.04	—	226	226	0.01	< 0.005	—	227
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.18	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.5	37.5	< 0.005	< 0.005	—	37.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.11	0.08	1.08	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	191	191	0.01	0.01	0.70	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.3	25.3	< 0.005	< 0.005	0.04	25.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.19	4.19	< 0.005	< 0.005	0.01	4.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetatio	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	5/11/2026	6/27/2026	5.00	34.0	—
Linear, Grading & Excavation	Linear, Grading & Excavation	6/28/2026	1/5/2027	5.00	137	—
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	1/6/2027	6/23/2027	5.00	120	—
Linear, Paving	Linear, Paving	6/24/2027	9/3/2027	5.00	51.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	4.00	8.00	6.00	0.82
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43

Linear, Grading & Excavation	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Grading & Excavation	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Grading & Excavation	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Grading & Excavation	Signal Boards	Electric	Average	4.00	8.00	6.00	0.82
Linear, Grading & Excavation	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	4.00	8.00	6.00	0.82
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42

Linear, Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Paving	Rollers	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Paving	Signal Boards	Electric	Average	4.00	8.00	6.00	0.82
Linear, Paving	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Linear, Grubbing & Land Clearing	—	—	—	—
Linear, Grubbing & Land Clearing	Worker	15.0	9.47	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	0.00	6.03	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	0.00	20.0	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	—	—	HHDT
Linear, Grading & Excavation	—	—	—	—
Linear, Grading & Excavation	Worker	40.0	9.47	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	1.00	6.03	HHDT,MHDT
Linear, Grading & Excavation	Hauling	9.12	20.0	HHDT
Linear, Grading & Excavation	Onsite truck	—	—	HHDT
Linear, Drainage, Utilities, & Sub-Grade	—	—	—	—
Linear, Drainage, Utilities, & Sub-Grade	Worker	35.0	9.47	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	0.00	6.03	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00	20.0	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	—	—	HHDT
Linear, Paving	—	—	—	—
Linear, Paving	Worker	27.5	9.47	LDA,LDT1,LDT2
Linear, Paving	Vendor	0.00	6.03	HHDT,MHDT

Linear, Paving	Hauling	0.00	20.0	HHDT
Linear, Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Linear, Grubbing & Land Clearing	—	—	3.27	0.00	—
Linear, Grading & Excavation	—	10,000	3.27	0.00	—
Linear, Drainage, Utilities, & Sub-Grade	—	—	3.27	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Road Construction	3.27	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	235	204	0.03	< 0.005
2027	352	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	11.3	annual days of extreme heat
Extreme Precipitation	2.80	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	28.3	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	30.0
AQ-PM	1.29
AQ-DPM	4.87

Drinking Water	59.9
Lead Risk Housing	39.1
Pesticides	82.4
Toxic Releases	1.38
Traffic	5.55
Effect Indicators	—
CleanUp Sites	50.3
Groundwater	72.9
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	66.7
Solid Waste	52.9
Sensitive Population	—
Asthma	36.9
Cardio-vascular	77.0
Low Birth Weights	25.4
Socioeconomic Factor Indicators	—
Education	97.6
Housing	75.7
Linguistic	96.3
Poverty	82.9
Unemployment	59.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	25.39458488

Employed	22.3662261
Median HI	30.4889003
Education	—
Bachelor's or higher	4.606698319
High school enrollment	100
Preschool enrollment	29.69331451
Transportation	—
Auto Access	54.54895419
Active commuting	12.8576928
Social	—
2-parent households	31.70794303
Voting	34.42833312
Neighborhood	—
Alcohol availability	79.84088284
Park access	29.12870525
Retail density	3.464647761
Supermarket access	47.52983447
Tree canopy	3.438983703
Housing	—
Homeownership	44.28333119
Housing habitability	11.6514821
Low-inc homeowner severe housing cost burden	31.61811882
Low-inc renter severe housing cost burden	18.22148082
Uncrowded housing	3.708456307
Health Outcomes	—
Insured adults	11.40767355
Arthritis	0.0

Asthma ER Admissions	74.1
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	38.1
Cognitively Disabled	76.7
Physically Disabled	85.5
Heart Attack ER Admissions	40.0
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	42.4
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	23.1
Elderly	90.8
English Speaking	3.6

Foreign-born	89.1
Outdoor Workers	0.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	64.5
Traffic Density	1.0
Traffic Access	0.0
Other Indices	—
Hardship	92.2
Other Decision Support	—
2016 Voting	27.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	58.0
Healthy Places Index Score for Project Location (b)	24.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: On-Road Fugitive Dust	All Construction trips anticipated to occur on paved roads.

Energy Analysis

To: Tad Stearn, Kimley-Horn

From: Noemi Wyss AICP, Environmental Planner, Kimley-Horn and Associates, Inc.
Tanay Pradhan, Environmental Analyst, Kimley-Horn and Associates, Inc.

Date: May 7, 2024

Subject: San Antonio Drive Path & Safe Routes to Schools – Energy Analysis

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Project Description

The San Antonio Drive Path & Safe Routes to Schools Project (Project) includes the design and construction of a 1.6-miles of paved bicycle pathways, pedestrian sidewalks, and three roundabouts, and would close sidewalk and Americans with Disabilities Act (ADA) curb ramp gaps to connect students and seniors to schools, parks, housing, and jobs in King City (City). The Project would remove lanes along San Antonio Drive and reduce lane size along Broadway Street and Mildred Avenue to add Class I and Class II bike lanes, landscape buffers, and reconstructed sidewalks. Roundabouts would be installed at three intersections along Broadway Street (at Franciscan Way, Canal Street and Mildred Avenue) with high visibility crosswalks to facilitate pedestrian crossings on all approaches. Curb extensions are extensions of the sidewalk into the parking lane to facilitate accessibility and improve driver awareness of pedestrians and reduce the street crossing distance and pedestrian exposure to motor vehicles. These improvements would be coordinated with the installation of Class II bike lanes along Mildred and Class I bike paths along Broadway and San Antonio.

Construction of all improvements is anticipated to occur over 16 months, anticipated for completion in 2027. Improvements would be completed in sections, potentially requiring temporary road closures and detours along Broadway Street on a block-by-block basis.

Existing Setting

Pacific Gas and Electric Company (PG&E) provides natural gas and the King City Community Power (KCCP) provides electricity for residential, commercial, industrial, and municipal uses in King City. The KCCP provides a community choice energy model for the City and allows for the use of 100 percent renewable electricity. This program reduces greenhouse gas emissions, promotes renewable energy, and improves energy efficiency for new developments. The KCCP service is maintained by PG&E. Monterey County consumes 2,490 GWh of electricity and 111,550,639 therms of gas.

Regulatory Framework and Thresholds

Renewable Energy Standards

In 2002, California established its Renewable Portfolio Standard program with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least one percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code § 399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the

target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the California Air Resources Board (CARB) under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, CARB adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target. Approved in 2022, SB 1020 revised the state policy to provide that eligible renewable energy resources and zero-carbon resources supply 90% of all retail sales of electricity to California end-use customers by December 31, 2035, 95% of all retail sales of electricity to California end-use customers by December 31,2040, 100% of all retail sales of electricity to California end-use customers by December 31, 2045, and 100% of electricity procured to serve all state agencies by December 31, 2035.

California 2007 Energy Action Plan Update

The 2007 Energy Action Plan II is the State's principal energy planning and policy document. The plan describes a coordinated implementation strategy to ensure that California's energy resources are adequate, affordable, technologically advanced, and environmentally sound. In accordance with this plan, the state and its electricity providers would invest first in energy efficiency and demand-side resources, followed by renewable resources, and only then in clean conventional electricity supply to meet its energy needs.

1998 King City General Plan

The 1998 General Plan addresses energy resources in the Conservation, Open Space, and Safety Element. The plan encourages the use of energy efficient designs in buildings and public facilities and the development of renewable energy sources in the City. The 1998 General Plan does not establish a quantitative energy CEQA threshold for the City.

King City Municipal Code

The King City Municipal Code requires implementation of the California Energy Code which provides guidance on design measures to reduce energy consumption (7.51.201). The California Energy Code outlines the building, lighting, appliance, and water efficiency energy requirements for a project's components.

Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less than significant impact. The Pacific Gas & Electric Company (PG&E) provides natural gas service and the KCCP provides electricity to the Project area. The proposed Project would enhance pedestrian and bicycle safety, and increase connectivity and mobility. The Project would result in a nominal increase in electricity due to additional lighting installations along the roadway. This nominal increase represents an insignificant percent increase compared to overall demand in Monterey County. Therefore, projected electrical and natural gas demand would not significantly impact county's level of service.

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during the grading and utilities phases would be gas-powered or diesel-powered, and the grubbing and paving phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies. Construction equipment use would also be temporary and would not expand the Monterey County's energy supply. Therefore, impacts would be less than significant and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. The Project is an infrastructure improvement that would utilize little energy, except what may be required for street lighting and signals. The Project would not generate any new automobile traffic or require additional transportation energy use. The Project is consistent with regional and City strategies to reduce passenger vehicle trips and encourage pedestrian walkability. The proposed Project also adds additional bike lanes bulb-outs, which would promote alternative forms of transportation in the Project area. The Project would not conflict with the stated goals of the City's General Plan or Municipal Code. Therefore, energy impacts are considered less than significant, and no mitigation is required.

References

1. California Energy Commission, *Electricity Consumption by County*. 2024. http://ecdms.energy.ca.gov/elecbycounty.aspx
2. California Energy Commission, *Gas Consumption by County*, 2024. http://ecdms.energy.ca.gov/elecbycounty.aspx
3. King City, *General Plan,* 1998.
4. King City, *Municipal Code*, 2017.

Appendix B

Noise and Vibration Analysis

Noise and Vibration Analysis

To: Tad Stearn, Kimley-Horn

From: Noemi Wyss AICP, Environmental Planner, Kimley-Horn and Associates, Inc.
Tanay Pradhan, Environmental Analyst, Kimley-Horn and Associates, Inc.

Date: May 7, 2024

Subject: San Antonio Drive Path and Safe Routes to Schools Project – Noise and Vibration Analysis

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Project Description

The San Antonio Drive Path & Safe Routes to Schools Project (Project) includes the design and construction of a 1.6-miles of paved bicycle pathways, pedestrian sidewalks, and three roundabouts, and would close sidewalk and Americans with Disabilities Act (ADA) curb ramp gaps to connect students and seniors to schools, parks, housing, and jobs in King City (City). The Project would remove lanes along San Antonio Drive and reduce lane size along Broadway Street and Mildred Avenue to add Class I and Class II bike lanes, landscape buffers, and reconstructed sidewalks. Roundabouts would be installed at three intersections along Broadway Street (at Franciscan Way, Canal Street and Mildred Avenue) with high visibility crosswalks to facilitate pedestrian crossings on all approaches. Curb extensions are extensions of the sidewalk into the parking lane to facilitate accessibility and improve driver awareness of pedestrians and reduce the street crossing distance and pedestrian exposure to motor vehicles. These improvements would be coordinated with the installation of Class II bike lanes along Mildred and Class I bike paths along Broadway and San Antonio.

Construction of all improvements is anticipated to occur over 16 months, anticipated for completion in 2027. Improvements would be completed in sections, potentially requiring temporary road closures and detours along Broadway Street on a block-by-block basis.

Existing Setting

Existing Noise Sources

King City (including the Project site) is impacted by various noise sources. Mobile sources, especially cars and trucks, are the most common and significant sources of noise in most communities. The 1998 King City General Plan noise element evaluated noise levels along the city's major streets. Along San Antonio Drive and Broadway Street, traffic noise levels are approximately 65 dBA day-night average sound level (L_{dn}) while along smaller roadways such as Mildred Avenue, noise levels reach 60 dBA L_{dn} in the roadways' vicinity. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary noise.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance.

The Project site is located along the City's right of way on San Antonio Drive from Mildred Avenue to San Lorenzo County Park (Broadway Street) and segments of Broadway Street, Mildred Avenue, King Street, Russ Street, San Lorenzo Avenue and Canal Street. These roadways contain multiple adjacent sensitive receptors including, multi-family residential housing, single-family residential housing, and schools. As shown in **Table 1: Sensitive Receptors**, sensitive receptors near the Project site would be adjacent to the active construction area.

Table 1: Sensitive Receptors

Receptor Description	Distance and Direction from the Project Site[1]
Single Family Residential Uses	Adjacent in multiple areas
Multi-Family Residential Uses	Adjacent in multiple areas
Del Rey Elementary School and Santa Lucia Elementary School	Adjacent along King Street
King City High School	Adjacent along Broadway Street
1. Distances are measured from the Project site boundary to the property line. 2. Single-family and multi-family residents are surrounding San Antonio Drive, Mildred Avenue, King Street, Canal Street, San Lorenzo Avenue, and Russ Street.	
Source: Google Earth, 2024	

Regulatory Framework and Thresholds

California Noise Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable”, “conditionally acceptable”, “normally unacceptable”, and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 dBA community noise equivalent level (CNEL) and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

King City General Plan

The 1998 General Plan identifies goals, policies, and implementations in the Noise Element. The Noise Element provides a basis for comprehensive local programs to regulate environmental noise and protect citizens from excessive exposure. **Table 2: Exterior Land Use/Noise Compatibility Levels** establishes the

City's noise standard for different land uses and for determining whether or not special noise attenuation measures should be provided in proposed developments.

Table 2: Exterior Land Use/Noise Compatibility Levels

Generalized Land Use	Noise Standards[1]	
	Exterior L_{dn} Range[1]	General Land Use Recommendation[2]
Residential and Institutional	Less than 65 dBA Greater than 65 dBA	A B
Commercial and Industrial	Less than 75 dBA Greater than 75 dBA	A B
Park and Open Space	Less than 65 dBA Greater than 65 dBA	A C

1. In day-night average noise level (L_{dn})

*Recommendation:

A- New construction or development will be subject to not adverse noise impacts and will require no special noise attenuation features.

B- New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise attenuation features included in the design.

C- New building construction involving concentrations of people (spectator sports and some recreational facilities) should generally be avoided unless an analysis of noise reduction requirements is made as needed noise attenuation features included in the design.

Source: King City General Plan, 1998, Table 2 p. 257

King City Municipal Code

The King City Municipal Code (KCMC) provides general noise regulations and sets exterior and interior noise standards. KCMC Section 7.25.050 and 7.25.060 sets a maximum noise standard of 80 dB for exterior noise and 55 dB for interior noise from 9:00 a.m. to 10:00 p.m. and states its unlawful to operate sound amplifying equipment from 10:00 p.m. to 9:00 a.m. Section 7.25.070 exempts construction noise from the standards between the times between 7:00 a.m. and 7:00 p.m., Monday through Friday, except in case of urgent necessity in the interest of public health and safety.[1] Furthermore, any noise associated with City public works projects, including but not limited to streets, bridges, sewer, and water facilities is exempt from maximum allowable noise levels listed above.

Discussion

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Less than significant impact. The thresholds shown in **Table 2** above establish the allowable noise levels at various land uses. However, the thresholds do not apply for construction noise. The Project construction would be exempt from construction noise thresholds as it is adding pedestrian safety elements, bike facilities and Safety to School Improvements in the city's public right of way. According to

[1] Section7.25.070, *King City Municipal Code*, 2022.

KCMC Section 7.25.070, noise sources associated with City public works projects are exempt from noise control standards. The Project would be classified as a street public works project that serves the public interest and the City's general welfare. It should be noted the Project would not require any construction to occur at uncommon times and construction would occur between the hours of 7:00 a.m. and 7:00 p.m. per Section 7.25.070 of the KCMC. Therefore, the Project's construction noise would be less than significant and no mitigation is required.

Construction-related activities would temporarily increase ambient noise levels in the proposed Project vicinity and the construction noise levels are analyzed below for informational purposes. Construction-related noise levels at and near the Project area would fluctuate depending on the level and type of construction activity on a given day. During construction, exterior noise levels could affect the various uses surrounding the site. Project construction would occur directly adjacent to commercial uses, residential uses, and schools. Noise impacts for mobile construction equipment are typically assessed as emanating from the center of the equipment activity or construction site. For the proposed Project, this center point would be approximately 25 feet from the nearest sensitive receptor property line to the roadway centerline. Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources, such as industrial machinery.

Construction activities associated with development of the Project would include grubbing and land clearing, grading and excavation, drainage and utility installation, and paving. Such activities would require tractors and excavators during land clearing, tractors, excavators, graders, rollers, scrapers, and loaders during grading; air compressors, plate compactors, graders, pumps, forklifts, scrapers, and tractors during utility installation; and pavers, rollers, and paving equipment during paving. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. The highest anticipated construction noise level is expected to occur during the paving phase (pavers). The nearest sensitive uses may be exposed to elevated noise levels during Project construction. These assumptions represent the worst-case noise scenario because construction activities would typically be spread out throughout the Project length, and thus some equipment would be farther away from the affected receptors. It should be noted that as Project construction would not use large heavy-duty pieces of construction equipment such as a cranes or pile-driving, noise levels would be less intense than typical construction projects. Since it is a roadway Project, equipment would move in a linear fashion as opposed to operating adjacent to any one sensitive receptor for an extended period of time. The loudest equipment (used during paving phase) would produce a noise level of 91 dBA at 25 feet. The other construction phases would utilize equipment that would produce lower levels of noise. As mentioned previously, noise generated by construction would be exempt from the construction noise thresholds and would adhere to the time-of-day restrictions listed in KCMC 7.25070. Thus, construction noise impacts would be less than significant.

Operation

Less than significant impact. The Project would construct curb extensions, protected bike facilities, roundabouts, off-set crosswalks, and pedestrian accessibility improvements. Therefore, the Project would not result in an increase of existing operational noise. The Project would transform the Project roadways to include a paved bike and pedestrian path along San Antonio Drive and reconstructed and enhanced

sidewalks and bike lanes along Broadway Street and Mildred Avenue. In total, the Project would construct 1.6 miles of paved bicycle and pedestrian paths, three roundabouts, and close sidewalk and ADA curb ramp gaps to connect students and seniors to schools, parks, housing, and jobs. The Project would not introduce any stationary noise sources in the area or result in additional traffic trips along the any road segments. Operational noise impacts would be less than significant and no mitigation is required.

b) Would the Project generate excessive groundborne vibration or groundborne noise levels?

Construction

Less than significant impact. Increases in groundborne vibration levels attributable to the Project would be primarily associated with construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, depending on the building category of the nearest buildings adjacent to the construction area, the potential construction vibration damage criteria may vary. For example, for a building constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 inch per second (in/sec) peak particle velocity (PPV) is considered safe and would not result in any construction vibration damage. Section 17.56.030 of the KCMC states that no vibration shall be permitted so as to cause a noticeable tremor, measurable without instruments at the lot line. Therefore, the California Department of Transportation (Caltrans) distinctly perceptible threshold of 0.25 in/sec PPV for transient sources is used to evaluate the Project's impact.

Table 3: Typical Construction Equipment Vibration Levels, lists vibration levels at 15 feet and 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 3**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.007 to 0.163 in/sec PPV at 15 feet from the source of activity. The nearest off-site structure is approximately 15 feet from the active construction zone. In general, other construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure.

Table 3: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity At 15 feet (in/sec)	Peak Particle Velocity At 25 feet (in/sec)
Loaded Trucks	0.1635	0.076
Rock Breaker	0.1269	0.059
Small Bulldozer/Tractors	0.0065	0.003
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref}$ x (25/D)1.5, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018; D = the distance from the equipment to the receiver.		
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.		

As shown in **Table 3**, the highest vibration levels are achieved with the loading truck operations and would not be perceptible at the nearest structures. As mentioned previously, the KCMC Section 17.56.030 states that temporary construction activity related to ground vibration is allowable unless it causes a noticeable tremor that is measurable without instruments at the lot line. Therefore, vibration impacts associated with the Project would be less than significant and no mitigation is required.

Operation

Less than significant impact. The Project operation does not include any equipment or facilities that would generate groundborne vibration. Therefore, vibration impacts associated with Project operations would be less than significant and no mitigation is required.

c) For a project located within the vicinity of a private airstrip or an airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Less than significant impact. The Project would not include any new residences or permanent areas of work. The nearest airport to the Project site is the Mesa Del Rey Airport located approximately 1.8 miles northeast of the Project site. According to the King City General Plan Noise Element, the airport is located on the outskirts of the City and the orientation of its runway assures that the City's settled areas are not significantly impacted by airport noise.[2] Although aircraft-related noise would occasionally be audible at the Project site, the noise generated would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels. Therefore, there would be no impact and no mitigation is required.

[2] King City, 1998 Noise Element, https://www.kingcity.com/DocumentCenter/View/258/King-City-General-Plan-PDF, p. 23.

References

1. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, April 2020.
2. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.
3. King City, *General Plan,* 1998.
4. King City, *Municipal Code*, 2022.