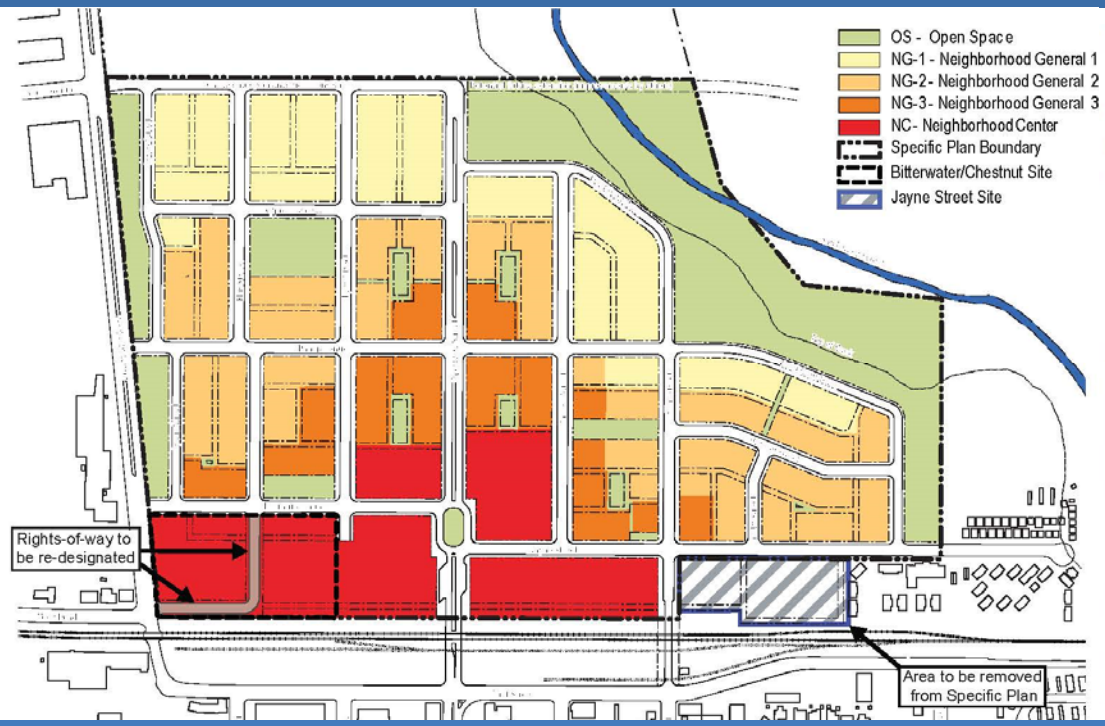
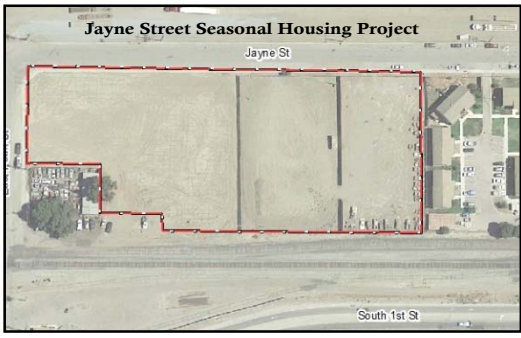
Draft Supplemental Environmental Impact Report

King City Downtown Addition Specific Plan 2019 Amendments and Two Development Projects

Supplemental to King City Downtown Addition Specific Plan
Environmental Impact Report SCH#2006041150

November 20, 2019





Prepared by

EMC Planning Group

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

KING CITY DOWNTOWN ADDITION SPECIFIC PLAN 2019 AMENDMENTS AND TWO DEVELOPMENT PROJECTS

Supplemental to King City Downtown Addition Specific Plan
Environmental Impact Report SCH#2006041150

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1.0
Introduction

1.1 Purpose for Preparing A Supplemental EIR

Fresh Foods Inc. is proposing the development of two workforce housing projects in and adjacent to King City's *Downtown Addition Specific Plan* ("specific plan") area. To facilitate the development of these two housing developments, the City of King ("City") proposes to amend the specific plan to revise its boundaries and make various supporting text amendments. The specific plan was first adopted in 2011 and amended in 2014. In support of plan adoption, the City prepared and certified the *City of King Downtown Addition Specific Plan Draft Environmental Impact Report SCH #2006041150* ("specific plan EIR"). The City also proposes to make supporting changes to its zoning map.

The City has determined that the currently proposed amendments to the specific plan and the development of two housing developments (hereinafter "proposed project") could result in significant adverse environmental impacts. Accordingly, the City has prepared this supplement to the previous EIR ("SEIR"), pursuant to California Environmental Quality Act ("CEQA") guidelines section 15163. According to CEQA, an SEIR should be prepared to evaluate these potential significant adverse environmental impacts, if conditions would require the preparation of a subsequent EIR, and if only minor additions or changes would be necessary to make the previous EIR adequate.

The SEIR need contain only information necessary to make the previous EIR adequate for the project, as revised and requires the same notice and public review as an EIR. An SEIR may be circulated itself, without re-circulating the previous EIR, but when an agency considers the SEIR, it must also consider the previous EIR and make findings for each significant effect shown in the previous EIR.

1.2 Project Background

Previous Environmental Review Processes

The original purpose of the specific plan was to provide the City with a variety of housing options and business opportunities that, by connecting to the historic downtown and extending the City's existing street network and neighborhood fabric, stimulate downtown commercial activity. The overall goal was to alleviate conditions within the downtown that are impediments to the full and beneficial use of properties and buildings. It was determined

that the specific plan was subject to environmental review under CEQA, and a draft EIR was prepared.

The Notice of Preparation ("NOP") for the original draft EIR was circulated in April 2006 and the Notice of Availability and draft EIR were made available to the public in June 2010. The draft EIR was circulated for a 45-day public review period, which ended in August 2010. On May 24, 2011, on Planning Commission recommendation, the City Council certified the final EIR ("certified EIR"), including a mitigation monitoring reporting program. Certification also included the adoption of a Statement of Overriding Considerations, which acknowledged that although adverse impacts may result, specific project benefits outweighed the project's unavoidable, adverse environmental impacts on agriculture, noise, and traffic. Significant and unavoidable impacts are listed in Table 1-1, Certified EIR – Significant and Unavoidable Findings.

Table 1-1 Certified EIR - Significant and Unavoidable Findings

Significant and Unavoidable Environmental Topics	Impact(s)	Recommended Mitigation(s)	Impact after Mitigation
Agriculture	Impact AG-1: Agricultural impacts related to conversion of Prime Farmland	No feasible mitigation available.	Significant and Unavoidable
	Impact AG-4: Agricultural impacts related to the project's contribution to the cumulative conversion of Prime and Important Farmland	No feasible mitigation available.	Significant and Unavoidable
Noise	Impact NOI-7: Cumulative exterior noise from projected 2030 traffic on residences along San Antonio Drive between (Third Street/Spreckels Road and Metz Road)[1]	No feasible mitigation available.	Significant and Unavoidable
Traffic	TRA-8: Contribution, in conjunction with other regional growth, of traffic volumes to the intersection of Broadway Circle/Northbound U.S. 101 Ramps if this intersection is not added to the regional implementation plan	TRA-8a/b: The applicant and/or developer shall pay the City of King's Traffic Impact Fee to fund the project's fair share of improvements listed in (Table 4.13-20 and -21)[2] TRA-8c: The applicant and/or developer(s) shall fund the project's fair share of the cost of improvements to the Regional Traffic System through the payment of the TAMC fee	

SOURCE: City of King 2010

NOTE:

1. Without First Street Bypass scenario (see Section 4.10, Noise, for more detail).
2. Tables 4.13-20 and -21 can be found within the City's draft EIR (p. 4.13-110 and p.4.13-113, respectively).

In September 2013, an application for an amendment to the specific plan was filed with the City of King that affected approximately 100 acres of the specific plan area. An initial study was prepared to determine whether the 2013 amendment required a subsequent or supplemental EIR, and the City determined that none of the findings had occurred that would require preparation of a subsequent or supplemental EIR. In December 2013, the City adopted a negative declaration ("2013 negative declaration").

Copies of the specific plan (as amended in 2013 and now), the certified EIR, and the 2013 negative declaration are available upon request and are also available for review at the City Community Development Department, 212 South Vanderhurst Avenue, King City, California.

Supplement to the EIR

This SEIR supplements the certified EIR to the extent necessary to address proposed changes to the specific plan, plus two new housing developments that are proposed for properties within the original specific plan area. Preparing this SEIR allows the City to respond to changed circumstances or new information prior to considering approval of the specific plan amendment. For a full description of the 2019 amendment to the specific plan, please see Section 3.0, Project Description, of this report.

1.3 METHODOLOGY

General

This SEIR has been prepared by EMC Planning Group in accordance with CEQA and its implementing guidelines, using an interdisciplinary approach. This SEIR is an informational document that is intended to inform the decision makers and their constituents, as well as responsible and trustee agencies, of the environmental impacts of the proposed project and to identify feasible mitigation measures that would avoid or reduce the severity of the impacts. The lead agency is required to consider the information contained in this SEIR, together with the information in the certified EIR and the 2013 negative declaration, prior to taking any discretionary action to approve the proposed project. This SEIR has been prepared using available information from private and public sources noted herein, as well as information generated through field investigation by EMC Planning Group and other technical experts.

An EIR is an objective public disclosure document that takes no position on the merits of the proposed project. Therefore, the findings of this SEIR do not advocate a position "for" or "against" the proposed project. Instead, the SEIR provides information on which decisions about the proposed project can be based. This SEIR has been prepared according to professional standards and in conformance with legal requirements.

Emphasis

In accordance with CEQA Guidelines section 15143, this SEIR focuses on the significant effects on the environment. The significant effects are discussed with emphasis in proportion to their severity and probability of occurrence.

Forecasting

As acknowledged in CEQA Guidelines section 15144, preparing this SEIR necessarily involved some degree of forecasting. While foreseeing the unforeseeable is not possible, the report preparers and technical experts used best available efforts to find out and disclose all that it reasonably can.

Degree of Specificity

In accordance with CEQA Guidelines section 15146, the degree of specificity in this SEIR corresponds to the degree of specificity involved in the proposed project. An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy. An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

In the case of this SEIR, the project includes both programmatic changes to the specific plan and two specific residential development projects. Accordingly, the SEIR contains both programmatic and project-level specificity.

Technical Detail

In accordance with CEQA Guidelines section 15147, the information contained in this SEIR includes summarized technical data, maps, plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data is included as appendices to the main body of the SEIR. Appendices to this SEIR are included on a CD on the inside, back cover.

Citation

In accordance with CEQA Guidelines section 15148, preparation of this SEIR was dependent upon information from many sources, including engineering reports and scientific documents relating to environmental features. If the document was prepared specifically for

the proposed project, the document is included in the technical appendices discussed above. Documents that were not prepared specifically for the proposed project, but contain information relevant to the environmental analysis of the proposed project, are cited but not included in this SEIR. This SEIR cites all documents used in its preparation including, where appropriate, the page and section number of any technical reports that were used as the basis for any statements in the SEIR.

1.4 EIR PROCESS

There are several steps required in an EIR process. The major steps are briefly discussed below.

Notice of Preparation

In accordance with CEQA Guidelines section 15375, the City prepared an NOP to notify the Responsible Agencies, Trustee Agencies, the Office of Planning and Research, and involved federal agencies that as Lead Agency it plans to prepare an SEIR for the project. The NOP was prepared and circulated beginning May 22, 2019.

The Monterey County Airport Land Use Commission provided a response on June 27, 2019 indicating concerns regarding: light emissions from proposed buildings, height limits, and noise compatibility. The Monterey County Airport Land Use Commission also requested that the proposed project be brought before its Board for consideration of consistency with the Airport Land Use Plan.

No other written responses to the NOP were received. The NOP and the Monterey County Airport Land Use Commission response are included in Appendix A.

Tribal Consultation

Native American Tribal outreach efforts were made pursuant to Assembly Bill 52, which establishes a consultation process with California Native American Tribes. Three Tribe leaders were sent a letter with information about the proposed project. The following Tribes were contacted on February 12, 2019:

- Salinan Tribe (to a Leader in Atascadero and a Leader in King City); and
- Xolon Salinan Tribe Council.

The City received two responses.

One response was a telephone call from the Salinan Tribe on March 20, 2019, in which the Tribe indicated a desire for a Tribal monitor to be on the site during activities that disturb

soil to a depth of four feet or greater. The City met with the Tribe Leader on March 26, 2019. The City agreed to consider a Tribal monitor for excavations four feet or deeper. Also in response to information from that meeting, the City revised its standard condition of project approval relating to buried cultural resources.

The second response was a letter from the Xolon Salinan Tribe Council, dated April 2, 2019, which stated that although the Tribe does not know of any specific sensitive sites within the project area, it would nonetheless recommend a Phase I Cultural Study on the lands that have not been developed. The Tribe also requested a copy of the cultural studies. An archaeological letter report was prepared by Conejo Archaeological Consultants in 2004 for the certified EIR providing analysis of the cultural resources in the specific plan area; this report is referenced in the certified EIR. An updated cultural resources investigation was conducted for the two housing sites in November 2019 (see Section 4.15 Tribal Resources for a summary of findings).

Draft SEIR

Contents

Pursuant to CEQA guidelines section 15163(b), the SEIR contains only the information necessary to make the previously certified EIR adequate for the project as revised. The following topics have been identified for discussion in this SEIR:

- Introduction;
- Revised Summary;
- Revised Environmental Setting;
- Revised Project Description;
- Revised Environmental Impact Analysis (which will include the subject areas that may result in significant impacts); and
- New or Additional References and Report Preparers.

Table 1-2, Comparison between Certified EIR and SEIR, illustrates those subject areas that were analyzed in the original EIR and those that will be analyzed in this SEIR.

Public Review

In accordance with CEQA guidelines section 15163(c) and (d), the SEIR was given the same kind of notice and public review as is given to a draft EIR under section 15087; however, the SEIR was circulated without the certified EIR. The SEIR will be circulated for a 45 day public review period, as noted on the accompanying Notice of Availability.

Table 1-2 Comparison between Certified EIR and SEIR

Topics Analyzed in the Certified EIR	Status	Topics Re-evaluated in this SEIR
Aesthetics	Need to re-evaluate	Aesthetics
Agriculture	Remains unchanged	
Air Quality	Need to re-evaluate	Air Quality and Greenhouse Gas Emissions
Biological Resources	Remains unchanged	
Cultural Resources	Remains unchanged	Combined with Tribal Resources
-	Has yet to be evaluated	Tribal Resources
-	Has yet to be evaluated	Energy
Geology and Soils	Remains unchanged	
Greenhouse Gas Emissions	Need to re-evaluate	Air Quality and Greenhous Gas Emissions
Hazards and Hazardous Materials	Need to re-evaluate	Hazards and Hazardous Materials
Hydrology and Water Quality	Need to re-evaluate	Hydrology and Water Quality
Land Use and Planning	Remains unchanged	
Noise	Remains unchanged	
Population and Housing	Remains unchanged	
Public Services	Need to re-evaluate	Public Services
Recreation	Need to re-evaluate	Recreation
Traffic and Circulation	Need to re-evaluate	Traffic and Circulation
Utilities and Services	Need to re-evaluate	Utilities and Services

SOURCE: EMC Planning Group 2019

Final SEIR

Contents

In accordance with CEQA Guidelines section 15132, a final EIR must provide the following:

- List of persons, organizations, and public agencies commenting on the draft EIR;
- Comments received on the draft EIR;
- Responses to significant environmental points raised in comments; and
- Revisions that may be necessary to the draft EIR based upon the comments and responses.

According to CEQA Guidelines section 15204(a), when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide

all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR. The final SEIR and the draft SEIR will constitute the entire SEIR.

Certification

In accordance with CEQA Guidelines section 15088, the lead agency is required to provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an EIR. Once the SEIR is certified, the City may approve the proposed project.

1.5 TERMINOLOGY

Characterization of Impacts

This SEIR uses the following terminology to denote the significance of environmental impacts.

No Impact

"No impact" means that no change from existing conditions is expected to occur.

Adverse Impacts

A "less-than-significant impact" is an adverse impact, but would not cause a substantial adverse change in the physical environment, and no mitigation is required.

A "significant impact" or "potentially significant impact" would, or would potentially, cause a substantial adverse change in the physical environment, and mitigation is required.

A "less-than-significant impact with implementation of mitigation measures" means that the impact would cause no substantial adverse change in the physical environment if identified mitigation measures are implemented.

A "significant and unavoidable impact" would cause a substantial change in the physical environment and cannot be avoided if the project is implemented; mitigation may be recommended, but will not reduce the impact to less-than-significant levels.

Beneficial Impact

A "beneficial impact" is an impact that would result in a decrease in existing adverse conditions in the physical environment if the project is implemented.

2.0
Summary

2.1 CEQA Requirements

CEQA Guidelines Section 15123 requires an EIR to contain a brief summary of the proposed project and its consequences. This summary identifies each significant effect and the proposed mitigation measures and alternatives to reduce or avoid that effect; areas of controversy known to the lead agency; and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

This summary also includes a brief summary of the project description. Detailed project description information, including figures illustrating the project location and components, is included in Section 3.0 Project Description.

2.2 Proposed Project Summary

Fresh Foods Inc. is proposing the development of two workforce housing projects in and adjacent to King City's *Downtown Addition Specific Plan* ("specific plan") area. To facilitate the development of these two housing developments, the City of King ("City") proposes to amend the specific plan to revise its boundaries and make various supporting text amendments. It also proposes to make supporting changes to its zoning map. This SEIR provides a project-level evaluation of the environmental effects of both workforce housing projects, plus community-level evaluation of the specific plan amendments and zone change.

2.3 Summary of Significant Impacts and Mitigation Measures

This SEIR has identified significant impacts that would be associated with the proposed project. Table 2-1: Summary of Significant Impacts and Mitigation Measures, provides a summary of these impacts and a summary of measures that are proposed to mitigate the project's impacts.

Table 2-1 Summary of Significant Impacts and Mitigation Measures

New Significant Impact	Significance Level w/out Mitigation	New or Modified Mitigation Measure(s)	Significance Level after Mitigation
SPECIFIC PLAN AMENDMENT			
AESTHETICS			
No new or worsened significant impacts	Less than significant	No new mitigation measures Mitigation Measures from certified EIR cited: AES-2A, AES-2B, AES-2C	Less than significant
AGRICULTURE	This section of specific plan EIR was not supplemented		
AIR QUALITY AND GHG			
No new or worsened significant impacts	Less than significant	No new mitigation measures Mitigation Measures from certified EIR cited: AIR-1; AIR-9	Less than significant
BIOLOGICAL RESOURCES	This section of the specific plan EIR was not supplemented		
CULTURAL RESOURCES	This section of the specific plan EIR is consolidated with the Tribal Resources section		
GEOLOGY AND SOILS	This section of the specific plan EIR was not supplemented		
HAZARDS AND HAZARDOUS MATERIALS			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
HYDROLOGY AND WATER QUALITY			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
LAND USE AND PLANNING	This section of specific plan EIR was not supplemented		
NOISE	This section of specific plan EIR was not supplemented		
POPULATION AND HOUSING	This section of specific plan EIR was not supplemented		

New Significant Impact	Significance Level w/out Mitigation	New or Modified Mitigation Measure(s)	Significance Level after Mitigation
PUBLIC SERVICES AND RECREATION			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
TRAFFIC AND CIRCULATION			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
UTILITIES AND SERVICES			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
CULTURAL AND TRIBAL RESOURCES			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
ENERGY			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
Bitterwater/Chestnut Workforce Housing Project			
AESTHETICS			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
AGRICULTURE	This section of specific plan EIR was not supplemented		
AIR QUALITY AND GHG			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
BIOLOGICAL RESOURCES	This section of specific plan EIR was not supplemented		
CULTURAL RESOURCES	This section of specific plan EIR was not supplemented		

New Significant Impact	Significance Level w/out Mitigation	New or Modified Mitigation Measure(s)	Significance Level after Mitigation
GEOLOGY AND SOILS	This section of specific plan EIR was not supplemented		
HAZARDS AND HAZARDOUS MATERIALS			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
HYDROLOGY AND WATER QUALITY			
New significant project-level impacts	Significant	Mitigation Measure HYDRO-4A: ~~Additional h~~Hydrologic modeling of the Bitterwater/Chestnut Workforce Housing Project site's planned land uses shall be performed to estimate peak storm water runoff and to develop ~~engineering-level design of the on-site biofiltration swales and~~ other water quality improvement facilities. The hydrologic modeling shall be completed using the U.S. Army Corps of Engineers HEC-HMS computer program in conjunction with the Soil Conservation Service (SCS) Curve Number method or equivalent, as directed by the City's Public Works Department. The results of the modeling and storm water facility design shall be submitted for review and subject to approval by the City Engineer prior to the issuance of a grading permit ~~approval of the first Final Map~~ to assure the project does not impact existing storm water capacity on and off site. Mitigation Measure HYDRO-4C: All new ~~public~~ storm water facilities shall be detailed in the Bitterwater/Chestnut Workforce Housing Project's ~~project's~~ Improvement Plans and shall conform to City of King adopted Standard Design Details to the satisfaction of the City Engineer prior to issuance of a grading permit ~~approval of the first Final Map~~. Mitigation Measure HYDRO-4D: Storm water runoff shall be routed through vegetated areas for natural filtration prior to release from the project site to the maximum extent possible, and to the satisfaction of the City Engineer prior to issuance of a grading permit ~~approval of the first Final Map~~. Mitigation Measure HYDRO-4E: The storm water drainage system shall include components (such as bio-swales, intermediate sedimentation basins, and oil separators/grease traps in the parking lot drainage collection systems) for removing sediment as well as oil and grease before the water is discharged into	Less than Significant

New Significant Impact	Significance Level w/out Mitigation	New or Modified Mitigation Measure(s)	Significance Level after Mitigation
		the detention basins or storm drain line. The project developer(s) ~~and/or the Landscape and Lighting District~~ shall develop and implement programs for monitoring and regular maintenance of the biofiltration swales, water quality basin, and oil and grease traps to the satisfaction of the City Engineer. The project developer(s) ~~and/or the Landscape and Lighting District~~ shall provide information on the maintenance of these components to the City Building Department and to property owners upon initial sale of the property. Mitigation Measure HYDRO-4F: Storm water collection and conveyance systems shall be designed to minimize erosion and other potential problems for on-site and adjacent properties, including the outfall of the existing 24-inch storm drain to San Lorenzo Creek, to the satisfaction of the City Engineer. Mitigation Measure HYDRO-4G: The project developer(s) ~~and/or the Landscape and Lighting District~~ shall include storm drain system signs and stenciling at all pavement storm drain inlets with language to discourage illegal dumping of unwanted materials. ▪ The project developer(s) ~~and/or the Landscape and Lighting District~~ shall provide all residents ~~property purchasers~~ with information stating a prohibition on the dumping of waste (soil waste, liquid, and yard waste) into storm drain systems, open space areas, and creeks; and ▪ The Bitterwater/Chestnut Workforce Housing project shall include provisions for street, parking lot, land storm drain maintenance activities to control the movement of pollutants and removal of them from the pavement through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped materials from the project site. Some of these provisions may be addressed through the covenants, conditions and restrictions (CC&Rs), if authorized to be included in the CC&Rs by the City Engineer and Community Development Director. ▪ The above provisions and other applicable City ~~Specific Plan~~ requirements related to storm water shall be incorporated as conditions of approval ~~on the Vesting Tentative Map~~. Mitigation Measure HYDRO-4H: In accordance with the local and state provisions, ~~in the Specific Plan~~ the project developer(s) shall design the proposed	

New Significant Impact	Significance Level w/out Mitigation	New or Modified Mitigation Measure(s)	Significance Level after Mitigation
		on-site drainage systems using Low Impact Development ~~(Start at the Source)~~ design methods. Mitigation Measure HYDRO-4I: Areas of impervious surfaces in the residential areas shall be designed to minimize runoff. Mitigation Measure HYDRO-4K: The project developer(s) shall use porous block payment systems in low traffic areas to increase on-site groundwater recharge; such areas shall be identified with the consultation of the City Engineer. The materials, methods, and locations shall be subject to the review and approval of the City Engineer. Mitigation Measure HYDRO-4L: ~~In accordance with the provisions in the Specific Plan, the~~ The project developer(s) ~~and the Landscape and Lighting District and all subsequent developers and/or land use applicants~~ shall use native plants and drought-tolerant landscaping wherever possible. The developers ~~and/or land use applicants~~ shall also install efficient irrigation systems, such as drip irrigation and automatic irrigation systems to minimize excess runoff. The ~~requirements for efficient~~ irrigation systems shall be constructed ~~made part of the Specific Plan provisions, project conditions of approval, or covenants, conditions and restrictions (CC&Rs),~~ to the satisfaction of the City Engineer and the Community Development Director, prior to issuance of a grading permit ~~approval of the first Final Map~~. Mitigation Measure HYDRO-4M: Information and instructions regarding water quality, BMPs, and pollution prevention shall be provided to the residents of the development ~~new owners of residential and commercial structures at close of escrow~~. Such information and instructional material shall initially be prepared by the project developer(s) ~~and/or the Landscape and Lighting District~~ and shall be reviewed and approved by the City Engineer prior to issuance of a certificate of occupancy ~~for the first project phase for residential uses and the first project phase of commercial uses~~. Mitigation Measure HYDRO-4N: The project conditions of approval shall include requirements for residents ~~and commercial users~~ to implement the following measures within any common landscaping and open spaces areas:	

New Significant Impact	Significance Level w/out Mitigation	New or Modified Mitigation Measure(s)	Significance Level after Mitigation
		▪ Material Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, and where possible using safer alternative products; and ▪ Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors.	
LAND USE AND PLANNING	This section of specific plan EIR was not supplemented		
MINERAL RESOURCES	This section of specific plan EIR was not supplemented		
NOISE	This section of specific plan EIR was not supplemented		
POPULATION AND HOUSING	This section of specific plan EIR was not supplemented		
PUBLIC SERVICES			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
TRAFFIC AND CIRCULATION			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
UTILITIES AND SERVICES			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
CULTURAL AND TRIBAL RESOURCES			
No new or worsened significant impacts	Less than significant	No new mitigation measures.	Less than Significant

New Significant Impact	Significance Level w/out Mitigation	New or Modified Mitigation Measure(s)	Significance Level after Mitigation
ENERGY			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
Jayne Street Seasonal Housing Project			
AESTHETICS			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
AGRICULTURE	This section of specific plan EIR was not supplemented		
AIR QUALITY AND GHG			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
BIOLOGICAL RESOURCES	This section of specific plan EIR was not supplemented		
CULTURAL RESOURCES	This section of specific plan EIR was not supplemented		
GEOLOGY AND SOILS	This section of specific plan EIR was not supplemented		
HAZARDS AND HAZARDOUS MATERIALS			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
HYDROLOGY AND WATER QUALITY			
New significant project-level impacts	Significant	Mitigation Measure HYDRO-1E: Prior to issuance of a development permit, the project developer will be required to prepare and provide development plans (inclusive of, but not limited to, a site plan, erosion control and drainage plan, and a landscape plan) for the City Engineer and Building Department review and approval.	Less than Significant
LAND USE AND PLANNING	This section of specific plan EIR was not supplemented		
NOISE	This section of specific plan EIR was not supplemented		

New Significant Impact	Significance Level w/out Mitigation	New or Modified Mitigation Measure(s)	Significance Level after Mitigation
POPULATION AND HOUSING	This section of specific plan EIR was not supplemented		
PUBLIC SERVICES			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
TRAFFIC AND CIRCULATION			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than significant
UTILITIES AND SERVICES			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant
CULTURAL AND TRIBAL RESOURCES			
No new or worsened significant impacts	Less than significant	No new mitigation measures.	Less than significant
ENERGY			
No new or worsened significant impacts	Less than significant	No new mitigation measures	Less than Significant

SOURCE: EMC Planning Group 2019

2.4 Areas of Known Controversy

There are no known areas of controversy.

2.5 Issues to be Resolved

There are no known issues to be resolved.

3.0
Environmental Setting and Project Description

3.1 INTRODUCTION

The proposed project consists of amending the specific plan, zone changes, lot merger/parcel map and residential development on the Bitterwater/Chestnut Site (Bitterwater Road at Metz Road), and residential and commercial development on the Jayne Street Site and adjacent parcel (Jayne Street at Pearl Street).

3.2 ENVIRONMENTAL SETTING

The certified EIR presents the environmental setting for the specific plan area based on conditions in April 2006, when the NOP for the certified EIR was released. A general environmental setting is not provided in the certified EIR, but rather specifically tailored settings are provided for each environmental topic area.

The following paragraphs provide a brief overview of the environmental setting as of May 2019, when the NOP for the SEIR was released. Additional information on the environmental setting is presented within each topical section of the SEIR.

Specific Plan Area

The specific plan area comprises 110.2 acres and is predominantly in agricultural use for truck crop production (75 percent of the area). Portions of the specific plan area are vacant and disturbed or developed with structures (19 percent of the area). The specific plan's eastern boundary follows San Lorenzo Creek and includes habitat related to the creek (6 percent of the area).

Bitterwater/Chestnut Site

The Bitterwater/Chestnut Site is 5.22 acres and primarily occupied by strucutres and surrounding vacant and disturbed land. The Bitterwater/Chestnut Site currently includes four residential units and approximately 29,943 square feet of commercial use, with an associated 3,376 square foot outbuilding (My Auto Repair). A small portion of the project site is used for truck crop production.

Jayne Street Site and Adjacent Parcel

This Jayne Street Site is vacant land, a portion of which is fenced, comprising 2.9 acres. The adjacent parcel (on Pearl Street at the railroad tracks) is 0.2 acres and is in use for automobile repair. There are three trees on the adjacent parcel.

3.3 PROJECT OBJECTIVES

The project objectives for the specific plan are:

- Amend the development standards to accommodate special needs housing;
- Provide design guidance for three-story construction on select sites; and
- Remove parcels west of Jayne Street that could be better developed outside the specific plan by utilizing the City's new dual zoning districts.

The project objectives for the Bitterwater/Chestnut Site are:

- Develop work-force housing that may be converted to market rate housing; and
- Conserve site area for amenities by constructing three-story buildings.

The project objectives for the Jayne Street Site and adjacent parcel are:

- Utilize the City's new dual zoning districts to achieve H2A agricultural worker program housing; and
- Provide consisitent zoning for a parcel containing existing commercial development.

3.4 PROJECT DESCRIPTION

Specific Plan Amendment

This section describes proposed changes to the specific plan, including changes to the specific plan boundary, text, figures, and appendices.

Specific Plan Map Changes

The proposed project would result in changes to the adopted specific plan boundary, plus make changes to land use designations, as described below.

Boundary Change

The proposed dormitory-style workforce housing is more likely to be consistent with the balance of Jayne Street than the uses allowed inside the specific plan. The proposed agricultural worker housing could also take advantage of the City's dual zoning districts if it were removed from the specific plan. Additionally, the City wishes to maintain a logical

specific plan boundary along Pearl Street and Jayne Street. Therefore, the Jayne Street Site and adjacent site (3.1 acres) would be removed from the specific plan area(APNs 026-301-005-000, 026-301-006-000, 026-301-003-000, and 026-301-001-000). These sites are located on the western side of Jayne Street immediately south of Pearl Street. Removal of thesesites from the specific plan area would reduce the specific plan area from 110.2 acres to 107.1 acres.

Land Use Changes

The proposed project would amend the land use map shown in specific plan Figure 3-1, Downtown Addition Regulating Plan, to eliminate the planned extension of Metz Road/Ellis Street and, instead, use the planned right-of-way for residential development. The planned right-of-way occupies 0.98 acres of land within the Bitterwater Road site (665 feet of the 64-foot wide Metz Road extension / Ellis Street right-of-way reservation). The abandoned right-of-way would be designated Neighborhood Center (NC).

Figure 3-1, Specific Plan Boundary and Designation Change, shows the specific plan's land use map as currently exists and as it would be amended by the proposed project.

Specific Plan Text Changes

The proposed project would result in various specific plan text changes, as follows:

- Revise specific plan Table 3-2: Allowed Land Uses and Permit Requirements to add "P" (Permitted Use) in the NC column at "Dwelling – two, three, multiple family," with a new Footnote 11 to explain that these residential uses are allowed at the Bitterwater/Chestnut Site as a conditionally permitted use;
- Add three-story height limits in specific plan Appendix E, consistent with specific plan Section 3.3.3.D, to provide design guidance for the construction of three-story buildings up to 36 feet in height at the eaves and 51 feet at the roof ridge (This results in a potential maximum height increase from 41 feet to 51 feet at the highest point of a building ridge);
- Revise specific plan Section 3.3.3.D (Three-Story Building Elements) to allow the construction of three-story buildings at the Bitterwater/Chestnut Site with Design Review and a Conditional Use Permit;
- Revise specific plan Appendix D: Master Developer/Builder Design Review, (General), to provide an exemption to the Master Developer/Builder design review process for residential projects that either:
    - Restrict at least 50 percent of units to lower income households (80 percent or less than median family income); or
    - Dedicate 100 percent of units to special needs community (e.g., seniors, farmworkers, etc).

- Delete reference to maximum buildout potential in the NC Zone in Section 3.10.2 Parking Strategies;
- Add permission to construct sound attenuation walls adjacent to railroad rights-of-way in Section 3.12 Fence Standards;
- Revise estimates of student generation based on land use changes in Section 4.5, Schools, Table 4.2;
- Revise Section 5.3, Implementation Schedule, to replace specific language regarding nine (9) years and eight (8) phases to characterize the implementation schedule as "conceptual" and adjustable according to market demand;
- Revise estimates of implementation phasing in Section 5.4, Infrastructure and Public Facilities, Table 5.1; and
- Revise estimates of fee revenues in Section 5.4, Infrastructure and Public Facilities, Table 5.3.

Changes to Specific Plan's Conditions of Approval

The adoption of the specific plan on May 14, 2011 required that development in the specific plan area be fiscally neutral, so as not to negatively impact General Fund finances (Condition of Approval No. 28). The proposed project would remove this condition of approval (including removal of Fiscal Impact Analysis Report Appendix C from the Specific Plan's Appendix G) and the City would no longer require development within the specific plan boundary area to be fiscally neutral.

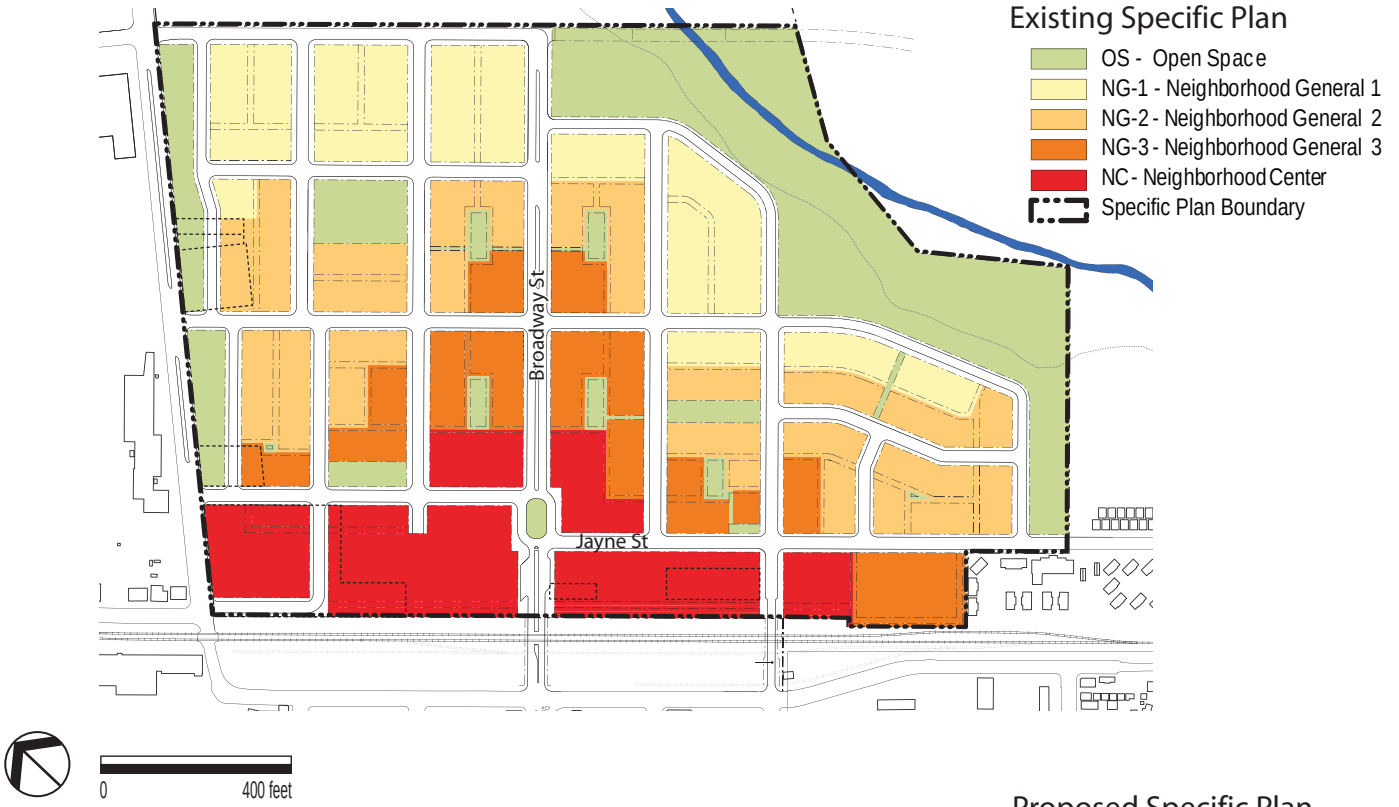
Changes in Specific Plan Development Potential

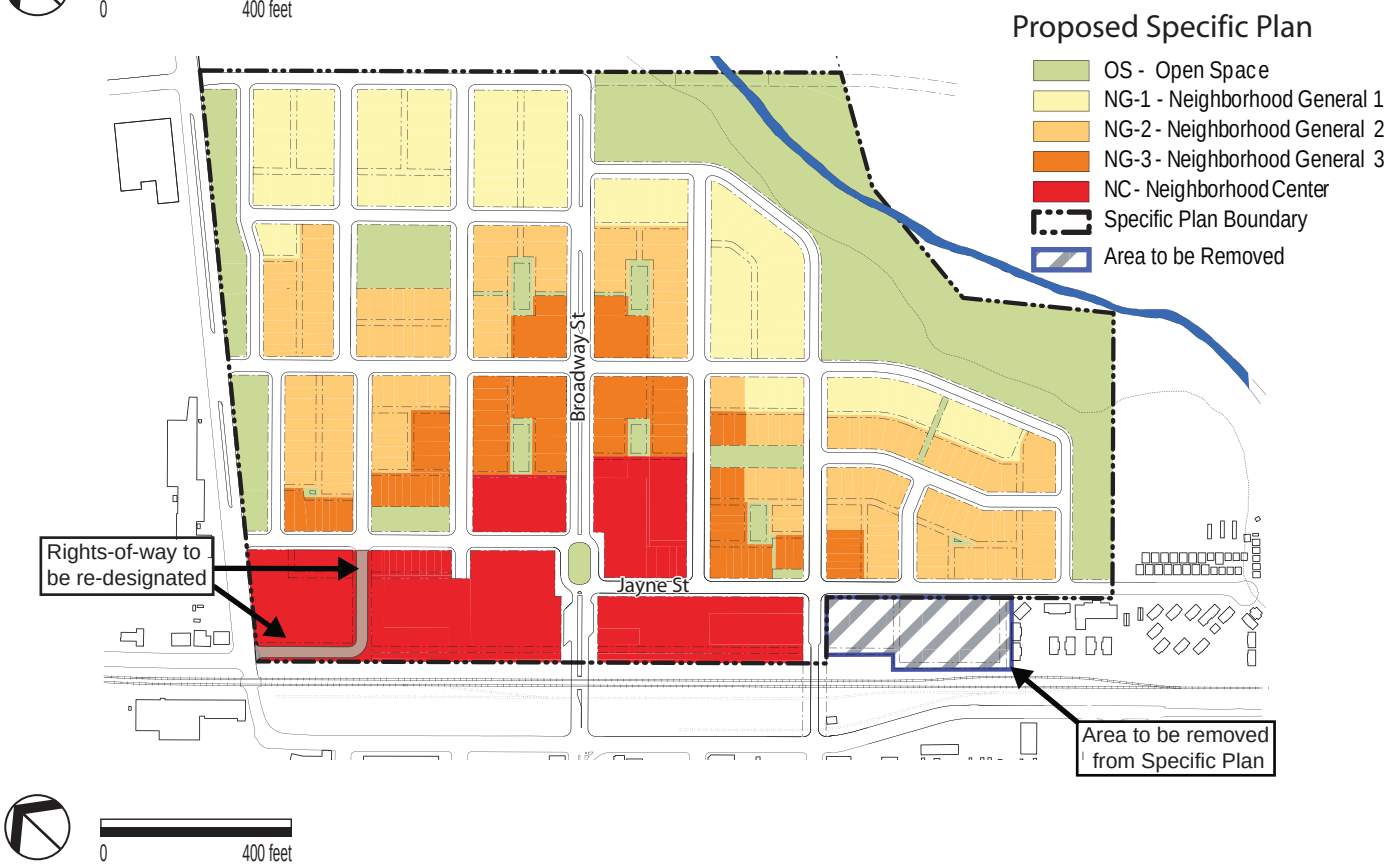
The proposed project would result in changes to the development potential of the identified locations within the specific plan area. These changes are summarized below.

Bitterwater/Chestnut Site Development Potential

The Bitterwater/Chestnut Site on Bitterwater Road at the southern terminus of Metz Road, encompasses 4.24 acres of land within the NC district and 0.98 acres of un-designated land proposed in the specific plan for street right-of-way. The land use assignment table currently anticipates 7,455 square feet of live-work space and 30,945 square feet of retail commercial space.

The proposed project would eliminate live-work space (with a potential for eight (8) live-work units) and retail commercial space on the Bitterwater/Chestnut Site. In its place, the project would develop 118 units of work-force housing—a net gain of 110 residential units. However, as noted under Table 4-1 (note 6) below, the table indicates a net change **of 111** units because in order to provide an even total, an additional residential unit was added to the NC district to round the total residential capacity to 710 units.





Source: Smith-Monterey KC, LLC 2014
New Urban Realty Advisors, Inc. 2014

Figure 3-1

Specific Plan Boundary and Designation Change

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Jayne Street Site and Adjacent Parcel Development Potential

The Jayne Street Site and a small adjacent parcel comprise 3.11 acres of land southwest of Jayne Street and Pearl Street, with about 1.92 acres zoned NG-3 and the 1.19 acres zoned NC. The land use assignment table anticipates 51 residential units and 3,600 square feet of retail commercial space.

The proposed project would remove the Jayne Street Site and adjacent parcel from the specific plan area, thereby reducing the development potential of the specific plan by 51 residential units and 3,600 square feet of commercial floor area. Once outside of the specific plan area, the Jayne Street Site would be developed with 352 dormitory-style beds, a net increase in population of 122 persons. The adjacent site is already in a commercial use, and could be re-developed with a different commercial use at some point in the future.

Revised Development Potential

As a result of the changes described above, the proposed project would result in changes to the estimated buildout potential of the specific plan area, as summarized in the specific plan's Table 2-1: Land Use Summary. The buildout estimate would change primarily due to the following:

1. Loss of area due to specific plan boundary changes (described in the previous section);
2. Gain of area due to the re-designation of two rights-of-way to the Neighborhood Center (NC) Zone;
3. Increased housing potential due to multi-family residential use on the Bitterwater site;
4 Reduced commercial potential due to multi-family residential use on the Bitterwater site; and
5 Increased housing potential due to the allowance of three-story construction.

In summary, the land use changes and refinements would result in a decrease of 42,000 square feet of commercial space and an increase of 60 residential units.

Table 3-1, Comparison of Adopted and Proposed Amended Specific Plan, modified from specific plan Table 2.1, shows the development capacity under the adopted specific plan and with the proposed specific plan amendment.

Net Change in Development Capacity and Population

Although the Jayne Street Site is being removed from the specific plan, it is retained in the project description for this SEIR. Therefore, the net development change for purposes of the

Table 3-1 Comparison of Adopted and Proposed Amended Specific Plan

	Adopted Specific Plan			Amended Specific Plan			Net Change		
Land Use	Acres	Commercial	Residential	Acres	Commercial	Residential	Acres	Commercial	Residential
Neighborhood General 1	14.47	n/a	89 units	14.47	n/a	89 units	n/a	n/a	n/a
Neighborhood General 2	17.52	n/a	199 units	17.52	n/a	199 units	n/a	n/a	n/a
Neighborhood General 3	11.45	0[1]	234 units	9.53[2]	0[1]	183 units[3]	-1.92	n/a	-51
Neighborhood Center	13.42	167,438 sf 22,622 sf	128 units	13.21[4]	132,893 sf[5] 15,167 sf	239 units[6]	-0.21	-34,545 sf -7,455 sf	+111
Parks, Greens, Paseos, Mid-Block Common Areas	22.62	n/a	n/a	22.62	n/a	n/a	n/a	n/a	n/a
Street Rights-of-Way	30.70	n/a	n/a	29.72[7]	n/a	n/a	-0.98	n/a	n/a
Plan Area Total/Maximum	**110.18**	**190,060 sf**	**650 units**	**107.07[8]**	**148,060 sf**	**710 units[9]**	**-3.11**	**-42,000 sf**	**+60 units**

SOURCE: EMC Planning Group 2019

NOTES: sf = square feet

General Note: The commercial square footage and residential unit counts are intended to be flexible, but not exceed the maximum for the plan area. Commercial uses include up to 22,622 square feet of live-work commercial space in the NC district, and/or up to 15,060 square feet in the NG-3 district, but not exceeding a total 134,247 square feet of commercial floor area within the specific plan.

1. NG-3 district can include up to 15,060 sq. ft. of commercial and/or live-work commercial transferred from the NC district.
2. NG-3 district reduced by 1.92 acres due to removal of the Jayne Street Site;
3. NG-3 district residential capacity reduced by 51 units due to removal of Jayne Street Site.
4. NC district reduced by 1.19 acres due to removal of Jayne Street Site and small adjacent property and increased by 0.98 acres due to abandonment of Metz Road / Ellis Street right-of-way.
5. Commercial floor area reduced by 34,545 square feet due to change in use from commercial/mixed use to exclusive residential on 4.24 acres of the Bitterwater Road site (30,945 square feet) and 1.00 acre of the Jayne Street Site (3,600 square feet). Live-work space reduced by 7,455 square feet on Bitterwater/Chestnut Site.
6. NC district residential capacity reduced by 8 live-work units and increased by 118 workforce housing units, for a net change of 110 additional units. The table indicates a change of 111 additional units because in order to provide an even total, an additional residential unit was added to the NC district to round the total residential capacity to 710 units.
7. Streets right-of-way area reduced by 0.98 acres due to abandonment of Metz Road / Ellis Street right-of-way.
8. Overall plan area reduced by 3.11 acres due to removal of Jayne Street Site and small adjacent property.
9 Total residential capacity increased 111 units for Bitterwater/Chestnut Site and decreased by 51 units due to removal of Jayne Street Site, for a net change of 60 additional units.

SEIR differs from the changes to the specific plan. Table 3-2, Net Changes for Supplemental EIR, shows the overall net changes within the current specific plan boundaries (i.e. inclusive of the Jayne Street Site and adjacent parcel proposed for removal from the specific plan).

Table 3-2 Net Changes for Supplemental EIR

	Bitterwater/ Chestnut Site	Jayne Street Site	Project for CEQA Analysis
Net Change in Residential Units	Increased 111 Units[1]	Decreased 51 Units[1]; Increased 352 Dorm Beds[2]	Increased 60 Units[1] Increased 352 Dorm Beds[2]
Net Change in Population	Increased 501 Persons	Increased 122 Persons	Increased 623 Persons
Net Change in Commercial / Live-work Area	Reduced 38,400 Sq. Ft.	Reduced 3,600 Sq. Ft.	Reduced 42,000 Sq. Ft.

SOURCE: EMC Planning Group 2019
NOTE:
1. Average household size 4.51 persons (California Department of Finance 2019)
2. Assumes two-story construction; one person per bed

Zone Changes

The proposed project would change the zoning map designations for four parcels along Jayne Street and Pearl Street, as follows:

- Three parcels comprising the Jayne Street Site (APNs 026-301-005-000, 026-301-006-000, 026-301-003-000), would be removed from the specific plan area and revert to the underlying Planned Development (PD) zoning district These parcels would then be rezoned to the dual zoning districts of: 1) Multiple Family Residential and Professional Offices (R-4) District, and 2) Seasonal Employee Housing (see Municipal Code Chapter 17.79, Seasonal Employee Housing); and
- One small parcel adjacent to the Jayne Street Site (APN 026-301-001-000), would be removed from the specific plan area and revert to the underlying Planned Development (PD) zoning district. This parcel would then be re-zoned to General Commercial (C-2);

Figure 3-2, Existing and Proposed Zoning, presents the existing and proposed zoning designations.

Two Housing Development Projects

This SEIR includes a project-level analysis for the following projects:

Bitterwater/Chestnut Workforce Housing Project

Location

The Bitterwater/Chestnut Site (APNs 026-285-001-000, 026-285-002-000, 026-285-003-000, 026-285-004-000, 026-285-005-000, 026-285-006-000, 026-285-007-000, and 026-285-008-000) comprises 5.22 acres and is located southeast of the intersection of Metz Road and Bitterwater Road. The Bitterwater/Chestnut Site is located between the railroad tracks and planned Chestnut Street and would extend to planned Lynn Street. The Bitterwater/Chestnut Site includes about 750 feet of the planned Metz Road Extension/Ellis Street right-of-way, which is proposed to be removed as part of the specific plan amendment.

Parcel Map

The proposed project includes a parcel map to revert eight existig parcels to acreage, and to subdivide two new parcels.

Development

The Bitterwater/Chestnut Workforce Housing Project includes 118 units of attached, year-round, farmworker rental housing (117 two-bedroom apartment units and one manager's office/apartment unit) in six (6) buildings, with two (2) laundry facilities and one (1) single story community building. The center portions of each building would be three stories tall. The buildings would have 19 or 20 units each and be arranged side-by-side with landscaped areas and parking lots in between. The residential development would fit within the "courtyard housing" type allowed by the specific plan. The development would include a manager's unit, on-site laundry, community room with resident meal service, and park areas with turf, picnic tables, and bar-b-ques for use by residents. Parking for 177 vehicles would be provided. A limited access driveway (right-in, right-out) would be provided at Bitterwater Road, and full access driveways would be provided at Chestnut Street and Lynn Street. This project includes an eight-foot high masonry sound wall along the western property boundary (approximately 600 feet) to reduce the noise from the railroad opperations and traffic on South 1st Street. Based on 2018 data from the California Department of Finance, the units would have an average of 4.51 occupants, resulting in a net population increase of 501 persons. Parcel map, architectural review, and conditional use permit approvals are required.

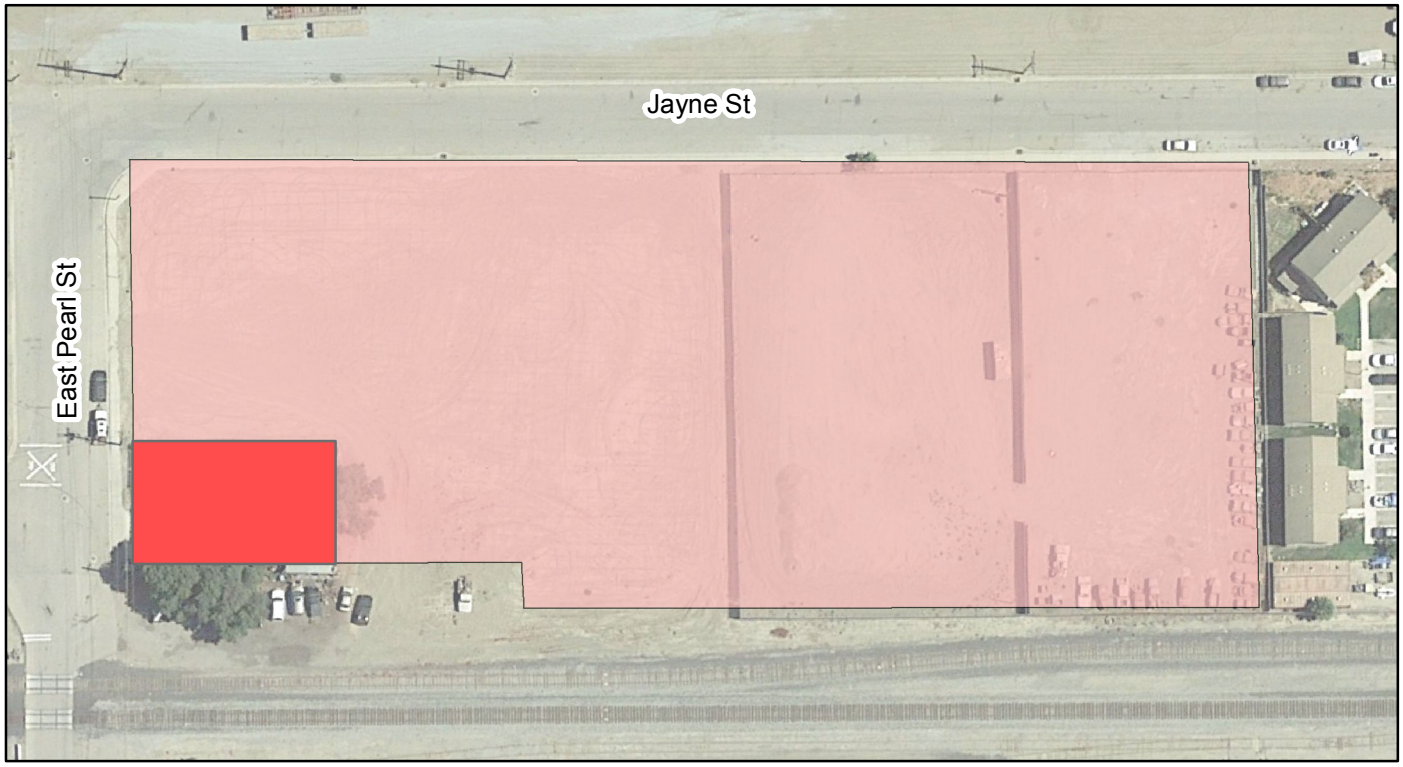
The proposed project would rely on two options allowed under the specific plan's Neighborhood Center (NC) Zone, as follows:

1. Exercise of an existing option under specific plan section 3.2.3 D to allow exclusive residential use in the NC Zone only at the Bitterwater/Chestnut Site (as discussed in a previous section, the specific plan would be amended to memorialize this option for the Bitterwater site); and

0 100 feet

Existing Zoning – Neighborhood Center (NC)

Existing Zoning - Neighborhood General 3 (NG-3)



0 100 feet

Proposed (Dual) Zoning – Multi-Family Residential and Professional Offices (R-4) and Seasonal Employee Housing

Proposed Zoning - General Commercial (C-2)

Source: Monterey County GIS 2018, ESRI 2019

Figure 3-2

Zone Change

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1. Exercise of an existing option under specific plan Section 3.3.3 D to allow three-story construction (up to 36-foot eave height) in the NC zone (as discussed in a previous section, the specific plan would be amended to allow three stories at this location.).

Construction of the Bitterwater/Chestnut Workforce Housing Project would require the demolition of the existing structures, removal of existing vegetation, and installation of utilites.

Figure 3-3, Bitterwater/Chestnut Workforce Housing Project Conceptual Site Plan, shows the layout of proposed development. Figure 3-4, Bitterwater/Chestnut Workforce Housing Project Architectural Renderings, presents the proposed architectural style.

Jayne Street Seasonal Housing Project

Location

The Jayne Street Site (APNs 026-301-005-000, 026-301-006-000, and 026-301-003-000) comprises 2.92 acres and will be removed from the specific plan area as part of the specific plan amendment. The Jayne Street Site contains the land south of Pearl Street, west of Jayne Street, east of the railroad tracks, and north of the existing development on Jayne Street (but excluding the 0.2-acre parcel used for automobile repair). Once removed from the specific plan area and rezoned, the site will have a General Plan designation of Planned Development (PD) and dual zoning designations of: 1) Multiple Family Residential and Professional Offices (R-4) District and 2) Seasonal Employee Housing (per Municipal Code Chapter 17.79, Seasonal Employee Housing).

Development

Although no application or conceptual plans have been submitted, the developers of the Jayne Street Site have indicated that development would consist of up to 66 seasonal workforce dormitory or apartment units in multiple buildings. The housing would specifically be used to fulfill housing requirements under the H-2A temporary/seasonal agricultural workers program administered by the U.S. Department of Labor. The density would be 22 dwelling units per acre. Assuming two-story dormitory buildings, the Jayne Street Site would have a capacity of about 352 residents. An apartment development would be similar in design to the Bitterwater/Chestnut Workforce Housing Project and would house fewer residents than a dormitory design. For purposes of environmental review, the two-story dormitory design is assumed. The employee housing could be occupied seasonally, typically for about eight (8) months, from April through November, but for purposes of environmental review, is assumed to be occupied all year. The Jayne Street Site approvals would include the rezoning described above, plus architectural review approval.

Figure 3-5, Jayne Street Site, shows the parcels to be developed as part of the Jayne Street Seasonal Housing Project.

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0 100 feet

Source: Nichols, Melburg, & Rossetto Achitects and Engineers 2019

Figure 3-3

Bitterwater/Chestnut Conceptual Site Plan

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Source: Nichols, Melburg, & Rossetto Achitects and Engineers 2018

Figure 3-4

Bitterwater/Chestnut Workforce Housing Project Architectural Renderings

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0 120 feet

Jayne Street Site (2.9 Acres)

Parcel Boundaries

Source: Monterey County GIS 2018, ESRI 2019

Figure 3-5

Jayne Street Site

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4.0
Environmental Impact Analysis

Pursuant to CEQA Guidelines 15163(b), an SEIR need only contain the information necessary to make the previous EIR adequate for the proposed project as revised. In this case, the certified EIR is being supplemented to address amendments to the specific plan, as well as two residential development projects: both located within the specific plan area, but one on a site proposed for removal from the specific plan area. For the specific plan amendments, the analysis for each environmental topic is based on a total net increase in the specific plan capacity of 60 attached multi-family units and a decrease in capacity of 42,000 square feet of commercial space. For the two residential development projects, the analysis is based on the number of dwellings units proposed for each project over what exists on the project sites today.

The information within each subsection is based upon the City's general plan, specific plan, and the certified EIR. Additional sources of information will be introduced where applicable.

Due to the proposed project's changes, the following sections will be re-evaluated for environmental impacts:

- Aesthetics;
- Air Quality;
- Energy;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Public Services and Recreation;
- Traffic and Circulation;
- Tribal Resources (combined with Cultural Resources); and
- Utilities and Service Systems.

The following sections will not be re-evaluated because circumstances have not changed and the characteristics of the proposed project that differ from the adopted specific plan would not result in changes to the conclusion for these sections as presented within the certified EIR.

- Agriculture;
- Biological Resources;
- Geology and Soils;
- Land Use and Planning;
- Noise; and
- Population and Housing.

For additional detail and information on any of the above-mentioned environmental topics, or topics not discussed in this section, please refer to the certified EIR (available upon request), which includes full analyses of the environmental topics.

4.1 AESTHETICS

Environmental Setting and Regulatory Considerations

The aesthetics environmental setting and regulatory considerations are provided in Section 4.1 of the certified EIR and are incorporated herein by reference. There have been no changes associated with the environmental and regulatory settings since the preparation of the certified EIR, except for the Bitterwater/Chestnut and Jayne Street sites. Therefore, please see the environmental and regulatory settings within Section 4.1, Aesthetics, of the certified EIR for more information on the environmental setting for the specific plan.

Bitterwater/Chestnut Workforce Housing Project Site Environmental Setting

The 5.22-acre Bitterwater/Chestnut Workforce Housing Project site is located southeast of the intersection of Metz Road and Bitterwater Road between the railroad tracks and planned Chestnut Street (refer to Section 3.0, Project Description, of this SEIR). The site is relatively flat and currently developed with four residences and 29,943 square feet of commercial use and a 3,376 square foot outbuilding (My Auto Repair).

Surrounding uses include agricultural fields located to the east, one adjacent residence to the northeast, and commercial and industrial uses to the north and west. South 1st Street and Bitterwater Road are the two most traveled streets near to the project site. Views of the site from South 1st Street are largely obstructed by the wall that separates South 1st Street from the railroad tracks. Views of the site from Bitterwater Road include the existing residences, the existing commercial structure with associated outbuilding and vehicles, and trees located

along Bitterwater Road. When the site is viewed from the corner of Bitterwater and Metz Roads, there are very distant views of the Gabilan and Diablo ranges.

Jayne Street Seasonal Housing Project Site Environmental Setting

The Jayne Street Seasonal Housing Project site is located south of Pearl Street, west of Jayne Street, east of the railroad tracks, and north of the existing development on Jayne Street (refer to Section 3.0, Project Description, of this SEIR). The site is vacant of structures and relatively flat and is used for vehicle storage. No structures have been on this property for at least 25 years according to Google Earth historic aerial photographs. The southern portion of the site is fenced.

Surrounding uses include agricultural fields to the east and commercial and industrial uses to the north, south and west. South 1st Street is the most traveled street near the project site and views of the site from this street are largely obstructed by the wall that separates South 1st Street from the railroad tracks.

Project Impacts and Mitigation Measures

The following project impacts are separated to address impacts associated with the specific plan amendment, the Bitterwater/Chestnut Workforce Housing Project, and the Jayne Street Seasonal Housing Project. The thresholds of significance used for this section have not changed from the certified EIR; see Section 4.1, Aesthetics, of the certified EIR for the list of thresholds used.

Specific Plan Amendment Project Analysis

Impact AES-1: The specific plan amendment would result in a less than significant impact on the existing visual character of the City and the surrounding area.

The certified EIR evaluated the impacts that would occur on the existing visual character of the site and concluded that "given the design of the project and provisions defined in the *Downtown Addition Specific Plan*, impacts to the aesthetic environment are not considered significant" (City of King 2010, p. 4.1-20). The certified EIR also stated that the specific plan would result in some aesthetic improvements to the site in the form of adding trees to soften the visual impact of the development along Bitterwater Road; replacing aboveground utilities with underground utilities; placing the denser uses (NG-3) towards the center of the site to reduce visual prominence; and the removal of the industrial buildings that form a visual wall with the extension of Broadway Street and the redevelopment of the First Street corridor would result in visual improvement of the area (City of King 2010, p. 4.1-19).

The specific plan amendment involves a change in building heights within the proposed specific plan area to allow three story buildings in the Bitterwater/Chestnut Workforce Housing Project site and no other location within the specific plan area. The third story

height at the Bitterwater/Chestnut Workforce Housing Project site will require a conditional use permit; however, third story height limits were already analyzed for other locations within the certified EIR and this amendment would not result in a change in the impact as presented within the certified EIR.

The proposed specific plan amendment area would reduce views of the surrounding mountains (Santa Lucia Mountains and the Gabilan and Diablo Ranges) due to the proposed development; however, the certified EIR states that while the surrounding mountains provide a scenic setting, there are no scenic vistas of importance designated in the *King City General Plan* (City of King 2010, p. 4.1-1). The specific plan amendment would result in a less than significant impact on the existing visual character and surrounding area.

Impact AES-2: The specific plan amendment would result in impacts related to new sources of light and glare from residential and commercial land uses.

The certified EIR evaluated the impacts related to new sources of light and glare that would result from the specific plan and concluded that with mitigation, the significant impacts would be reduced to a less-than-significant level (City of King 2010, p. 4.1-21). These mitigations included Mitigation Measures AES-2A, AES-2B, and AES-2C, all related to reducing new sources of light and glare. Mitigation Measures AES-2A, AES-2B, and AES-2C from the certified EIR read as follows:

Mitigation Measures

AES-2A The project developer shall install low-profile, low-intensity lighting with shielded fixtures directed downward to minimize light and glare.

AES-2B High-intensity outdoor lighting on individual homes and structures shall be prohibited.

AES-2C Light shall be directed downward to minimize spillover of light. Once a final development plan and lighting plan is established, the applicant shall provide photometric calculations so that the extent of spillover is shown to be minimized to a less than significant level.

The specific plan amendment would not result in a change in the impact as it is presented within the certified EIR. The above-mentioned mitigation measures would still apply for the specific plan amendment in order to reduce any potential impacts to a less-than-significant level.

Bitterwater/Chestnut Workforce Housing Project Analysis

Impact AES-1: The Bitterwater/Chestnut Workforce Housing Project would not result in a significant impact on the existing visual character of the project site and the surrounding area.

The Bitterwater/Chestnut Workforce Housing Project would replace an existing commercial use and four residences with a three-story, 118-unit farmworker housing development. There is a one-story residence immediately northeast of the site, existing agricultural fields to the east, and commercial and industrial uses to the north and west. In addition to changing the existing visual character of the site, the Bitterwater/Chestnut Workforce Housing Project would have a visual effect on the surrounding area as there are no three-story buildings nearby. However, the third story height limits were already analyzed within the certified EIR and, therefore, the Bitterwater/Chestnut Workforce Housing Project would not result in a change in the impact as presented within the certified EIR.

Although minimal, views of the top of the Gabilan and Diablo Range can be seen at the intersection of the Bitterwater and Metz Roads looking east through the site, which would be obstructed with development of the project. The project also includes an eight-foot high masonry sound wall along the western boundary to reduce noise impacts associated with the existing railroad tracks. However, this eight-foot wall would only be visible at the intersection of the railroad tracks and Bitterwater Road and, therefore, it would not result in any considerable impact in relation to the project at buildout because any views that would potentially be obstructed by the eight-foot wall would certainly be obstructed by the proposed development (refer to Figure 4-1, Bitterwater/Chestnut Workforce Housing Project Viewpoint from Corner of Bitterwater and Metz Roads).

The Bitterwater/Chestnut Workforce Housing Project would reduce views of the Santa Lucia Mountains when standing on Chestnut Avenue looking southwest, potentially resulting in a significant adverse impact. However, the certified EIR states that while the surrounding mountains provide a scenic setting, there are no scenic vistas of importance designated in the *King City General Plan* (City of King 2010, p. 4.1-1). Therefore, development of the project would result in a less than significant impact on the existing visual character and surrounding area.

Impact AES-2: The Bitterwater/Chestnut Workforce Housing Project would result in less than significant impacts related to new sources of light and glare.

The Bitterwater/Chestnut Workforce Housing Project would replace an existing commercial use and four residences, with a three-story 118 unit farmworker housing development. Therefore, the Bitterwater/Chestnut Workforce Housing Project would create new sources of light and glare compared to existing conditions and would be most visible to the residential use immediately northeast of the site, resulting in a significant adverse light and glare impact. However, implementation of the certified EIR's Mitigation Measures AES-2A, -2B,

and -2C, which requires the project developer to install low-intensity lighting that is directed downward to minimize light and glare, would reduce this potential impact to a less-than-significant level.

Jayne Street Seasonal Housing Project Analysis

Impact AES-1: The Jayne Street Seasonal Housing Project would result in a less than significant impact on the existing visual character of the site and the surrounding area.

The Jayne Street Seasonal Housing Project would change the existing visual character of the site as it is currently used, and has historically been used, to store vehicles. Adjacent, two-story residential development is located immediately south of the project site. The Jayne Street Seasonal Housing Project would involve two-story buildings, which would be comparable to the adjacent residential development.

As stated previously, South 1st Street is the most traveled road near to the project site. Although current views from South 1st Street are minor due to the wall separating the street from the railroad tracks, views of the Gabilan and Diablo Ranges would be obstructed from development of the proposed project (refer to Figure 4-2, Jayne Street Seasonal Housing Project Viewpoint from South 1st Street). However, the certified EIR states that while the surrounding mountains provide a scenic setting, there are no scenic vistas of importance designated in the *King City General Plan* (City of King 2010, p. 4.1-1).

The Jayne Street Seasonal Housing Project would be designed in compliance with the City's Municipal Code Chapter 17.79 Seasonal Employee Housing and with the aesthetic-related regulations set forth for uses located within the specific plan area. These regulations include, but are not limited to, having the same architectural and design standards as for other residential housing units and would be designed to compatibly integrate into the neighborhood in which it is located; it would be designed to avoid the appearance of the "back of the building;" and the development would have a minimum of three complimentary colors such as earth tones and light pastel colors. Project developers would be required to pay the development impact fee for seasonal employee housing, as adopted by resolution of the City Council (Ord. 759, Section 2, 2018). Therefore, the Jayne Street Seasonal Housing Project would result in less than significant impacts on the existing visual character of the site and surrounding areas.

Impact AES-2: The Jayne Street Seasonal Housing Project would result in less than significant impacts related to new sources of light and glare.

The Jayne Street Seasonal Housing Project would create new sources of light and glare as the vacancy of the property does not produce any light or glare. The new sources of light and glare would be most visible to the existing residences immediately south of the site and the commercial use to the north, at the corner of Pearl Street and Jayne Street resulting in a

View east across the Bitterwater/Chestnut Workforce Housing Project site

Source: Google Earth 2019

Figure 4-1

Bitterwater/Chestnut Workforce Housing Project Viewpoint from Corner of Bitterwater and Metz Roads

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On South 1st Street looking east across the Jayne Street Seasonal Housing Project site

Source: Google Earth 2019

Figure 4-2

Jayne Street Seasonal Housing Project Viewpoint from South 1st Street

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significant adverse impact. However, implementation of Mitigation Measures AES-2A, -2B, and -2C (see Impact AES-2 under the Bitterwater/Chestnut Workforce Housing Project Analysis) would reduce this impact to a less-than-significant level by requiring that the project developer install low-intensity lighting that is directed downward to minimize light and glare.

In compliance with the City's Municipal Code Chapter 17.79 Seasonal Employee Housing, the project developers would be required to submit and receive approval of a lighting plan, which provides lighting schemes to create safe environments for pedestrians and motorists and use of lighting as an integral design element, which adds to the overall site plan and building design. Project developers would be required to pay the development impact fee for seasonal employee housing, as adopted by resolution of the City Council (Ord. 759, Section 2, 2018). Therefore, the Jayne Street Seasonal Housing Project would result in less than significant impacts on the existing visual character of the site and surrounding areas.

4.2 AGRICULTURE

This section does not require re-evaluation. The amendments to the specific plan and the proposed housing developments would not alter the determinations of the certified EIR in regard to agricultural resources. Please see Section 4.2, Agriculture, in the certified EIR for information. The certified EIR adequately considers potential environmental effects related to the housing development projects.

4.3 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

This section discusses the potential for the proposed specific plan amendment to create new air quality and greenhouse gas emissions (GHG) emissions impacts or to change the level of impacts previously analyzed in the certified EIR. This section also includes project-level analysis for the proposed housing development projects.

Environmental Setting

The environmental setting related to air quality and GHG emissions is included in Section 4.3, Air Quality of the certified EIR and is incorporated herein by reference.

Specific Plan Amendment Environmental Setting

The specific plan amendment includes the Bitterwater/Chestnut Workforce Housing Project Site and the Jayne Street Seasonal Housing Project Site. Existing conditions on each site are presented below.

Bitterwater/Chestnut Workforce Housing Project Site Environmental Setting

Existing uses on the Bitterwater/Chestnut Workforce Housing Project Site include four homes and an auto repair shop with an associated outbuilding.

Jayne Street Seasonal Housing Project Site Environmental Setting

The Jayne Street Seasonal Housing Project Site is currently vacant.

Regulatory Considerations

The federal, state, and local regulations related to air quality and GHG emissions are included in Section 4.3, Air Quality of the certified EIR and are incorporated herein by reference.

Project Impacts and Mitigation Measures

The thresholds or standards of significance for air quality and GHG emissions are included in the certified EIR (City of King 2010, p. 4.3-32 and p. 4.3-34). Air quality and GHG emissions impacts associated with the specific plan amendment, Bitterwater/Chestnut

Workforce Housing Project, and Jayne Street Seasonal Housing Project are discussed separately below.

Specific Plan Amendment Impact Analysis

Impact AIR-1: Construction emissions from development of the proposed specific plan amendment would exceed the threshold of significance for PM_{10} and would substantially contribute to violations of air quality standards.

The certified EIR found that construction emissions from buildout of the specific plan would result in 92.69 pounds per day of PM_{10} emissions, which exceeds the air district significance threshold of 82 pounds per day for PM_{10}. The certified EIR concluded that implementation of Mitigation Measure AIR-1, which requires implementation of the air district standard dust control measures during construction, would reduce the impact to a less-than-significant level (City of King 2010, p. 4.3-39). Mitigation Measure AIR-1 from the certified EIR reads as follows:

Mitigation Measure

AIR-1 The Contractor shall implement the following feasible mitigation measures, where feasible, to reduce construction-related emissions of PM_{10}:

- 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 miles per hour [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 hydro seed area.
- Haul trucks shall maintain at least 2 feet of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- 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 Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance).
- Limit the area under construction at any one time.
- Post a sign limiting traffic speeds on all unpaved roads to 15 mph.

The proposed specific plan amendment includes changes in development capacity on the Bitterwater/Chestnut Workforce Housing Project Site and Jayne Street Seasonal Housing Project Site (refer Table 3-2 of the specific plan). The criteria air pollutant emissions that would be generated by the proposed specific plan amendment on each site during construction have been estimated using California Emissions Estimator Model (CalEEMod) Version 2016.3.2. The emissions modeling results are presented in Appendix B, CalEEMod Results. The results of the emissions modeling were combined to determine if the proposed specific plan amendment would result in fewer or greater criteria pollutant emissions than that identified and addressed in the certified EIR. It was found that construction of the proposed specific plan amendment would result in a net increase in PM_{10} emissions by 19.11 pounds per day compared to construction emissions from buildout of the specific plan (City of King 2010, Table 4.3-10). However, implementation of Mitigation Measure AIR-1 (City of King 2010, p. 4.3-39) would reduce the proposed specific plan amendment's contribution to significant PM_{10} emissions volume to a less-than-significant level. No additional mitigation measures are required.

Impact AIR-2: Emissions associated with operation of the proposed specific plan amendment would not exceed the MBARD operational thresholds of significance for PM_{10} and would not contribute substantially to violations of air quality standards.

The certified EIR analyzed operational criteria pollutant emissions that would result from buildout of the uses in the specific plan. The certified EIR determined that buildout of the specific plan land uses would not generate criteria air pollutant emissions that would exceed air district thresholds of significance, and concluded that the impact to air quality would be less than significant (City of King 2010, p. 4.3-41).

The proposed specific plan amendment includes changes in development capacity on the Bitterwater/Chestnut Workforce Housing Project Site and Jayne Street Seasonal Housing Project Site (refer Table 3-2). The criteria air pollutant emissions that would be generated by the proposed specific plan amendment on each site during operations have been estimated using CalEEMod Version 2016.3.2. The emissions modeling results are presented in Appendix B, CalEEMod Results. The results of the emissions modeling were combined to

determine if the proposed specific plan amendment would result in fewer or greater criteria pollutant emissions than that identified and addressed in the certified EIR. The net change in operational criteria air pollutant emissions resulting from the proposed specific plan amendment is summarized in Table 4.3-1, Net Change in Operational Criteria Air Pollutant Emissions.

Table 4.3-1 Net Change in Operational Criteria Air Pollutant Emissions[1,2]

Emissions	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	Sulfur Oxides (SO_x)	Suspended Particulate Matter (PM_{10})	Carbon Monoxide (CO)
Summer	+1.20	-4.50	-0.01	-0.50	+4.92
Winter	+1.35	-4.52	-0.01	-0.50	+3.19

SOURCE: EMC Planning Group 2019
NOTES:
1. Expressed in pounds per day.
2. Results may vary due to rounding.

Operation of development associated with the proposed specific plan amendment would result in a net increase in operational ROG and CO emissions and a net decrease in operational NO_X, SO_X, and PM_{10} emissions compared to the operational emissions resulting from buildout of the specific plan. Table 4.3-2, Increased Operational Criteria Pollutant Emissions, summarizes the combined total volume of ROG and CO emissions and compares them with the air district thresholds of significance.

Although the proposed specific plan amendment would result in an incremental increase in ROG and CO emissions, the combined total volume of ROG and CO emissions at buildout of the specific plan would not exceed the air district thresholds of significance. Therefore, the proposed specific plan amendment would not result in new impacts or a substantial increase in impacts than those studied and addressed in the certified EIR.

Impact AIR-3: The specific plan amendment would not conflict with or obstruct implementation of the applicable air quality management plan.

The certified EIR found that population-related emissions associated with the specific plan were accounted for in the air quality management plan, and concluded that the specific plan would not conflict with or obstruct implementation of the air quality management plan (City of King 2010, p. 4.3-42).

Table 4.3-2 Increased Operational Criteria Pollutant Emissions[1,2]

Emissions	Reactive Organic Gases (ROG)	Carbon Monoxide (CO)
Summer		
Proposed Specific Plan Amendment	1.20	4.92
Specific Plan	84.89	391.87
Total	86.09	396.79
Air District Thresholds	137.0	550.0
Exceeds Threshold?	*No*	*No*
Winter		
Proposed Specific Plan Amendment	1.35	3.19
Specific Plan	88.02	434.22
Total	89.43	437.41
Air District Thresholds	137.0	550.0
Exceeds Threshold?	*No*	*No*

SOURCE: Impact Sciences, Inc 2010, EMC Planning Group 2019
NOTES:
1. Expressed in pounds per day.
2. Results may vary due to rounding.

From Section 3, Project Description, the proposed project would result in a net change of 60 additional residential units (residential capacity increase of 111 units on the Bitterwater/Chestnut Workforce Housing Project Site and a decrease of 51 units on the Jayne Street Seasonal Housing Project Site). Table 4.3-3, Increased Residential Units, summarizes the total residential units and compares them with the regional forecast.

Table 4.3-3 Increased Residential Units

Cumulative Conditions	Residential Units
Proposed Specific Plan Amendment	60
Monterey County	141,007
Total	141,067
Regional Forecast	*170,660*
Exceeds Regional Forecast?	*No*

SOURCE: Impact Sciences, Inc 2010, California Department of Finance 2019, EMC Planning Group 2019

Since the proposed specific plan amendment is within the population projections, it would not conflict with or obstruct implementation of the air quality management plan. Therefore, the proposed specific plan amendment would not result in new impacts or a substantial increase in impacts than those studied and addressed in the certified EIR.

Impact AIR-4: Indirect specific plan amendment operational activities would not significantly impact intersections or road segments and would not create a CO hotspot, exposing sensitive receptors to substantial pollutant concentrations.

The certified EIR determined that traffic volumes from buildout of the specific plan would not expose sensitive receptors to substantial concentrations of CO, resulting in a less-than-significant impact (City of King 2010, p. 4.3-44).

The CalEEMod results included as Appendix B indicate that the proposed specific plan amendment would result in a net decrease in vehicle trips than those identified and addressed in the certified EIR. The net decrease in vehicle trips would result in a net decrease in CO concentrations. Therefore, the proposed specific plan amendment would not result in new impacts or a substantial increase in impacts than those studied and addressed in the certified EIR.

Impact AIR-5: Specific plan amendment operational activities would not expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants.

The certified EIR determined that operation of the specific plan would not expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants (City of King 2010, p. 4.3-45). The proposed specific plan amendment adds only residential uses, which are not considered sources of toxic air contaminants. Therefore, the proposed specific plan amendment would not result in new impacts or a substantial increase in impacts than those studied and addressed in the certified EIR.

Impact AIR-6: The proposed specific plan amendment would not create objectionable odors affecting a substantial number of people.

The certified EIR found that implementation of the specific plan would not create objectionable odors (City of King 2010, p. 4.3-45). The proposed specific plan amendment includes residential uses only, which are not considered sources of objectionable odors. Therefore, the proposed specific plan amendment would not result in new impacts or a substantial increase in impacts than those studied and addressed in the certified EIR.

Impact AIR-7: Implementation of the proposed specific plan amendment would generate greenhouse gas emissions that are consistent with the emission reduction goals, strategies, and control measures established under AB 32, OPR and CARB guidance, and the 2006 Climate Action Team Report.

The certified EIR determined that GHG emissions from buildout of the specific plan would not exceed the GHG threshold of significance, resulting in a less-than-significant project-level impact (City of King 2010, p. 4.3-49). Further, the certified EIR determined that implementation of Mitigation Measure AIR-9 would reduce the specific plan's cumulative GHG impact to a less-than-significant level (City of King 2010, p. 4.3-80). Mitigation Measure AIR-9 from the certified EIR reads as follows:

Mitigation Measure

AIR-9 The project shall comply with the applicable measures consistent with CARB's AB 32 Scoping Plan, the Attorney General's "project-level" measures, OPR's recommended measures, and the 2006 CAT Report, that are specified in Table 4.3-16, Table 4.3-17, Table 4.3-18, and Table 4.3-19, respectively, of this [certified] EIR. These measures shall be included as project design features, mitigation measures, and/or as conditions of approval imposed by the lead agency.

The proposed specific plan amendment includes changes in development capacity on the Bitterwater/Chestnut Workforce Housing Project Site and Jayne Street Seasonal Housing Project Site (refer Table 3-2). The GHG emissions that would be generated by the proposed specific plan amendment on each site during construction and operations have been estimated using CalEEMod Version 2016.3.2. The emissions modeling results are presented in Appendix B, CalEEMod Results.

The results of the emissions modeling were combined to determine if the proposed specific plan amendment would result in fewer or greater GHG emissions than that identified and addressed in the certified EIR. The net change in GHG emissions resulting from the proposed specific plan amendment is summarized in Table 4.3-4, Net Change in GHG Emissions.

Table 4.3-4 Net Change in GHG Emissions[1,2]

Emissions	GHG Emissions[1,2]
Annual Operational	-678.82
Amortized Construction	+13.82
Total	-665.00

SOURCE: EMC Planning Group 2019
NOTES:
1. Expressed in MT CO_2e per year.
2. Results may vary due to rounding.

As seen from Table 4.3-4, the proposed specific plan amendment would result in a net decrease in annual GHG emissions compared to the GHG emissions volume resulting from buildout of the specific plan. Further, the proposed specific plan amendment's cumulative impact would be reduced to a less-than-significant level with Mitigation Measure AIR-9. Therefore, the proposed specific plan amendment would not result in new impacts or a substantial increase in impacts than those studied and addressed in the certified EIR.

Bitterwater/Chestnut Workforce Housing Project Impact Analysis

Impact AIR-1: Construction emissions from development of the proposed Bitterwater/Chestnut Workforce Housing Project would exceed the threshold of significance for PM_{10} and would substantially contribute to violations of air quality standards.

The proposed Bitterwater/Chestnut Workforce Housing Project includes 118 apartment units on a 5.22-acre site. Existing uses on the Bitterwater/Chestnut Workforce Housing Project Site include four homes and an auto repair shop with an associated outbuilding. The volume of PM_{10} emissions from construction activities associated with the Bitterwater/Chestnut Workforce Housing Project would include PM_{10} emissions from demolition of all existing uses. The proposed Bitterwater/Chestnut Workforce Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. PM_{10} emissions from construction of the cumulative scenario would be reduced to a less-than-significant level with the implementation of Mitigation Measure AIR-1. Therefore, PM_{10} emissions from construction activities on the Bitterwater/Chestnut Workforce Housing Project site would be reduced to a less-than-significant level with Mitigation Measure AIR-1.

Impact AIR-2: Emissions associated with operation of the proposed Bitterwater/Chestnut Workforce Housing Project would not exceed the MBARD operational thresholds of significance for PM_{10} and would not contribute substantially to violations of air quality standards.

The proposed Bitterwater/Chestnut Workforce Housing Project includes 118 apartment units on a 5.22-acre site. Existing uses on the Bitterwater/Chestnut Workforce Housing Project Site include four homes and an auto repair shop with an associated outbuilding. Operation of the proposed Bitterwater/Chestnut Workforce Housing Project would result in greater criteria air pollutant emissions than those generated by operation of existing uses on the Bitterwater/Chestnut Workforce Housing Project Site. However, the proposed Bitterwater/Chestnut Workforce Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. Operational emissions generated by cumulative conditions were found to be less than significant. Therefore, operation of the proposed Bitterwater/Chestnut Workforce Housing Project would result in a less-than-significant air quality impact.

Impact AIR-3: The Bitterwater/Chestnut Workforce Housing Project would not conflict with or obstruct implementation of the applicable air quality management plan.

The proposed Bitterwater/Chestnut Workforce Housing Project includes 118 apartment units on a 5.22-acre site. The proposed Bitterwater/Chestnut Workforce Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. Since emissions generated by cumulative conditions were accounted for in the air quality management plan, the proposed Bitterwater/Chestnut Workforce Housing Project would not conflict with or obstruct implementation of the air quality management plan.

Impact AIR-4: Indirect Bitterwater/Chestnut Workforce Housing Project operational activities would not significantly impact intersections or road segments and would not create a CO hotspot, exposing sensitive receptors to substantial pollutant concentrations.

The proposed Bitterwater/Chestnut Workforce Housing Project includes 118 apartment units on a 5.22-acre site. The proposed Bitterwater/Chestnut Workforce Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. Since concentration of CO from cumulative conditions was determined to be less than significant, operation of the proposed Bitterwater/Chestnut Workforce Housing Project would result in a less-than-significant impact to sensitive receptors from CO concentrations.

Impact AIR-5: The Bitterwater/Chestnut Workforce Housing Project operational activities would not expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants.

Operation of the proposed Bitterwater/Chestnut Workforce Housing Project is not expected to cause any localized emissions that could expose sensitive receptors to toxic air contaminants, because no significant operational sources of pollutants are proposed onsite.

Impact AIR-6: The proposed Bitterwater/Chestnut Workforce Housing Project would not create objectionable odors affecting a substantial number of people.

Since residential units are not considered sources of objectionable odors, the proposed Bitterwater/Chestnut Workforce Housing Project is not anticipated to produce any objectionable odors.

Impact AIR-7: Implementation of the proposed Bitterwater/Chestnut Workforce Housing Project would generate greenhouse gas emissions that are consistent with the emission reduction goals, strategies, and control measures established under AB 32, OPR and CARB guidance, and the 2006 Climate Action Team Report.

The proposed Bitterwater/Chestnut Workforce Housing Project includes 118 apartment units on a 5.22-acre site. Existing uses on the Bitterwater/Chestnut Workforce Housing Project Site include four homes and an auto repair shop with an associated outbuilding. The GHG emissions generated during construction and operation of the Bitterwater/Chestnut Workforce Housing Project would be greater than those generated by the operation of existing uses on the Bitterwater/Chestnut Workforce Housing Project Site. However, the proposed Bitterwater/Chestnut Workforce Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. GHG emissions generated by the cumulative scenario were found to be less than significant with implementation of Mitigation Measure AIR-9. Therefore, cumulative GHG emissions from the proposed Bitterwater/Chestnut Workforce Housing Project would be reduced to a less-than-significant level with Mitigation AIR-9.

Jayne Street Seasonal Housing Project Impact Analysis

Impact AIR-1: Construction emissions from development of the proposed Jayne Street Seasonal Housing Project would exceed the threshold of significance for PM_{10} and would substantially contribute to violations of air quality standards.

The proposed Jayne Street Seasonal Housing Project includes 66 dormitory units or 352 dorm beds on a 2.93-acre site. The PM_{10} emissions from construction activities associated with the Jayne Street Seasonal Housing Project would be greater than those generated under existing conditions, because there are no existing sources of emissions on the Jayne Street Seasonal Housing Project Site. However, the proposed Jayne Street Seasonal Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. PM_{10} emissions from construction of the cumulative scenario would be reduced to a less-than-significant level with the implementation of Mitigation Measure AIR-1. Therefore, PM_{10} emissions from construction activities on the Jayne Street Seasonal Housing Project Site would be reduced to a less-than-significant level with Mitigation Measure AIR-1.

Impact AIR-2: Emissions associated with operation of the proposed Jayne Street Seasonal Housing Project would not exceed the MBARD operational thresholds of significance for PM_{10} and would not contribute substantially to violations of air quality standards.

The proposed Jayne Street Seasonal Housing Project includes 66 dormitory units or 352 dorm beds on a 2.93-acre site. The criteria air pollutant emissions generated during operation of the Jayne Street Seasonal Housing Project would be greater than those generated under existing conditions, because there are no existing sources of emissions on the Jayne Street Seasonal Housing Project Site. However, the proposed Jayne Street Seasonal Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. Operational emissions generated by cumulative conditions were found to be less than significant. Therefore, operation of the proposed Jayne Street Seasonal Housing Project would result in a less-than-significant air quality impact.

Impact AIR-3: The Jayne Street Seasonal Housing Project would not conflict with or obstruct implementation of the applicable air quality management plan.

The proposed Jayne Street Seasonal Housing Project includes 66 dormitory units or 352 dorm beds on a 2.93-acre site. The proposed Jayne Street Seasonal Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. Since emissions generated by cumulative conditions were accounted for in the air quality management plan, the proposed Jayne Street Seasonal Housing Project would not conflict with or obstruct implementation of the air quality management plan.

Impact AIR-4: Indirect Jayne Street Seasonal Housing Project operational activities would not significantly impact intersections or road segments and would not create a CO hotspot, exposing sensitive receptors to substantial pollutant concentrations.

The proposed Jayne Street Seasonal Housing Project includes 66 dormitory units or 352 dorm beds on a 2.93-acre site. The proposed Jayne Street Seasonal Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. Since concentration of CO from cumulative conditions was determined to be less than significant, operation of the proposed Jayne Street Seasonal Housing Project would result in a less-than-significant impact to sensitive receptors from CO concentrations.

Impact AIR-5: The Jayne Street Seasonal Housing Project operational activities would not expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants.

Operation of the proposed Jayne Street Seasonal Housing Project is not expected to cause any localized emissions that could expose sensitive receptors to toxic air contaminants, because no significant operational sources of pollutants are proposed onsite.

Impact AIR-6: The proposed Jayne Street Seasonal Housing Project would not create objectionable odors affecting a substantial number of people.

Since residential units are not considered sources of objectionable odors, the proposed Jayne Street Seasonal Housing Project is not anticipated to produce any objectionable odors.

Impact AIR-7: Implementation of the proposed Jayne Street Seasonal Housing Project would generate greenhouse gas emissions that are consistent with the emission reduction goals, strategies, and control measures established under AB 32, OPR and CARB guidance, and the 2006 Climate Action Team Report.

The proposed Jayne Street Seasonal Housing Project includes 66 dormitory units or 352 dorm beds on a 2.93-acre site. The GHG emissions generated during construction and operation of the Jayne Street Seasonal Housing Project would be greater than those generated under existing conditions, because there are no existing sources of emissions on the Jayne Street Seasonal Housing Project Site. However, the proposed Jayne Street Seasonal Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. GHG emissions generated by the cumulative scenario were found to be less than significant with implementation of Mitigation Measure AIR-9. Therefore, cumulative GHG emissions from the proposed Jayne Street Seasonal Housing Project would be reduced to a less-than-significant level with Mitigation AIR-9.

4.4 Biological Resources

This section does not require re-evaluation. The amendments to the specific plan and the proposed housing developments would not alter the determinations of the certified EIR in regard to biological resources. Please see Section 4.4, Biological Resources, in the certified EIR for information. The certified EIR adequately considers potential environmental effects related to the housing development projects.

4.5 Cultural Resources

This section does not require re-evaluation, but has been combined into Section 4.15 Cultural and Tribal Resources. The amendments to the specific plan and the proposed housing developments would not alter the determinations of the certified EIR in regard to cultural resources. Please see Section 4.5, Cultural Resources, in the certified EIR for information. Refer also to Section 4.15, Cultural and Tribal Resources, in this SEIR. The certified EIR adequately considers potential environmental effects related to the housing development projects.

4.6 GEOLOGY, SOILS, AND SEISMICITY

This section does not require re-evaluation. The amendments to the specific plan and the proposed housing developments would not alter the determinations of the certified EIR in regard to geology, soils, and seismicity. Please see Section 4.6, Geology, Soils, and Seismicity, in the certified EIR for information. The certified EIR adequately considers potential environmental effects related to the housing development projects.

4.7 HAZARDS AND HAZARDOUS MATERIALS

This section discusses the potential for the proposed specific plan amendment to result in new physical impacts in regard to hazards and hazardous materials or to change the level of physical impacts previously analyzed in the certified EIR. This section also includes project-level analysis for the proposed housing development projects.

Environmental Setting

Specific Plan Amendment Environmental Setting

The specific plan area is located approximately 0.3 miles from the Mesa Del Rey Airport. Per the airport safety zones map for the airport, the specific plan area is within the airport's Traffic Pattern Zone (part of the Airport Influence Area) and therefore is subject to the comprehensive land use plan for Mesa Del Rey Airport (which is by default consists of the *Mesa del Rey Airport Master Plan*, Caltrans Aeronautics Division's 2010 map of safety zones at the airport, and the County Code Chapter 21.86, Airport Approaches Zoning). Note that there is no comprehensive airport land use compatibility plan for the Mesa del Rey Airport. According to the airport's Approach and Clear Zone Plan, the specific plan area is beneath the horizontal surface surrounding the runway, which is an obstruction cap at 520 feet above mean sea level. The specific plan area ground surface ranges from 335 to 350 feet above mean sea level. Development within the specific plan area will need to be referred to the Monterey County Airport Land Use Commission for review prior to final approval. The City is seeking a waiver for the specific plan amendments and the two housing projects.

Bitterwater/Chestnut Workforce Housing Project Site Environmental Setting

The Bitterwater/Chestnut Workforce Housing Project site is located approximately 0.5 miles from the Mesa Del Rey Airport and within the Traffic Pattern Zone as identified on the Caltrans Aeronautics Division 2010 map of safety zones at the airport. Therefore, the Bitterwater/Chestnut Workforce Housing Project site is located within the adopted comprehensive land use plan, but outside of the critical approach and landing zones.

Jayne Street Seasonal Housing Project Site Environmental Setting

The Jayne Street Seasonal Housing Project site is located approximately 0.75 miles from the Mesa Del Rey Airport and within the Traffic Pattern Zone as identified on the Caltrans 2010 Aeronautics Division map of safety zones at the airport. Therefore, the Jayne Street Seasonal Housing Project site is located within the adopted comprehensive land use plan, but outside of the critical approach and landing zones.

Regulatory Considerations

As identified in the Caltrans Aeronautics Division map of safety zones at the Mesa del Rey Airport, the specific plan area, including both the Bitterwater/Chestnut Workforce Housing Project and the Jayne Street Seasonal Housing Project, are all subject to the regulations of the Monterey County Airport Land Use Commission's comprehensive land use plan for the Mesa del Rey Airport. Development plans shall be referred to the Monterey County Airport Land Use Commission for review prior to final approval. The Airport Land Use Commission has a waiver process that the City plans to use.

Project Impacts and Mitigation Measures

The following project impacts are separated to address impacts associated with the specific plan amendment, the Bitterwater/Chestnut Workforce Housing Project, and the Jayne Street Seasonal Housing Project. The thresholds of significance used for this section have not changed from the certified EIR; see Section 4.7, Hazards and Hazardous Materials, of the certified EIR for the list of thresholds used.

Specific Plan Amendment Project Analysis

IMPACT HAZ-4: The specific plan is located within the Comprehensive Land Use Plan for Mesa del Rey Airport and could result in a safety hazard for people residing or working in the project area.

The certified EIR evaluated the potential of safety hazards for people residing or working in the specific plan area and concluded that the specific plan would result in less than significant safety hazards (City of King 2010, p. 4.7-12).

The specific plan area is located within the comprehensive land use plan area for Mesa del Rey Airport. The proposed specific plan amendment involves allowing building heights of up to three stories at the Bitterwater/Chestnut Workforce Housing Project site, and this height increase needs to be compared to the comprehensive land use plan's height limits allowed for horizontal surfaces. The specific plan already contains provisions for three story buildings up to 41 feet in height, subject to a conditional use permit. The tallest buildings permitted within the specific plan would be three stories and 51 feet tall (proposed specific plan amendments, Appendix E, p. 2).

The specific plan is located at a lower elevation than the Mesa del Rey Airport. According to the airport's Approach and Clear Zone Plan, Runway 11-29 is at 370 feet above mean sea level, and the horizontal surface surrounding the runway is at 520 feet above mean sea level (150 feet above the runway elevation. The specific plan area elevation ranges from 335 to 350 feet above mean sea level (certified EIR, p. 4.8-7). The high point on the tallest building would be at least 114 feet lower than the horizontal surface elevation. Therefore, the creation of obstructions to airport operations would be a less-than-significant impact.

Development within the specific plan area also has a potential to cause impairment to an aviator's visibility on approach to the airport. Refer to Specific Plan Amendment Project Analysis Impact AES-2 within Section 4.1, Aesthetics, of this SEIR regarding mitigation that would reduce light and glare impacts.

Bitterwater/Chestnut Workforce Housing Project Analysis

IMPACT HAZ-4: The Bitterwater/Chestnut Workforce Housing Project is located within the Comprehensive Land Use Plan for Mesa del Rey Airport and could result in a safety hazard for people residing or working in the project area.

The Bitterwater/Chestnut Workforce Housing Project site is located within the comprehensive land use plan for Mesa del Rey Airport. The Bitterwater/Chestnut Workforce Housing Project involves building heights of up to three stories, which could result in significant adverse impacts if the buildings were to exceed the comprehensive land use plan's height limits allowed for horizontal surfaces.

The Bitterwater/Chestnut Workforce Housing Project site is at an elevation of 340 feet above mean sea level, and is currently subject to a 2-story height limit. The proposed specific plan amendment would allow heights up to 51 feet; the actual proposed maximum height for the Bitterwater/Chestnut Workforce Housing Project is about 46 feet (including chimneys for the three-story buildings). The highest point of any building would be about 134 feet below the horizontal surface. Therefore, the creation of obstructions to airport operations would be a less-than-significant impact.

The site is located within the Traffic Pattern Zone, which is within the Airport Influence Area. According to the airport's Approach and Clear Zone Plan, Runway 11-29 is at 370 feet above mean sea level, and the horizontal surface surrounding the runway is at 520 feet above mean sea level (150 feet above the runway elevation. The Bitterwater/Chestnut Workforce Housing Project has a potential to cause impairment to an aviator's visibility as the site is located beneath the Mesa del Rey Airport Runway ll-29 Horizontal Surfaces. Refer to Bitterwater/Chestnut Workforce Housing Project Analysis Impact AES-2 within Section 4.1, Aesthetics, of this SEIR regarding mitigation that would reduce light and glare impacts.

Jayne Street Seasonal Housing Project Analysis

IMPACT HAZ-4: The Jayne Street Seasonal Housing Project is located within the Comprehensive Land Use Plan for Mesa del Rey Airport and could result in a safety hazard for people residing or working in the project area.

The Jayne Street Seasonal Housing Project site is located within the comprehensive land sse plan for Mesa del Rey Airport. The site is located within the Traffic Pattern Zone which is within the Airport Influence Area. The Jayne Street Seasonal Housing Project would not result in the development of three-story buildings (the development would be two-stories), which, as for the rest of the specific plan area, would be at least 110 feet below the airports horizontal surface elevation. Light and glare impacts may occur that could impair an aviator's visibility. Refer to Jayne Street Seasonal Housing Project Analysis Impact AES-2 within Section 4.1, Aesthetics, of this SEIR regarding mitigation that would reduce light and glare impacts.

4.8 HYDROLOGY AND WATER QUALITY

This section discusses the potential for the proposed specific plan amendment to create new physical impacts related to hydrology and water quality or to change the level of impacts previously analyzed in the certified EIR. This section also includes project-level analysis for the proposed housing development projects.

Environmental Setting

Specific Plan Amendment Environmental Setting

The specific plan area is located within the Salinas Valley Groundwater Basin ("groundwater basin"), which is subdivided into four hydrologically linked sub-basins; the specific plan area, and the City's wells, is located within the Upper Valley Aquifer sub-basin.

For more detail on hydrology and water quality of the specific plan area, please refer to Section 4.8, Hydrology and Water Quality, of the certified EIR.

Bitterwater/Chestnut Workforce Housing Project Site Environmental Setting

The Bitterwater/Chestnut Workforce Housing Project site currently includes four residential dwelling units and 29,943 square feet of commercial use, with an associated 3,376 square foot outbuilding (My Auto Repair). These uses are currently served by Cal Water, as it is the primary water provider for the City. The San Lorenzo Creek is located approximately 0.4 miles southeast of the relatively flat project site.

With exception to the locations of the existing structures, the Bitterwater/Chestnut Workforce Housing Project site is made up of permeable surfaces. During periods of rain, the water

onsite percolates into the soil and the Salinas Valley Groundwater Basin, either on the site, or downstream, or flows to the Salinas River. This process and further information on the Salinas Valley Groundwater Basin can be found in Section 4.8, Hydrology and Water Quality, located within the certified EIR.

The water landing on impermeable surfaces (i.e. the existing structures) flushes sediment and pollutants onto the permeable surfaces of the site, and may ultimately carry those into the drainages along Bitterwater Road or the railroad tracks. This water remains untreated as it flows into nearby bodies of water because the City's storm drain system is designed for the control of flooding only and does not provide any treatment to the storm water runoff (City of King 2019).

Jayne Street Seasonal Housing Project Site Environmental Setting

The San Lorenzo Creek is located approximately 0.2 miles northeast of the relatively flat Jayne Street Seasonal Housing Project site.

The Jayne Street Seasonal Housing Project site is currently vacant and, therefore, the site is entirely permeable. During periods of rain, the water onsite percolates into the soil and the Salinas Valley Groundwater Basin, or flows to the Salinas River. This process and further information on the Salinas Valley Groundwater Basin can be found in Section 4.8, Hydrology and Water Quality, located within the certified EIR.

Regulatory Considerations

Federal and State

Sustainable Groundwater Management Act

In 2014, Governor Jerry Brown signed into law a three-bill legislative package collectively known as the Sustainable Groundwater Management Act. This Act requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under this Act, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, such as the Salinas Valley Basin where the project site is located, the deadline is 2040. For the remaining high and medium priority basins, 2042 is the deadline. This Act empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably (see "Plan for a Comprehensive Groundwater Sustainability Plan by 2020" under the Regional/Local regulations section below).

Clean Water Act: Additional Post-Construction Requirements

In July 2013, the Central Coast Regional Water Quality Control Board adopted Order R3-2013-0032, with new, more stringent Post-Construction Requirements (PCRs). The PCRs went into effect in March 2014, and apply—to projects that create or replace 2,500 square feet or more of impervious area. The PCRs mandate that development projects use Low Impact

Development (LID) to detain, retain, and treat runoff. LID incorporates and conserves on-site natural features, together with constructed hydrologic controls to more closely mimic pre-development hydrology and watershed processes.

Regional/Local

Plan for a Comprehensive Groundwater Sustainability Plan by 2020

Established in 2017 under California's Sustainable Groundwater Management Act, the Salinas Valley Basin Groundwater Sustainability Agency is comprised of an eleven-member Board. The agency is tasked with developing a comprehensive groundwater sustainability plan by 2020 and implementing the plan to achieve basin sustainability by 2040. While not yet in effect, the plan is likely to affect later projects within the specific plan area.

Water Quality Control Plan for the Central Coast Basin

The Central Coast Regional Water Quality Control Board, under the authority of the California Water Code, is responsible for authorizing and regulating activities that may discharge wastes to surface water or groundwater resources. This authority includes adoption of basin plans with beneficial uses and water quality objectives to reasonably protect those uses. The Water Quality Control Plan for the Central Coast Basin was originally adopted in 1971 and was last amended in September 2017.

King City Municipal Code – Section 17.56.100 Stormwater pollution prevention

The following excerpt within the City's Municipal Code was added in 2015 and, therefore, is a change from what was evaluated in the certified EIR and subject to incorporation with this SEIR.

> Stormwater and Water Quality Protection. Developers shall be required to meet all measures for stormwater pollution control, waste management, and provide public utility connections that comply with the city and other service providers. The United States Environmental Protection Agency has promulgated regulations requiring permits for stormwater discharges from small municipal separate storm sewer systems (MS4s). The city of King is an MS4 and therefore projects within the city shall meet the standards established by the Central Coast Regional Water Quality Control Board (RWQCB). Since impermeable surfaces (such as paving and buildings) as well as bare unvegetated soil greatly increases runoff and the potential for erosion and pollution of waters within streams and the Salinas River, mitigation measures have been deemed necessary to reduce runoff and increase percolation within the urban area of the city.
>
> Development in the city will be required to include best management practices (BMPs), including erosion and sediment control, during construction and grading and include low impact development (LID) design practices in the design and layout of the project. According to the

RWQCB, LID "is an effective approach to managing stormwater to minimize the adverse effects of urbanization and development on watershed processes and beneficial uses resulting from changes in stormwater runoff conditions. LID strategies can achieve significant reductions in pollutant loading and runoff volumes as well as greatly enhanced groundwater recharge rates. The proper implementation of LID techniques results in greater benefits than single purpose stormwater and flood control infrastructure."

Therefore, controlling urban runoff pollution by using a combination of on-site source control and LID BMPs augmented with treatment control BMPs before the runoff enters the MS4 is important and will be required of each development project (unless specifically exempted by the RWQCB). Also, according to the RWQCB, "the risks associated with infiltration can be properly managed by many techniques, including: (1) designing landscape drainage features that promote infiltration of runoff, but do not "inject" runoff (injection bypasses the natural processes of filtering and transformation that occur in the soil); (2) taking reasonable steps to prevent the illegal disposal of wastes; (3) protecting footings and foundations; and (4) ensuring that each drainage feature is adequately maintained in perpetuity. However, in some circumstances, site conditions (e.g., historical soil contamination) and the type of development (i.e., urban infill) can limit the feasibility of retaining, infiltrating, and reusing stormwater at sites." (Source: Resolution No. R3-2013-0032, Approving Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Central Coast Regional Water Quality Control Board.)

The City Engineer shall review each project, unless exempted by the RWQCB, to assure compliance with these requirements, including the RWQCB "Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region." These RWQCB standards include BMPs for erosion and sediment control during project construction and after completion of the project. LID measures include, but are not limited to: limiting disturbance of creeks and natural drainage features, minimizing compaction of highly permeable soils, limiting removal of native vegetation at the site to the minimum area needed to build the project, limiting impermeable surfaces, including buildings and paving, and the use of innovative design layout that further increases permeable surfaces and landscaping.

Development shall minimize stormwater runoff by implementing one or more of the following site design measures identified by the RWQCB:

1. Direct roof runoff into cisterns or rain barrels for reuse;

2. Direct roof runoff onto vegetated areas safely away from building foundations and footings, consistent with California Building Code;
3. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings, consistent with California Building Code;
4. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings, consistent with California Building Code;
5. Construct bike lanes, driveways, uncovered parking lots, sidewalks, walkways, and patios with permeable surfaces;
6. The directing of runoff to bioretention basins; and
7. Other similar measures as determined by the city engineer. (Ord. 715 § 3, 2015)

Project Impacts and Mitigation Measures

The following project impacts are separated to address impacts associated with the specific plan amendment, the Bitterwater/Chestnut Workforce Housing Project, and the Jayne Street Seasonal Housing Project. The thresholds of significance used for this section have not changed from the certified EIR; see Section 4.8, Hydrology and Water Quality, of the certified EIR, for the list of thresholds used.

Specific Plan Amendment Project Analysis

Impact HYDRO-2: The specific plan as amended would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

The water supply assessment prepared in 2006 for the certified EIR calculated the water demand for the specific plan using Cal Water's water use factors. See Table 4.8-1, 2011 Specific Plan vs Specific Plan Amendment - Water Demand, for a comparison between the water demand of the specific plan and the water demand with specific plan amendments incorporated.

The specific plan with the proposed amendments would result in the same water demand as the adopted specific plan. Therefore, the specific plan as amended would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Due to no change in the water demand of the specific plan with the proposed amendments, there would be no impact related to the groundwater basin.

Table 4.8-1 Specific Plan vs Specific Plan Amendment - Water Demand[1]

	Water Use Type	Water Use Factor	Units or Area	Estimated Water Demand[2]	Total Water Demand
Specific Plan	Single Family Residential (attached and detached)	360 gallons/day/unit	521 units	0.19 mgd	0.35 mgd
	Multi-Family Residential and Mixed Use (live-work)	323 gallons/day/unit	129 units	0.04 mgd	
	Dedicated retail/office and part of live-work[3]	0.3 gallons/day/square feet	190,060 square feet	0.06 mgd	
	Parks and Recreation	3.0 acres-feet/acre/day	24 acres[4]	0.06 mgd	
Specific Plan Amendment	Single Family Residential (attached and detached)	360 gallons/day/unit	471 units	0.17 mgd	0.35 mgd
	Multi-Family Residential and Mixed Use (live-work)	323 gallons/day/unit	239 units	0.08 mgd	
	Dedicated retail/office and part of live-work	0.3 gallons/day/square feet	148,060 square feet	0.04 mgd	
	Parks and Recreation	3.0 acres-feet/acre/day	23 acres	0.06 mgd	
				Difference	0 mgd

SOURCE: City of King 2010, EMC Planning Group 2019
NOTE:
1. Totals may vary due to rounding.
2. Totals are in mgd (million gallons per day).
3. Several errors were found within the certified EIR's Table 4.8-2 when comparing rates and totals with the water supply assessment that is the source for the information within the table. This table corrects those errors and, therefore, the totals are different than what is presented within the certified EIR.
4. The change in Parks and Recreation acreage occurred in 2014, with a minor amendment to the specific plan.

Bitterwater/Chestnut Workforce Housing Project Analysis

Impact HYDRO-1: The Bitterwater/Chestnut Workforce Housing Project could violate water quality standards or waste discharge requirements.

The Bitterwater/Chestnut Workforce Housing Project site currently consists of an existing 29,943 square foot commercial building, with an associated outbuilding, and four residential homes. These structures would be demolished and replaced with the Bitterwater/Chestnut Workforce Housing Project, which would increase impervious root surfaces and add impervious pavement. These increases could result in short-term and long-term impacts on water quality.

Short-term Construction Phase Impacts on Water Quality

The Bitterwater/Chestnut Workforce Housing Project site is relatively flat, but grading and excavation will be required for development of the project. Although the site is flat and,

therefore, soil erosion potential during construction would be low, peak storm water runoff could result in short-term erosion impacts. Best management practices during construction would be implemented under the City's National Pollutant Discharge Elimination System (NPDES) permit in order to reduce or prevent harmful pollutants from entering the storm drain system.

The Bitterwater/Chestnut Workforce Housing Project site includes the disturbance of more than one acre of soil and, therefore, must obtain coverage under the Construction General Permit for Discharges of Storm Water Associated with Construction Activity per NPDES requirements. The Construction General Permit requires that development implement a storm water pollution prevention plan in order to reduce the potentially adverse impacts to water quality standards and waste discharge requirements to a less-than-significant level.

Long-term Operational Impacts on Water Quality

The Bitterwater/Chestnut Workforce Housing Project would result in the development of residential uses and would increase the amount of existing impervious surfaces from about 50,200 square feet to about 196,500 square feet. A preliminary storm water control plan has been prepared and is included on the parcel map. The preliminary storm water control plan includes underground and surface storm water disposal and infiltration areas to maintain off-site flows at pre-project level. The storm water storage and treatment proposed would reduce ongoing downstream pollutant contributions to a less-than-significant level.

Implementation of the certified EIR's Mitigation Measures HYDRO-1A, -1B, -1C, and -1D (which would require the preparation of a storm water pollution prevention plan; implementation of best management practices during construction; obtaining a construction manager familiar with state and federal permit requirements; and require conformance with any additional measures as required by the City Engineer and the State) would reduce the Bitterwater/Chestnut Workforce Housing Project impacts related to water quality standards and waste discharge requirements to a less-than-significant level. Mitigation Measures HYDRO-1A, -1B, -1C, and -1D from the certified EIR read as follows:

Mitigation Measures

HYDRO-1A Prior to commencement of grading activities, the project developer shall obtain coverage under the NPDES Permit for Construction Activities from the State Water Resources Control Board. This would involve filing a Notice of Intent and developing a SWPPP, including provisions for a monitoring and certification program. This SWPPP shall cover grading operations, installation of underground piping and conduit facilities, installation of asphalt and concrete surface improvement, construction of building and installation of landscaping and recreational facilities and address both on- and off-site facilities. All of these

operations shall comply with the NPDES permit requirements regarding erosion control, rainy season restrictions, runoff control, dust control, etc.

HYDRO-1B The project developer shall implement construction Best Management Practices (BMPs) to ensure that water quality is protected. Construction BMPs shall include erosion control measures, sediment transfer reduction measures, and dust control measures. The BMPs shall include the following types of controls:

- Protect areas of disturbed vegetation from erosion during construction and revegetate those areas following construction, particularly on moderately steep slopes near the creek.
- Position soil or fill stockpiles away from any existing drainage channels.
- For construction during the rainy season, stockpiles shall be surrounded by berms with check damns/silt traps placed at regulated outflow points.
- For construction during the dry season, regularly water sites with vehicular traffic to reduce dust.
- Implement erosion control measures including silt fences, straw bales, jute netting, and sand bags.

In addition, the project applicant shall comply with the City's Storm Water Management Program which would be adopted and in full effect by the time that project construction work begins.

HYDRO-1C All contractor personnel shall be trained in proper construction BMPs prior to construction activity. In addition, the project developer shall retain a construction manager familiar with NPDES permit requirements to monitor construction activities.

HYDRO-1D The project developer shall be required to conform to other measures as required by the City Engineer and the State of California as part of the project's SWPPP required under the NPDES program in effect when construction begins.

Impact HYDRO-2: The Bitterwater/Chestnut Workforce Housing Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

The Bitterwater/Chestnut Workforce Housing Project would result in an increased use of groundwater supplies compared to existing conditions, which is the primary source of water for the Cal Water (who would serve the Bitterwater/Chestnut Workforce Housing Project).

The following table provides a breakdown of the water use for existing conditions and the water use as a result of the Bitterwater/Chestnut Workforce Housing Project. Table 4.8-2, Bitterwater/Chestnut Workforce Housing Project vs Existing Conditions – Water Use, summarizes the changes in water use at the site.

Table 4.8-2 Bitterwater/Chestnut Workforce Housing Project vs Existing Conditions – Water Use[1]

	Water Use Factor[2]	Units or Area	Individual Water Demand	Total Estimated Water Demand
Existing four single-family residences	360 gallons/day/unit	4 units	1,440 gallons/day	10,423 gallons/day
Existing commercial building	0.3 gallons/day/square foot	29,943 square feet	8,983 gallons/day	
Bitterwater/Chestnut Workforce Housing Project	323 gallons/day/unit	118 units	38,114 gallons/day	38,114 gallons/day
			Difference	+27,691 gallons/day (or 31 acre-feet/year)

SOURCE: City of King 2010, EMC Planning Group 2019
NOTE:
1. Totals may vary due to rounding.
2. The water use factors are sourced from those used in the specific plan EIR (Table 4.8-2).

As shown in the table above, the Bitterwater/Chestnut Workforce Housing Project would result in an increased demand of 27,691 gallons/day of water (or 31 acre-feet/year). The Bitterwater/Chestnut Workforce Housing Project would utilize water provided by Cal Water, whose water is sourced from the Salinas Valley Groundwater Basin. According to the Cal Water's *2015 Urban Water Management Plan – King City District*, the King City District is not significantly impacted by the overdraft of the aquifers of the Salinas Valley due to its proximity to the San Antonio and Nacimiento Reservoirs (p. 49). The Monterey County Water Resources Agency releases flows from these reservoirs to provide groundwater recharge throughout the year. As a result, groundwater levels in the King City area have been remarkably stable, and have always recovered quickly after drought events (California Water Service 2016, p. 49). The *2015 Urban Water Management Plan – King City District* also states that groundwater will be used to serve all demand through 2040 (p. 63) and will continue to be a reliable supply in this area (p. 61).

Regarding surface water that recharges the groundwater, the Bitterwater/Chestnut Workforce Housing Project site is not located in a groundwater recharge area (Monterey County 2019). Consequently, the Bitterwater/Chestnut Workforce Housing Project would have no impact on groundwater recharge other than its indirect impact on the use of groundwater by Cal Water.

As stated previously, the *2015 Urban Water Management Plan – King City District* concludes that groundwater will be used to serve all demand through 2040 (p. 63) and will continue to be a reliable supply in this area (p. 61). Cal Water's *2015 Urban Water Management Plan – King City District* evaluates the anticipated land uses within a district's general plan (or in this case, a specific plan) in order make such claims. The Bitterwater/Chestnut Workforce Housing Project is within the specific plan and although water use on the project site would increase, overall specific plan water use would remain the same. Therefore, the Bitterwater/Chestnut Workforce Housing Project would not result in an adverse impact related to groundwater resource depletion or recharge because water demand was already evaluated for this site in the certified EIR and the *2015 Urban Water Management Plan – King City District*.

Impact HYDRO-3: The Bitterwater/Chestnut Workforce Housing Project could alter the existing drainage pattern of the site in a manner that could result in substantial erosion or siltation.

At present, most surface runoff infiltrates into the ground onsite as the site contains mostly pervious surfaces. Additional runoff that does not infiltrate into the ground onsite flows to the ditch along Bitterwater Road or the railroad tracks, and into the City's storm drain systems. Construction of the Bitterwater/Chestnut Workforce Housing Project site would involve grading and ground disturbance activity, which could increase the potential for erosion or siltation. Implementation of the mitigation measures identified under Impact HYDRO-1 above would reduce this potentially significant impact to a less-than-significant level.

Impact HYDRO-4: The Bitterwater/Chestnut Workforce Housing Project could cause flooding on or off site, create runoff which would exceed the capacity of the storm water drainage systems, create substantial additional sources of polluted runoff, or otherwise degrade water quality.

The Bitterwater/Chestnut Workforce Housing Project would result in the development of residential uses and would increase the amount of existing impervious surfaces from about 50,200 square feet to about 196,500 square feet. A preliminary storm water control plan has been prepared and is included on the parcel map. The preliminary storm water control plan includes underground and surface storm water disposal and infiltration areas to maintain off-site flows at pre-pre-project level. The Bitterwater/Chestnut Workforce Housing Project would be required to implement the modified versions of the mitigation measures (provided below) in order to reduce the significant impacts to a less-than-significant level. The following mitigations are sourced from the certified EIR and modified in a way that relates to the Bitterwater/Chestnut Workforce Housing Project. The original mitigation descriptions can be found in Section 4.8, Hydrology and Water Quality, of the certified EIR (starting on page 4.8-21).

Mitigation Measures

HYDRO-4A: Hydrologic modeling of the Bitterwater/Chestnut Workforce Housing Project site's planned land uses shall be performed to estimate peak storm water runoff and to develop other water quality improvement facilities. The hydrologic modeling shall be completed using the U.S. Army Corps of Engineers HEC-HMS computer program in conjunction with the Soil Conservation Service (SCS) Curve Number method or equivalent, as directed by the City's Public Works Department. The results of the modeling and storm water facility design shall be submitted for review and subject to approval by the City Engineer prior to the issuance of a grading permit to assure the project does not impact existing storm water capacity on and off site.

HYDRO-4C: All new storm water facilities shall be detailed in the Bitterwater/Chestnut Workforce Housing Project's Improvement Plans and shall conform to City of King adopted Standard Design Details to the satisfaction of the City Engineer prior to issuance of a grading permit.

HYDRO-4D: Storm water runoff shall be routed through vegetated areas for natural filtration prior to release from the project site to the maximum extent possible, and to the satisfaction of the City Engineer prior to issuance of a grading permit.

HYDRO-4E: The storm water drainage system shall include components (such as bio-swales, intermediate sedimentation basins, and oil separators/grease traps in the parking lot drainage collection systems) for removing sediment as well as oil and grease before the water is discharged into the detention basins or storm drain line. The project developer(s) shall develop and implement programs for monitoring and regular maintenance of the biofiltration swales, water quality basin, and oil and grease traps to the satisfaction of the City Engineer. The project developer(s) shall provide information on the maintenance of these components to the City Building Department and to property owners upon initial sale of the property.

HYDRO-4F: Storm water collection and conveyance systems shall be designed to minimize erosion and other potential problems for on-site and adjacent properties, including the outfall of the existing 24-inch storm drain to San Lorenzo Creek, to the satisfaction of the City Engineer.

HYDRO-4G: The project developer(s) shall include storm drain system signs and stenciling at all pavement storm drain inlets with language to discourage illegal dumping of unwanted materials.

- The project developer(s) shall provide all residents with information stating a prohibition on the dumping of waste (soil waste, liquid, and yard waste) into storm drain systems, open space areas, and creeks;

- The Bitterwater/Chestnut Workforce Housing project shall include provisions for street, parking lot, land storm drain maintenance activities to control the movement of pollutants and removal of them from the pavement through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped materials from the project site. Some of these provisions may be addressed through the covenants, conditions and restrictions (CC&Rs), if authorized to be included in the CC&Rs by the City Engineer and Community Development Director; and

- The above provisions and other applicable City requirements related to storm water shall be incorporated as conditions of approval.

HYDRO-4H: In accordance with the local and state provisions, the project developer(s) shall design the proposed on-site drainage systems using Low Impact Development design methods.

HYDRO-4I: Areas of impervious surfaces in the residential areas shall be designed to minimize runoff.

HYDRO-4K: The project developer(s) shall use porous block payment systems in low traffic areas to increase on-site groundwater recharge; such areas shall be identified with the consultation of the City Engineer. The materials, methods, and locations shall be subject to the review and approval of the City Engineer.

HYDRO-4L: The project developer(s) shall use native plants and drought-tolerant landscaping wherever possible. The developers shall also install efficient irrigation systems, such as drip irrigation and automatic irrigation systems to minimize excess runoff. The irrigation systems shall be constructed, to the satisfaction of the City Engineer and the Community Development Director, prior to issuance of a grading permit.

HYDRO-4M: Information and instructions regarding water quality, BMPs, and pollution prevention shall be provided to the residents of the development. Such information and instructional material shall initially be prepared by the project developer(s) and shall be reviewed and approved by the City Engineer prior to issuance of a certificate of occupancy.

HYDRO-4N: The project conditions of approval shall include requirements for residents to implement the following measures within any common landscaping and open spaces areas:

- Material Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, and where possible using safer alternative products; and

- Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors.

Impact HYDRO-7: The Bitterwater/Chestnut Workforce Housing Project would not create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

The Bitterwater/Chestnut Workforce Housing Project would increase the amount of impermeable surfaces on the site compared to existing conditions in the form of roads, walkways, parking areas, roof tops, etc. See Figure 3-3 in Section 3.0, Project Description, of this SEIR for the site plan. Consequently, the volume of storm water runoff from the site will increase under post-development conditions. The increased runoff could contribute to localized flooding if storm water infrastructure is not designed or sized to accommodate the increased flows.

A preliminary storm water control plan has been prepared and is included on the parcel map. The preliminary storm water control plan includes underground and surface storm water disposal and infiltration areas to maintain off-site flows at pre-project level. Impacts would be less than significant.

Jayne Street Seasonal Housing Project Analysis

Impact HYDRO-1: The Jayne Street Seasonal Housing Project could violate water quality standards or waste discharge requirements.

The Jayne Street Seasonal Housing Project site is currently vacant and would be developed with the Jayne Street Seasonal Housing Project, which would result in short-term and long-term impacts on water quality.

Short-term Construction Phase Impacts on Water Quality

The Jayne Street Seasonal Housing Project site is relatively flat, but grading and excavation would be required to prepare for development of the project. Although the site is flat and, therefore, soil erosion potential during construction would be considered low, peak storm water runoff could result in short-term erosion impacts. Best management practices during construction of the Jayne Street Seasonal Housing Project site would be implemented under the City's National Pollutant Discharge Elimination System (NPDES) permit in order to reduce or prevent harmful pollutants to enter the storm drain system.

The Jayne Street Seasonal Housing Project site includes the disturbance of more than one acre of soil and, therefore, must obtain coverage under the Construction General Permit for Discharges of Storm Water Associated with Construction Activity per National Pollutant Discharge Elimination System requirements. The Construction General Permit requires that development implement a storm water pollution prevention plan in order to reduce the potentially adverse impacts to water quality standards and waste discharge requirements to a less-than-significant level.

Long-term Operational Impacts on Water Quality

The Jayne Street Seasonal Housing Project would result in the development of residential uses and would increase the amount of impervious surfaces compared to existing conditions, as the site is currently vacant and pervious. The Jayne Street Seasonal Housing Project would result in an increase in storm water runoff compared to existing conditions, which would be considered a significant impact. Refer to Impact HYDRO-4 presented below for more information on water quality impacts from increased storm water runoff and urban uses on the site.

Conclusion

Implementation of the certified EIR's Mitigation Measures HYDRO-1A, -1B, -1C, and -1D (which would require the preparation of a storm water pollution prevention plan; implementation of best management practices during construction; obtaining a construction manager familiar with state and federal permit requirements; and require conformance with any additional measures as required by the City Engineer and the State) would reduce the Jayne Street Seasonal Housing Project impacts related to water quality standards and waste discharge requirements to a less-than-significant level. In addition, the project developer will be required to implement the City's standard submittal requirements which includes preparing development plans (inclusive of, but not limited to, a site plan, erosion control and drainage plan, and a landscape plan) for the City Engineer and Building Department review and approval.

Impact HYDRO-2: The Jayne Street Seasonal Housing Project would not substantially deplete groundwater supplies or interfere with groundwater recharge

such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

The Jayne Street Seasonal Housing Project is currently vacant and would be developed with up to 66 seasonal workforce dormitory or apartment units. Table 4.8-3, Jayne Street Seasonal Housing Project – Water Demand, identifies the water demand required for the Jayne Street Seasonal Housing Project.

Table 4.8-3 Jayne Street Seasonal Housing Project – Water Demand[1]

	Residential Units	Water Use Factor[2]	Total Water Demand
Jayne Street Seasonal Housing Project	66 units	323 gallons/day/unit	21,318 gallons/day (0.02 mgd)

SOURCE: EMC Planning Group 2019
NOTE:
1. Totals may vary due to rounding.
2. The water use factors are sourced from those used in the certified EIR (Table 4.8-2).
3. The Jayne Street Seasonal Housing Project would consist of up to 66 seasonal workforce dormitory or apartment units in multiple buildings. See Section 3.0, Project Description for more details.

The Jayne Street Seasonal Housing Project would demand 0.02 mgd of water and would utilize water provided by the Cal Water, whose water is sourced from the Salinas Valley Groundwater Basin. According to the Cal Water's *2015 Urban Water Management Plan – King City District*, the King City District is not significantly impacted by the overdraft of the aquifers of the Salinas Valley due to its proximity to the San Antonio and Nacimiento Reservoirs (p. 49). The Monterey County Water Resources Agency releases flows from these reservoirs to provide groundwater recharge throughout the year. As a result, groundwater levels in the King City area have been remarkably stable, and have always recovered quickly after drought events (California Water Service 2016, p. 49). The *2015 Urban Water Management Plan – King City District* also states that groundwater will be used to serve all demand through 2040 (p. 63) and will continue to be a reliable supply in this area (p. 61).

Regarding surface water that recharges the groundwater, the site is not located in a groundwater recharge area (Monterey County 2019). Consequently, the Jayne Street Seasonal Housing Project would have no impact on groundwater recharge other than its indirect impact on the use of groundwater by Cal Water.

As stated previously, the *2015 Urban Water Management Plan – King City District* concludes that groundwater will be used to serve all demand through 2040 (p. 63) and will continue to be a reliable supply in this area (p. 61). Cal Water's *2015 Urban Water Management Plan – King City District* evaluates the anticipated land uses within a district's general plan in order make such claims. The Jayne Street Seasonal Housing Project is consistent with the zoning and land use designation of Planned Development (PD), as identified on the City's general plan land use map, such that residential uses were already anticipated at this site. Therefore, the

Jayne Street Seasonal Housing Project would not result in an adverse impacts related to groundwater resource depletion or recharge because water demand was already sufficiently evaluated for this site in the *2015 Urban Water Management Plan – King City District.*

Impact HYDRO-3: The Jayne Street Seasonal Housing Project could alter the existing drainage pattern of the site in a manner that could result in substantial erosion or siltation.

Under existing conditions, most surface runoff infiltrates into the ground onsite as the site is vacant and contains pervious surfaces. Development of the Jayne Street Seasonal Housing Project site would involve grading, which could increase the potential for erosion or siltation during construction activities. However, implementation of the mitigation measures identified under Impact HYDRO-1 above would reduce this potentially significant impact to a less-than-significant level.

Impact HYDRO-4: The Jayne Street Seasonal Housing Project could cause flooding on or off site, create runoff which would exceed the capacity of the storm water drainage systems, create substantial additional sources of polluted runoff, or otherwise degrade water quality.

Development of the Jayne Street Seasonal Housing Project site would result in an increase in impervious surfaces, consequently resulting in more storm water runoff. Storm water flowing off the site would be directed into Jayne Street where there is an existing 24-inch storm drain line, which discharges directly into the San Lorenzo Creek approximately 960 feet to the east.

It is unknown at this time if specific storm water treatment and detention basins are included as part of the Jayne Street Seasonal Housing Project. Therefore, mitigation will be required in order to ensure that impacts would be reduced to a less-than-significant level.

The Jayne Street Seasonal Housing Project would be required to implement the modified versions of the mitigation measures provided under Impact HYDRO-4 of the Bitterwater/Chestnut Workforce Housing Project Analysis; of those mitigations identified, the ones that would apply to the Jayne Street Seasonal Housing Project are Mitigation Measures HYDRO-4D, -4F, -4I, -4L, -4M, and -4N. Refer to Impact HYDRO-4 of the Bitterwater/Chestnut Workforce Housing Project Analysis for the full modified mitigations and refer to Section 4.8, Hydrology and Water Quality, of the certified EIR for the original mitigation.

In addition, Mitigation Measure HYDRO-1E (presented above) would also be required to further avoid and prevent runoff on- or offsite exceeding capacity of the existing storm water drainage systems.

4.9 Land Use and Planning

This section does not require re-evaluation. Please see Section 4.9, Land Use and Planning, in the certified EIR for information. The certified EIR adequately considers potential environmental effects related to the housing development projects.

4.10 Noise

This section does not require re-evaluation. Please see Section 4.10, Noise, in the certified EIR for information. The certified EIR adequately considers potential environmental effects related to the housing development projects. Note that Mitigation Measures NOI-1A and NOI-1B would apply to the proposed housing development projects. Mitigation Measures NOI-1A and NOI-1B from the certified EIR read as follows:

Mitigation Measures

NOI-1A: Residential units in the Neighborhood Center that face either Bitterwater Road or the UPRR tracks will require a detailed, design-level acoustical analysis to ensure that interior day-night noise levels do not exceed 45 L_{dn}. The recommendations of the acoustical analysis shall be implemented to reduce interior day-night noise levels to no more than 45 L_{dn}.

NOI-1B: Residential units in the Neighborhood Center that face directly onto the railroad tracks will require a detailed acoustical analysis to ensure that maximum interior noise levels do not exceed 70 dB(A).

4.11 Population and Housing

This section does not require re-evaluation. The amendments to the specific plan and the two housing development project would increase population within the area; environmental impacts related to the increase in population are discussed under these topic areas for which effects are population-dependent: air quality and greenhouse gas emissions; public services and recreation; traffic and transportation; and utilities and service systems. Please also see Section 4.11, Population and Housing, in the certified EIR for information. The certified EIR adequately considers potential environmental effects related to the housing development projects.

4.12 Public Services and Recreation

This section discusses the potential for the proposed specific plan amendment to create new physical impacts to public services and recreation facilities or to change the level of impacts

previously analyzed in the certified EIR. This section also includes project-level analysis for the proposed housing development projects.

Environmental Setting

The public services and recreation environmental setting is provided in Section 4.12 of the certified EIR and is incorporated herein by reference. Below is a summary of the environmental and regulatory setting and changes in circumstance since the certification of the certified EIR.

Specific Plan Amendment Environmental Setting

This SEIR is evaluating community plan level impacts associated with the specific plan amendment. The following discussion presents information that has changed since the certification of the certified EIR.

Police Services

The project site is served by the City of King Police Department, which is located at 415 Bassett Street and provides support to the County Sheriff in nearby unincorporated areas. The Police Department's current staffing includes the Chief of Police, Police Commander (1), Police Sergeants (4), Investigator (1) and Police Officers (10). Those sworn positions are supported by an Administrative Assistant, a Records Supervisor, a Police Clerk, a Community Services Officer and an Animal Control Officer (City of King 2019).

Refer to Section 4.12 of the certified EIR for more information related to the City's police services.

Fire Services

According to John Serritelli, Administrative Assistant with the City's Fire Department, information regarding the City's Fire Department found within the certified EIR has not changed (John Serritelli, email message, February 14, 2019). See Section 4.12, Public Services and Recreation, of the certified EIR for information.

Schools

The two school districts that serve the project site are King City Union School District, which operates the elementary and middle schools, and South Monterey County Joint Union High School District, which operates the high schools.

According to the King City Union School District Director of Fiscal Services, the King City Union School District serves 2,702 students through its three elementary schools for grades K-5 and one middle school for grades 6-8 (Patricia Garfoot, email message, January 16, 2019); this total is 56 more students than what was projected by the *Facilities Master Plan – King City Union School District* (King City Union School District 2016).

The South Monterey County Joint Union High School District consists of three high schools for grades 9-12 (South Monterey County Joint Union High School District 2019). According to the Chief Business Official, the South Monterey County Joint Union High School District currently accommodates approximately 2,344 students (Sherrie Castellanos, email message, February 11, 2019). King City High School is located at 720 Broadway Street, approximately 0.62 miles southwest from the specific plan area.

Refer to Section 4.12 of the certified EIR for more information related to the school districts.

Libraries

The Monterey County Free Libraries network supports City residents with a branch at 404 Broadway Street, approximately 2,000 feet west of the project site. The Monterey County Free Libraries is considered a less-than-countywide, dependent special district because there are a few cities within the County that operate their own municipal libraries. The Monterey County Free Libraries funds are largely from a portion of the property tax that is collected within its service area (Monterey County Free Libraries 2019a).

The King City branch has many services including: aquarium pass program, library by mail, and tutoring (Monterey County Free Libraries 2019b). According to the City's Library Manager, the recommended guideline for library size is 7,000 square feet for a population of 10,000-24,999 residents (Robin Cauntay, email message, January 18, 2019).

Refer to Section 4.12 of the certified EIR for more information related to the library services.

Parks and Recreation

The City maintains approximately 65 acres of parkland and open space; see Table 4.12-1, Existing City-owned Parks, below. The City also utilizes Monterey County's approximately 200-acre San Lorenzo Regional Park located southwest and outside of the City limits. Although the City's existing parkland acreages have increased since the preparation of the certified EIR, the information provided describing the amenities of each facility has not changed, nor have regulations regarding recreational facilities. Therefore, please see the environmental and regulatory settings with regard to parks and recreational facilities within Section 4.12, Public Services and Recreation, of the certified EIR for more information.

Table 4.12-1 Existing City-owned Parkland and Open Space

Park	Acreage
City Park	11.25
Forden Park	2.40
San Antonio Park	9.38
Creekbridge Park	6.17

King Street Pocket Park	0.19
King City Public Golf Course	36.00
Total	65.39

SOURCE: Doreen Liberto-Blanck, email message, March 4, 2019

Bitterwater/Chestnut Workforce Housing Project Site Environmental Setting

This SEIR includes an evaluation of project-level impacts associated with the Bitterwater/Chestnut Workforce Housing Project. Please see the changes listed above (under Specific Plan Amendment Environmental Setting) as these changes in environmental setting are the same as for this project.

Jayne Street Seasonal Housing Project Site Environmental Setting

This SEIR includes an evaluation of project-level impacts associated with the Jayne Street Seasonal Housing Project. Please see the changes listed above (under Specific Plan Amendment Environmental Setting) as these changes in environmental setting are the same as for this project.

Regulatory Considerations

There have been no changes to public services and recreation regulations since the certified EIR was prepared. Refer to the regulatory language within Section 4.12, Public Services and Recreation, within the certified EIR for information.

Project Impacts and Mitigation Measures

The following project impacts are separated to address impacts associated with the specific plan amendment, the Bitterwater/Chestnut Workforce Housing Project, and the Jayne Street Seasonal Housing Project. The thresholds of significance used for this section have not changed from the certified EIR; see Section 4.12, Public Services and Recreation, of the certified EIR for the list of thresholds used.

Specific Plan Amendment Project Analysis

Impact PS&R-1: The specific plan amendment would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities in order to maintain acceptable police service ratios, or other performance objectives, the construction of which could cause significant environmental impacts.

The certified EIR evaluated the demand on police services and concluded that the increase in demand would not adversely impact the City's police services with implementation of the City's adopted Development Impact Fee program (City of King 2010, p. 4.12-8). Although the

specific plan amendment includes a decrease of 42,000 square feet of commercial uses, it also includes a net increase of 60 residential units, which may result in a change in demand of police services. The City has an adopted Development Impact Fee program that is designed to provide additional funding to meet the demands caused by new development. The applicant is required to pay this impact fee for police services, and therefore this impact is less than significant.

Impact PS&R-2: The specific plan amendment would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts.

The certified EIR evaluated the demand on fire services and concluded that the increase in demand would not adversely impact the City's fire services with implementation of the City's adopted Development Impact Fee program (City of King 2010, p. 4.12-9). The specific plan amendment would modify the specific plan design guidelines to allow three-story buildings within the Neighborhood Center zone. According to the City Fire Department, existing fire equipment is less effective for buildings taller than two stories. The City is in the process of creating an ordinance to require developers to pay a development impact fee when the development involves buildings with a height over two stories. The City Fire Department is also working towards receiving a grant for a ladder truck to service three-story buildings, which will be stationed in the City of Greenfield and used by all of the cities located in South Monterey County (John Serritelli, email message, February 14, 2019). However, providing additional fire equipment is not an environmental impact and, therefore, this issue is not discussed further.

The specific plan amendment would not affect the response time of the City Fire Department and would not require new or physically altered fire protection facilities.

See Section 4.12, Public Services, of the certified EIR for more discussion on fire protection services.

Impact PS&R-3: The specific plan amendment would result in increases in student census within the King City Union School District and the South Monterey County Joint Union High School District; however, it would not require new or physically altered school facilities in order to maintain acceptable service ratios and other performance objectives, the construction of which could cause significant environmental impacts.

The specific plan amendment would result in a change in population within the specific plan area. These changes could result in the generation of student-aged children. The following table provides a breakdown of the students generated as a result of the specific plan amendment, and assumes that all units would be general needs housing, i.e. providing housing for families.

Table 4.12-2 Specific Plan Amendment - Student Generation[1]

Unit Type	# of Units	Grades K-5[2]	Grades 6-8[3]	Grades 9-12[4]	Total Students
Single-family detached	175	81	34	57	172
Single-family attached	346	160	66	112	338
Multi-family attached	189	133	43	49	225
Total	710	374	143	218	735

SOURCE: (Sherrie Castellanos, email message, February 11, 2019), (King City Union School District 2016), King City Downtown Addition Specific Plan 2014

NOTE:

1. Totals may vary due to rounding.
2. Based on a grades K-5 student generation factors of 0.461 for single family units and 0.704 for multifamily units, pursuant to the King City Union School District *Facilities Master Plan* (p. 17)
3. Based on a grades 6-8 student generation factors of 0.192 for single-family units and 0.228 for multifamily units, pursuant to the King City Union School District *Facilities Master Plan* (p. 17)
4. Based on a grades 9-12 student generation factors of 0.325 for single-family units and 0.257 for multifamily units, pursuant to the Chief Business Official of the South Monterey County Joint Union High School District (Sherrie Castellanos, email message, 2019)

With the specific plan amendment, the specific plan would generate 735 students. This total is 11 students more than the 724 students estimated for the adopted specific plan. However, note that since the Bitterwater/Chestnut Workforce Housing Project is intended for farm worker housing, at least initially, the student generation could be less by about 120 students.

An increase in students could result in a significant impact on the two applicable school districts. However, the King City Union School District Director of Fiscal Services stated that, "we are not currently at capacity. We are experiencing a little growth and expect a little more each year" (Patricia Garfoot, email message, January 16, 2019). Further, state-mandated school impacts fees are considered full and complete mitigation of impacts related to student generation. Therefore, the specific plan amendment's contribution of school development impact fees would reduce the impacts to schools to a less-than-significant level.

Impact PS&R-4: The specific plan amendment would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for public libraries.

The certified EIR evaluated the demand on library services and concluded that the increase in demand would adversely impact the City's library facility (City of King 2010, p. 4.12-11).

The specific plan amendment's growth in population would increase the demands on the existing library facility. However, the existing facility has a service capacity of up to 24,999 residents and currently serves a population of 14,724 residents. By 2030, the existing library facility would be serving a population of approximately 15,347 residents (14,724 existing

residents + specific plan amendment's net increase of 623 people), which is well below the facility's capacity. Therefore, the existing facility is operating "well within the range required, even with a population increase" (Robin Cauntay, email message, January 18, 2019), resulting in a less than significant impact on the existing facility. For more discussion on library facilities, see Section 4.12, Public Services, of the certified EIR.

Impact PS&R-5: The specific plan amendment would not result in substantial adverse physical impacts associated with the provision of new or physically altered public park facilities in order to maintain in an acceptable appearance for use by the public, the construction of which could cause significant environmental impacts.

The certified EIR concluded that the approximately 24 acres of parkland to be provided by the specific plan would meet the City's parkland requirement ratio (City of King 2010, p. 4.12-11). However, this conclusion was determined based on the parkland acreage proposed within the specific plan. The specific plan was amended in 2014 with a reduction of parkland acreage from 23.99 to 22.62. The currently proposed specific plan amendment would keep the total of 22.62 parkland acreage provided. The approved specific plan will have a population of 2,210 residents, and the specific plan amendment would add about 623 residents, for a total of 2,833 residents. The parkland requirement would be 2,833/1,000 times 3 acres, or 8.5 acres. The specific plan includes more parkland than is required under the City's park dedication formula.

See Section 4.12, Public Services, of the certified EIR for more discussion.

Impact PS&R-6: The specific plan amendment would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, the potential for physical deterioration of such facilities is not considered significant.

Please see previous discussion under Impact PS&R-5, regarding the City's park facilities. Although the specific plan amendment would increase the population, consequently increasing the use of the existing recreational facilities, sufficient parkland acreage is available. The specific plan amendment would not increase the use of existing facilities to an extent that would result in substantial deterioration of such facilities, resulting in a less than significant impact.

Bitterwater/Chestnut Workforce Housing Project Analysis

Impact PS&R-1: The Bitterwater/Chestnut Workforce Housing Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities in order to maintain acceptable police service ratios, or other performance objectives, the construction of which could cause significant environmental impacts.

The Bitterwater/Chestnut Workforce Housing Project includes the development of 118 residential units, resulting in a population increase of about 532 persons. This new housing would require police protection services from the City. Development throughout the City will require police protection services and cumulatively, may require the provision of new or physically altered police facilities in order to maintain acceptable services ratios. The City has an adopted Development Impact Fee program that is designed to provide funding to meet the demands for new or expanded police facilities required to serve new development. The applicant is required to pay the development impact fee, and therefore this impact is less than significant.

Impact PS&R-2: The Bitterwater/Chestnut Workforce Housing Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts.

The Bitterwater/Chestnut Workforce Housing Project includes the development of 118 residential units, resulting in a population increase of about 532 persons. This new housing will require fire protection services from the City. Development throughout the City will require fire protection services and cumulatively, may require the provision of new or physically altered fire facilities in order to provide acceptable services for residents. The City has an adopted Development Impact Fee program that is designed to provide additional funding to meet the demands for new or expanded fire facilities required to serve new development. The applicant is required to pay the development impact fee and, therefore, this impact is less than significant.

Impact PS&R-3: The Bitterwater/Chestnut Workforce Housing Project would result in increases in student census within the King City Union School District and the South Monterey County Joint Union High School District; however, it would not require new or physically altered school facilities in order to maintain acceptable service ratios and other performance objectives, the construction of which could cause significant environmental impacts.

The Bitterwater/Chestnut Workforce Housing Project could result in an increase in student-aged children. See the table below for a breakdown and comparison of the student generation for the Bitterwater/Chestnut Workforce Housing Project and existing site conditions. Although the project is expected to house farmworkers initially, the project is designed to accommodate, and may ultimately house families with school-aged children.

Table 4.12-3 Bitterwater/Chestnut Workforce Housing Project Comparison – Student Generation[1]

	# of Units	Grades K-5[3]	Grades 6-8[4]	Grades 9-12[5]	Total Students
Existing Single-Family Residential Homes	4	2	1	2	5
Bitterwater/Chestnut Workforce Housing Project	117[2]	82	27	30	139
Difference	-	+80	+26	+28	+134

SOURCE: (Sherrie Castellanos, email message, February 11, 2019), (King City Union School District 2016)
NOTE:
1. Totals may vary due to rounding.
2. The Bitterwater/Chestnut Workforce Housing Project includes a total of 118 units; however, one of the units is the manager's office/apartment unit and, therefore, would not result in student generation.
3. Based on a grades K-5 student generation factors of 0.461 for single family units and 0.704 for multifamily units, pursuant to the King City Union School District *Facilities Master Plan* (p. 17)
4. Based on a grades 6-8 student generation factors of 0.192 for single-family units and 0.228 for multifamily units, pursuant to the King City Union School District *Facilities Master Plan* (p. 17)
5. Based on a grades 9-12 student generation factors of 0.325 for single-family units and 0.257 for multifamily units, pursuant to the Chief Business Official of the South Monterey County Joint Union High School District (Sherrie Castellanos, email message, 2019)

A total of 134 students could be generated as a result of the Bitterwater/Chestnut Workforce Housing Project, which could require new or expanded school facilities, which could be considered a significant adverse impact. However, state-mandated school impacts fees are considered full and complete mitigation of impacts related to student generation. Payment of development impact fees will be required by the developer to cover the incremental or cumulative share of future classroom development. Therefore, the Bitterwater/Chestnut Workforce Housing Project's contribution of school development impact fees would reduce the cumulative impacts to schools to a less-than-significant level.

Impact PS&R-4: The Bitterwater/Chestnut Workforce Housing Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for public libraries.

The Bitterwater/Chestnut Workforce Housing Project would result in growth in the population, which would increase the demands on the existing library facility. However, the existing facility has a service capacity of up to 24,999 residents and currently serves a population of 14,724 residents. By 2030, the existing library facility would be serving a population of approximately 15,356 residents (14,724 existing residents + 632 new residents), which is well below the facility's capacity. The library capacity is adequate when considering

combined effects with the Jayne Street Seasonal Housing Project. Therefore, the existing facility is operating "well within the range required, even with a population increase" (Robin Cauntay, email message, January 18, 2019), resulting in a less than significant impact on the existing facility.

Impact PS&R-5: The Bitterwater/Chestnut Workforce Housing Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public park facilities in order to maintain in an acceptable appearance for use by the public, the construction of which could cause significant environmental impacts.

In accordance with City and state laws, the Bitterwater/Chestnut Workforce Housing Project would be required to provide approximately 1.9 acres of parkland (3 acres/1,000 residents x 632 residents). Although the project does not include public recreational facilities, the City has an existing park acreage total of 65.39 acres, and the specific plan provides over 14 acres of surplus of parkland .

Therefore, the project would result in less than significant impacts associated with the provision of new or physically altered public park or recreation facilities, the construction of which could cause significant environmental impacts.

Impact PS&R-6: The Bitterwater/Chestnut Workforce Housing Project would not increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial deterioration of such facilities would occur or be accelerated.

Please see previous discussion under Impact PS&R-5, regarding the City's park facilities. Although the Bitterwater/Chestnut Workforce Housing Project would increase the population, consequently increasing the use of the existing recreational facilities, sufficient parkland acreage is available. The project would not increase the use of existing facilities to an extent that would result in substantial deterioration of such facilities, resulting in a less than significant impact.

Jayne Street Seasonal Housing Project Analysis

Impact PS&R-1: The Jayne Street Seasonal Housing Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities in order to maintain acceptable police service ratios, or other performance objectives, the construction of which could cause significant environmental impacts.

The Jayne Street Seasonal Housing Project includes the development of up to 66 residential units, which would have a capacity of up to 352 residents. This new housing would require

police protection services from the City. Development throughout the City will require police protection services and cumulatively, may require the provision of new or physically altered police facilities in order to maintain acceptable services ratios. The City has an adopted Development Impact Fee program that is designed to provide additional funding to meet the demands for new or expanded police facilities required to serve new development. The applicant is required to pay the development impact fee, and therefore this impact is less than significant.

Impact PS&R-2: The Jayne Street Seasonal Housing Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts.

The Jayne Street Seasonal Housing Project includes the development of up to 66 residential units, which would have a capacity of up to 352 residents. This new housing will require fire protection services from the City. Development throughout the City will require fire protection services and cumulatively, may require the provision of new or physically altered fire facilities in order to provide acceptable services for residents. The City has an adopted Development Impact Fee program that is designed to provide additional funding to meet the demands for new or expanded fire facilities required to serve new development. The applicant is required to pay the development impact fee and, therefore, this impact is less than significant.

Impact PS&R-3: The Jayne Street Seasonal Housing Project would result in increases in student census within the King City Union School District and the South Monterey County Joint Union High School District; however, it would not require new or physically altered school facilities in order to maintain acceptable service ratios and other performance objectives, the construction of which could cause significant environmental impacts.

The Jayne Street Seasonal Housing Project includes the development of up to 66 residential units, which would have a capacity of up to 352 residents. However, given that the Jayne Street Seasonal Housing Project proposes to develop seasonal farmworker employee housing under the H2A program, it is not anticipated that the people living in the farmworker employee housing would include school-aged residents. Therefore, the changes at the Jayne Street Seasonal Housing Project would not have an impact on the applicable school districts in the form of requiring new or expanded school facilities, the construction of which could cause significant environmental impacts.

Impact PS&R-4: The Jayne Street Seasonal Housing Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for public libraries.

Development of the Jayne Street Seasonal Housing Project would increase the demands on the existing library facility. However, the existing facility has a service capacity of up to 24,999 residents and currently serves a population of 14,724 residents. By 2030, the existing library facility would be serving a population of approximately 15,076 residents (14,724 existing residents + Jayne Street Seasonal Housing Project increase of 352 people), which is well below the facility's capacity. The library capacity is adequate when considering combined effects with the Bitterwater/Chestnut Workforce Housing Project. Therefore, the existing facility is operating "well within the range required, even with a population increase" (Robin Cauntay, email message, January 18, 2019). The project would not require new or physically altered library facilities.

Impact PS&R-5: The Jayne Street Seasonal Housing Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public park facilities in order to maintain in an acceptable appearance for use by the public, the construction of which could cause significant environmental impacts.

In accordance with City and state laws, the Jayne Street Seasonal Housing Project would be required to provide approximately one acre of parkland (3 acres/1,000 residents x 352 net residents). Although the Jayne Street Seasonal Housing Project does not include recreational facilities, the City has an existing park acreage total of 65.39 acres, and the specific plan has about 14 acres of surplus parkland nearby.

Therefore, the project would result in less than significant impacts associated with the provision of new or physically altered public park or recreation facilities, the construction of which could cause significant environmental impacts.

Impact PS&R-6: The Jayne Street Seasonal Housing Project would not increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial deterioration of such facilities would occur or be accelerated.

Please see previous discussion under Impact PS&R-5, regarding the City's park facilities. Although the Jayne Street Seasonal Housing Project would increase the population, consequently increasing the use of the existing recreational facilities, sufficient parkland acreage is available. The project would not increase the use of existing facilities to an extent that would result in substantial deterioration of such facilities, resulting in a less than significant impact.

4.13 Traffic and Circulation

This section discusses the potential for the proposed specific plan amendment to create new physical impacts related to traffic and circulation or to change the level of impacts previously analyzed in the certified EIR. This section also includes project-level analysis for the proposed housing development projects. Appendix D consists of the traffic analysis prepared by Mott MacDonald in March 2018 and the traffic analysis prepared by Ruggeri Jensen Azar in November 2019.

Environmental Setting

The traffic and circulation environmental setting is provided in Section 4.13 of the certified EIR and is incorporated herein by reference. Below is the environmental setting specific to the two housing developments.

Specific Plan Amendment Environmental Setting

The traffic and circulation environmental setting is unchanged for the specific plan area.

Bitterwater/Chestnut Workforce Housing Project Site Environmental Setting

Access to the project site would be from Bitterwater Road and the planned but not-yet-constructed Chestnut Avenue and Lynn Street. The Bitterwater/Chestnut Workforce Housing Project is assumed to be constructed after proposed changes to the specific plan have been adopted. Therefore, the Metz Road/Ellis Street right-of-way that is planned to traverse the project site would no longer be included in the specific plan or within the project site.

Jayne Street Seasonal Housing Project Site Environmental Setting

The Jayne Street Seasonal Housing Project would abut Pearl Street and Jayne Street. Pearl Street crosses the railroad tracks from downtown King City to provide the sole access to Jayne Street, which currently ends in a cul-du-sac about 800 feet south of the project site.

Regulatory Considerations

Section 4.13, Traffic and Circulation of the certified EIR does not include a regulatory language section. Following are regulations relative to traffic and circulation.

Regional

The Transportation Agency for Monterey County (TAMC) established the Regional Development Impact Fee in 2008. Regional transportation impacts of planned development across the county are analyzed through the program, eliminating the need for traffic analyses from each new development project. Cumulative traffic impacts of development are accounted for through payment of the TAMC fees. Therefore, analysis is only required as needed to address the localized, project-specific impacts of new development on surrounding transportation infrastructure.

Local

The City of King administers a local traffic impact fee above and beyond the TAMC fee, for the purpose of addressing street improvements within the City that are not covered by the TAMC fee.

The following King City General Plan policies are relevant to traffic and circulation:

> Policy 2-1: Through the administration of its zoning and subdivision regulations, the City shall require that each major development demonstrate, to the satisfaction of the appropriate review body, that traffic resulting from the projects will not reduce the level of service of existing City streets below a Level of Service "C". Where LOS is estimated to fall below LOS "C", the City shall require improvements to be in place prior to project occupancy to maintain LOS "C" conditions. Where this is not possible or reasonable because of cumulative traffic, extended development phasing, or other factors, developers shall be required to post bonds or other guarantees in a proportionate amount to assure that sufficient funding for the necessary improvements will be available within five years.
>
> Policy 5-2: The City shall encourage large employers (e.g. over 100 employees) to offer assistance and incentives to their employees to utilize ride-sharing and alternate modes of transportation, where available.
>
> Policy 6-4: Off-site street improvements, where required to provide access for any new residential development, shall provide adequate pedestrian as well as vehicular access to connect the new neighborhood with the community. These requirements shall include, at a minimum, concrete sidewalks on at least one side.

Project Impacts and Mitigation Measures

The following project impacts are separated to address impacts associated with the specific plan amendment, the Bitterwater/Chestnut Workforce Housing Project, and the Jayne Street Seasonal Housing Project. The thresholds of significance used for this section have not changed from the certified EIR; see Section 4.13, Traffic and Circulation, of the certified EIR for the list of thresholds used.

Specific Plan Amendment Project Analysis

Impact TRA-1: Level of service along Bitterwater Road and Chestnut Avenue would remain acceptable with removal from the specific plan of the Metz Road Extension/Ellis Street segment, but changes to the King City traffic improvement program project list would be required.

The proposed removal of the Metz Road southward extension and eastward continuation as Ellis Street was analyzed in both the Mott MacDonald (March 2018) and Ruggeri Jensen Azar

(November 2019) traffic studies. Both studies concluded that this street segment was not critical to circulation within the specific plan area, and that its relinquishment for the purpose of providing a larger contiguous housing site would not result in any significant traffic impacts.

Elimination of direct access to the specific plan area from the Metz Road / Bitterwater Road intersection would result in a diversion of traffic to other access points, with most trips expected to use the Chestnut Avenue /Bitterwater Road intersection. The Ruggeri Jensen Azar report recommends the following be added to the King City transportation improvement program: a signal light at the Chestnut Avenue /Bitterwater Road intersection; one right-turn lane and one left-turn lane on northbound Chestnut Avenue at Bitterwater Road, and a second lane in each direction on Bitterwater Road between Metz Road and Chestnut Avenue. The intersections along Bitterwater Road are anticipated to operate at LOS B or better.

Eliminating the Metz Road extension between Bitterwater Road and Ellis Street would result in fewer turning vehicle conflicts at the Bitterwater Road/Metz Road intersection, which would improve overall safety at the intersection, particularly when considered in conjunction with train operations at the existing at-grade crossing immediately west of the intersection.

Impact TRA-2: Specific plan amendment land use changes would result in reduced trip generation, and level of service standards would be met at the Metz Road and Chestnut Avenue intersections with Bitterwater Road.

The adopted specific plan would generate 10,370 daily trips, with 486 trips (170 in, 316 out) during the AM peak hour and 923 trips (501 in, 422 out) during the PM peak hour. The proposed changes to the specific plan would result in a net reduction in vehicle trips, generating only 8,135 daily trips, 457 AM peak hour trips and 716 PM peak hour trips. Because trip generation would be reduced with the specific plan amendments, the proposed project would not have any significant operational impacts on traffic. The intersections along Bitterwater Road are anticipated to operate at LOS B or better.

Bitterwater/Chestnut Workforce Housing Project Analysis

Impact TRA-3: Level of service at adjacent intersections would remain within City standards with development of the Bitterwater/Chestnut Workforce Housing Project.

The Ruggeri Jensen Azar report does not identify project-level impacts related to the Bitterwater/Chestnut Workforce Housing Project. The proposed project would pay the King City traffic impact fee to off-set cumulative share of lane and intersection improvements identified as necessary along Bitterwater Road and Chestnut Avenue; refer to Mitigation Measure TRA-8B in the certified EIR. Mitigation Measure TRA-8B from the certified EIR reads as follows.

Mitigation Measure

TRA-8B The applicant and/or developer shall pay the City of King's Traffic Impact Fee to fund the project's fair share of improvements listed in Table 4.13-21.

Jayne Street Seasonal Housing Project Analysis

Impact TRA-4: Level of service at adjacent intersections would remain within City standards with development of the Jayne Street Seasonal Housing Project.

The Jayne Street Seasonal Housing Project trip generation was derived using trip activity at an existing agricultural employee housing facility in Monterey County. The trip generation for the employee dormitories would be new trips that have not previously been evaluated for potential transportation impacts. However, the Jayne Street Seasonal Housing Project would, at most, generate only about 16 percent as much traffic as the currently planned commercial/retail uses.

The Ruggeri Jensen Azar (November 2019) traffic report does not identify project-level impacts related to the Jayne Street Seasonal Housing Project. The proposed project would pay the King City traffic impact fee to off-set cumulative share of lane and intersection improvements identified as necessary in or near the specific plan area; refer to Mitigation Measure TRA-8B in the certified EIR.

4.14 Utilities and Service Systems

This section discusses the potential for the proposed specific plan amendment to create new physical impacts to utilities and service systems or to change the level of impacts previously analyzed in the certified EIR. This section also includes project-level analysis for the proposed housing development projects.

Environmental Setting

The utilities and service systems environmental setting is provided in Section 4.14 of the certified EIR and is incorporated herein by reference. Below is a summary of the environmental and regulatory setting and changes in circumstance since the certification of the certified EIR.

Specific Plan Amendment Environmental Setting

This SEIR is evaluating community plan level impacts associated with the specific plan amendment. The following discussion presents information that has changed since the certification of the certified EIR.

Water Supply

California Water Services Company ("Cal Water") provides water services in the City via six operating wells, three storage tanks, six booster pumps, and more than 29 miles of pipeline

(California Water Service Company 2016, p. 19). Water is supplied entirely from the Salinas Valley Groundwater Basin through the Cal Water owned wells, directed into the distribution system, and finally into an elevated steel tank (California Water Service Company 2016).

In 2015, the City's water use was a total of 1,441 acre-feet, with a daily per capita water use of 87 gallons (California Water Service Company 2016).

See Section 4.8, Hydrology and Water Quality, in this SEIR for more discussion on the City's groundwater supply and water quality.

Wastewater Treatment and Collection System

The City owns and operates wastewater collection and treatment systems that serve the residents within the City limits. The City maintains approximately 32 miles of gravity sewer lines up to 27 inches in diameter along with two lift stations and accompanying force mains. In addition to the sewer lines that collect the domestic wastewater, the City also maintains a 21-inch industrial sewer line; this industrial wastewater is treated and disposed of separately from the domestic wastewater (City of King 2017a). According to the *Final Collection System Master Plan*, the City's average total of wastewater flow that would occur on a daily basis during the dry weather season for 2017 was 0.86 million gallons per day ("mgd"); the system was designed to accommodate a flow of up to 4.36 mgd (City of King 2017a).

The City's Wastewater Treatment Plant ("wastewater facility") is located northwest of the residential areas of the City and east of the Salinas River. The wastewater facility has a design capacity of 1.2 mgd and is comprised of a headworks, seven treatment ponds, an effluence disposal pump station and force main, and six spray irrigation fields for disposal of treated effluent (City of King 2017b). As stated previously, the City's existing demand of wastewater totaled 0.86 mgd in 2017 and therefore, the wastewater facility has 0.34 mgd of unused capacity.

The City's adopted *Wastewater Treatment Facilities Plan* and *Collection System Master Plan* both include the adopted specific plan when determining design capacity and the size of the sewer pipes required to accommodate wastewater generation.

Storm Drain System

The storm drain system has not changed since the preparation of the certified EIR. Therefore, please see the environmental setting within Section 4.8, Hydrology and Water Quality, of the certified EIR for more information on the City's storm drain system.

Solid Waste

The solid waste facilities within Monterey County consist of: one active landfill (Johnson Canyon), three inactive landfills (Crazy Horse, Jolon Road, and Lewis Road); and two transfer stations (Sun Street and Jolon Road) (Salinas Valley Solid Waste Authority 2019).

The remaining information provided within the setting portion of Section 4.14, Utilities and Service Systems, of the certified EIR related to solid waste disposal and collection within the City has not changed since the preparation of the certified EIR. Therefore, please see Section 4.14, Utilities and Service Systems, of the certified EIR for more information on solid waste within the City.

Bitterwater/Chestnut Workforce Housing Project Site Environmental Setting

The Bitterwater/Chestnut Workforce Housing Project site currently consists of a 29,943 square feet commercial building, with an associated outbuilding, and four residential homes. For the purposes of this section, the outbuilding will not be included in this analysis as this structure does not appear to use any utility or service systems.

Please see the changes listed above (under Specific Plan Amendment Environmental Setting) as these changes in environmental setting are the same as for the Bitterwater/Chestnut Housing Project site.

Jayne Street Seasonal Housing Project Site Environmental Setting

Please see the changes listed above (under Specific Plan Amendment Environmental Setting) as these changes in environmental setting are the same as for the Jayne Street Seasonal Housing Project site.

Regulatory Considerations

Refer to Section 4.8, Hydrology and Water Quality, for updates to regulations since the certified EIR was prepared.

Project Impacts and Mitigation Measures

The following project impacts are separated to address impacts associated with the specific plan amendment, the Bitterwater/Chestnut Workforce Housing Project, and the Jayne Street Seasonal Housing Project. The thresholds of significance used for this section have not changed from the certified EIR; see Section 4.14, Utilities and Service Systems, of the certified EIR for the list of thresholds used.

Specific Plan Amendment Project Analysis

Impact UTIL-1: The specific plan amendment would have an adequate water supply to meet future project demands, including potable water and irrigation water over the required 20-year statutory period.

The certified EIR evaluated water supply impacts and concluded that the existing aquifer system would be able to adequately supply water to meet the demands expected in year 2026. The water supply assessment prepared for the specific plan stated that Cal Water would provide a will-serve letter, indicating its intention to serve as the water utility for the

project (City of King 2010, 4.14-9). The certified EIR also stated that the specific plan would require the construction of two or three wells near the specific plan area to provide water supply sufficient to meet future maximum day demands (p. 4.14-8). However, the certified EIR required no mitigation to reduce these impacts as the specific plan would have sufficient water supply to serve the project and Cal Water provided a will-serve letter indicating its intention to serve as the water utility for the project, at the appropriate time in the development permit process.

Table 4.8-1, Specific Plan vs Specific Plan Amendment - Water Demand, of this SEIR's Section 4.8, Hydrology and Water Quality, includes the water demand comparison between the specific plan and the specific plan amendment, and concludes that the specific plan with the proposed amendment would result in the same water demand as the adopted specific plan. Therefore, the specific plan amendment would have an adequate water supply to meet future project demands, resulting in no impact.

Impact UTIL-2: The City's wastewater treatment facility has the capacity to serve the specific plan as amended and would not exceed wastewater treatment requirements of the Regional Water Quality Control Board.

The certified EIR evaluated the demand on the City's wastewater treatment facility and concluded that the specific plan's demand of 0.18 million gallons per day ("mgd") can be accommodated within the existing 0.33 mgd unused capacity of the wastewater treatment facilities (City of King 2010, p. 4.14-9).

The specific plan amendment would result in a change in the demand on the City's wastewater facility. See Table 4.14-1, Wastewater Generation, for a comparison between the wastewater generated by the specific plan and the specific plan as amended.

Table 4.14-1 Wastewater Generation[1]

	Residential units	Commercial Square footage	Flow Factors[2]	Generated Flows	Total Generated Flows
Specific Plan	650	190,060	Residential: 185 gpd[3]/unit ----or---- Commercial: 750 gpd/acre	0.120 mgd from residential uses	0.12 mgd
				0.003 mgd from commercial uses	
Specific Plan Amendment	710	148,060		0.131 mgd from residential uses	0.13 mgd
				0.003 mgd from commercial uses	
				Difference	+0.01 mgd

SOURCE: City of King 2017b

NOTE:

1. Totals may vary due to rounding.
2. The flow factors used for the specific plan were not provided in the certified EIR; therefore, the flow factors used in the table are updated factors from the City's *Final Wastewater Treatment Facilities Plan.*
3. gpd = gallons per day.

The specific plan amendment would increase demands on the City's wastewater treatment plant by approximately 0.01 mgd of wastewater. The specific plan as amended would generate 0.13 mgd of wastewater, which is approximately 11 percent of the City's average annual wastewater flow of 0.86 mgd (City of King 2017b, p.1-9) and approximately 16 percent of the wastewater facility's domestic treatment design capacity of 1.2 mgd (City of King 2017b, p.1-1). Due to the City's existing wastewater demand averaging 0.86 mgd annually, there is an existing 0.34 mgd of unused capacity of the wastewater facility (1.2 mgd domestic design capacity – 0.86 mgd average annual demand). The amended specific plan's demand of 0.13 mgd of wastewater can be accommodated within the existing 0.34 mgd of unused capacity of the wastewater facility. Further, the City's *Wastewater Treatment Facilities Plan* indicates that the wastewater facility's anticipated 20-year average annual design flow will be 1.72 mgd (p. 3-6) and, therefore, the wastewater facility 20-year plan is to have a design capacity of approximately 2.0 mgd (p. 3-7). This capacity further supports the indication that the existing wastewater facility can serve the specific plan as amended.

The specific plan amendment would result in an increase of 0.01 mgd of wastewater demand on the existing wastewater facility, which is a minute increase. Therefore, the existing wastewater facility has adequate capacity to serve the specific plan amendment's projected demand in addition to existing commitments and the specific plan amendment would not require expansion of the existing wastewater facility. Further, because the existing wastewater facility has adequate capacity to the serve the specific plan amendment's projected demand, it would not exceed wastewater treatment requirements of the Regional Water Quality Control Board, which requires adequate capacity.

The City's *Final Collection System Master Plan* indicated that the City's existing collection system has sufficient capacity to convey wastewater at the highest observed flow rate following a storm event. However, immediately north of the project site on Bitterwater Road, between San Antonio Drive and Metz Road, an existing 8-inch sewer line is indicated as having flow depths that exceed allowable levels (City of King 2017a, p. 1-5); this existing sewer line would be expected to serve the specific plan amendment. The City's *Final Collection System Master Plan* recommended several improvements to correct the existing deficiencies, which are anticipated to be addressed prior to 2027 (City of King 2017a, p. 1-9).

The specific plan amendment would not exceed wastewater treatment requirements of the Central Coast Regional Water Quality Control Board. See Section 4.14, Utilities and Service Systems, of the certified EIR for more information.

Impact UTIL-3: The specific plan as amended would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

The certified EIR evaluated the specific plan's total solid waste generation based on a disposal rate from the 1999 Statewide Waste Characterization Study, which was 0.44 ton of solid waste per person per year. The certified EIR concluded that the specific plan is estimated to generate approximately 972 tons of solid waste per year, resulting in a less than significant impact on the Johnson Canyon Landfill (City of King 2010, p. 4.14-11).

Based on the most current documented disposal rate of 3.7 pounds per person per day (0.68 ton per year) (CalRecycle 2019a), the specific plan as amended would generate approximately 10,482 pounds (5.24 tons) per day of solid waste (2,833 residents at buildout of the specific plan amendment x 3.7 pounds per person per day), or approximately 1,912 tons of solid waste per year ((10,482 pounds per day/2,000 pounds per ton) x 365 days per year). The Johnson Canyon Sanitary Landfill has a maximum permitted throughput of 574,510 tons per year (the specific plan amendment accounts for 0.33 percent of this total) and a cease operation date of December 2055 (CalRecycle 2019b).

The specific plan as amended would result in an increased demand on the Johnson Canyon Sanitary Landfill by 940 tons of solid waste per year than what was analyzed for the approved specific plan (1,912 tons from the amended specific plan – 972 tons from the approved specific plan).
The Johnson Canyon Sanitary Landfill has sufficient permitted capacity to accommodate this increased demand. Therefore, the specific plan, as amended, would have a less than significant impact on the Johnson Canyon Sanitary Landfill.

See Section 4.14, Utilities and Service Systems, of the certified EIR for more information.

Bitterwater/Chestnut Workforce Housing Project Analysis

Impact UTIL-1: The Bitterwater/Chestnut Workforce Housing Project would generate increased demand for potable water supplies. There is adequate water supply to meet future project demands, including potable water and irrigation water over the required 20-year statutory period.

Table 4.8-2, Bitterwater/Chestnut Workforce Housing Project vs Existing Conditions – Water Use, in Section 4.8, Hydrology and Water Quality, of this SEIR, presents the water demand comparison between the project and existing conditions. The project would increase the overall water demand on site by 27,691 gallons per day (or 31 acre-feet per year). Cal Water provided a will-serve letter in May 2019 (refer to Appendix C) stating that Cal Water agrees to operate the water system and provide water service to the Bitterwater/Chestnut Workforce Housing Project, and as discussed in Section 8.0 Hydrology and Water Quality, there is adequate water in the aquifer serving the site. Therefore, there is adequate water

supply to meet future project demands for the Bitterwater/Chestnut Workforce Housing Project, resulting in a less-than-significant impact.

Impact UTIL-2: The City's wastewater treatment facility has the capacity to serve the Bitterwater/Chestnut Workforce Housing Project and would not exceed wastewater treatment requirements of the Regional Water Quality Control Board.

The Bitterwater/Chestnut Workforce Housing Project site currently includes a 29,943 square feet commercial building and four residences. The proposed project would replace these existing uses with 118 residential units (see Section 3.0, Project Description, of this SEIR).

The Bitterwater/Chestnut Workforce Housing Project would connect to the City's existing 12-inch sewer line located on Bitterwater Road and Chestnut Avenue (refer to Figure 1.2, Existing Sanitary Sewer Collection System, in the City's 2017 *Final Collection System Master Plan*). See Table 4.14-2, Bitterwater/Chestnut Workforce Housing Project Wastewater Generation, for a comparison between the wastewater generated by the existing conditions of the site and the proposed project.

The Bitterwater/Chestnut Workforce Housing Project would result an increased demand of 0.019 mgd on the City's wastewater facility. This increase can be accommodated by the City's existing wastewater facility due to its existing 0.34 mgd of unused capacity (see the Impact UTIL-2 discussion and analysis related to this unused capacity under Specific Plan Amendment Project Analysis).

Table 4.14-2 Bitterwater/Chestnut Workforce Housing Project Wastewater Generation[1]

	Residential units	Commercial Square footage	Flow Factors[2]	Generated Flows	Total Generated Flows
Existing Uses	4	29,943	Residential: 185 gpd/unit ----or---- Commercial: 750 gpd/acre	0.0007 mgd from residential uses	0.001 mgd
				0.0005 mgd from commercial uses	
Proposed Bitterwater/Chestnut Workforce Housing Project	118	0		0.02 mgd from residential uses	0.020 mgd
				0 mgd from commercial uses	
				Difference	+0.019 mgd

SOURCE: EMC Planning Group 2019
NOTE:
1. Totals may vary due to rounding.
2. The flow factors used for the specific plan were not provided in the certified EIR; therefore, the flow factors used in the table are updated factors from the City's *Final Wastewater Treatment Facilities Plan.*

In addition, the increase of 0.019 mgd of wastewater is a small increase in demand on the existing wastewater facility. The existing wastewater facility has adequate capacity to serve the Bitterwater/Chestnut Workforce Housing Project's projected demand in addition to existing commitments and the project would not require expansion of the existing wastewater facility. Further, it would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (which requires adequate capacity) because the existing wastewater facility has adequate capacity to the serve the projected demand. Therefore, implementation of the Bitterwater/Chestnut Workforce Housing Project would result in no impacts on the City's existing wastewater facilities.

Impact UTIL-3: The Bitterwater/Chestnut Workforce Housing Project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

Based on the most current documented disposal rate of 3.7 pounds per person per day (CalRecycle 2019a), the Bitterwater/Chestnut Workforce Housing Project would generate approximately 2,338 pounds per day of solid waste (632 residents x 3.7 pounds per person per day), or approximately 427 tons of solid waste per year ((2338 pounds per day/2,000 pounds per ton) x 365 days per year). The Johnson Canyon Sanitary Landfill has a maximum permitted throughput of 574,510 tons per year (the Bitterwater/Chestnut Workforce Housing Project accounts for 0.07 percent of this total) and a cease operation date of December 2055 (CalRecycle 2019b). Table 4.14-3, Solid Waste Demand, shows the comparison of solid waste generation under existing conditions and with the proposed development.

Table 4.14-3 Solid Waste Demand[1]

	Net Residents	Net Employees	Flow Factors	Generated Flows	Total Generated Flows
Existing site	18[1]	1	Residents: 3.7 lbs/person/day ----or---- Employees: 10.9 lbs/person/day	67 lbs/person/day from residents	78 lbs/day
				10.9 lbs/person/day from employees	
Proposed Bitterwater/Chestnut Workforce Housing Project	632	0		23384 lbs/person/day from residents	2,338 lbs/day
				0 lbs/person/day from employees	
				Difference	+1,776 lbs/day (or 324 tons/year)

SOURCE: (CalRecycle 2019a), (Marcellino Balbed, telephone conversation, August 1, 2019)
NOTE:
1. Totals may vary due to rounding.
2. Four existing residential units x 4.51 = approximately 18 residents

The Bitterwater/Chestnut Workforce Housing Project would result in an increased demand on the Johnson Canyon Sanitary Landfill by 413 tons of solid waste per year (427 tons from

the proposed development – 14 tons under existing conditions). The Johnson Canyon Sanitary Landfill has sufficient permitted capacity to accommodate the increased demands of the project. Therefore, the Bitterwater/Chestnut Workforce Housing Project would have a less-than-significant impact on the Johnson Canyon Sanitary Landfill.

Jayne Street Seasonal Housing Project Analysis

Impact UTIL-1: The Jayne Street Seasonal Housing Project would generate increased demand for potable water supplies. There is adequate water supply to meet future project demands, including potable water and irrigation water over the required 20-year statutory period.

Table 4.8-3, Jayne Street Seasonal Housing Project – Water Demand, in Section 4.8, Hydrology and Water Quality, of this SEIR, includes the water demand for the project and concludes that there would be an increase in water demand by 0.02 mgd. Cal Water would serve the project and, as previously stated in Section 4.8, Hydrology and Water Quality, of this SEIR, Cal Water's *2015 Urban Water Management Plan – King City District*, the King City District is not significantly impacted by the overdraft of the aquifers of the Salinas Valley, and that groundwater will be used to serve all demand through 2040 (p. 63) and will continue to be a reliable supply in this area (p. 61). As a result, there would be a less-than-significant impact.

Impact UTIL-2: The City's wastewater treatment facility has the capacity to serve the Jayne Street Seasonal Housing Project and would not exceed wastewater treatment requirements of the Regional Water Quality Control Board.

The Jayne Street Seasonal Housing Project site is currently vacant and would be developed with 352 dorm beds as a result of the Jayne Street Seasonal Housing Project (see Section 3.0, Project Description, of this SEIR).

The Jayne Street Seasonal Housing Project would connect into the City's existing 10-inch sewer line located on Jayne Street and Pearl Street (refer to Figure 1.2, Existing Sanitary Sewer Collection System, in the City's 2017 *Final Collection System Master Plan*). See Table 4.14-4, Jayne Street Seasonal Housing Project Wastewater Generation, for the calculation for the wastewater generated by the project.

The Jayne Street Seasonal Housing Project would result in an increased demand of 0.01 mgd on the City's wastewater facility. This increase can be accommodated by the existing wastewater facility due to its existing 0.34 mgd of unused capacity (see the Impact UTIL-2 discussion and analysis related to this unused capacity under Specific Plan Amendment Project Analysis).

Table 4.14-4 Jayne Street Seasonal Housing Project Wastewater Generation[1]

	Residential Units	Flow Factors[2]	Total Generated Flow
Jayne Street Seasonal Housing Project	66 units	185 gpd/unit	+0.01 mgd

SOURCE: EMC Planning Group 2019
NOTE:
1. Totals may vary due to rounding.
2. The flow factors used for the specific plan were not provided in the certified EIR; therefore, the flow factors used in the table are updated factors from the City's *Final Wastewater Treatment Facilities Plan.*
3. The Jayne Street Seasonal Housing Project would consist of up to 66 seasonal workforce dormitory or apartment units in multiple buildings. See Section 3.0, Project Description for more details.

The existing wastewater facility has adequate capacity to serve the Jayne Street Seasonal Housing Project's projected demand in addition to existing commitments and the project would not require expansion of the existing wastewater facility. Further, it would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (which requires adequate capacity) because the existing wastewater facility has adequate capacity to the serve the projected demand. Implementation of the Jayne Street Seasonal Housing Project would result in less-than-significant impacts on the City's existing wastewater facilities.

Impact UTIL-3: The Jayne Street Seasonal Housing Project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

Based on the most current documented disposal rate of 3.7 pounds per person per day (CalRecycle 2019a), the Jayne Street Seasonal Housing Project would generate approximately 1,302 pounds per day of solid waste (352 net residents x 3.7 pounds per person per day), or approximately 238 tons of solid waste per year ((1,302 pounds per day/2,000 pounds per ton) x 365 days per year). The Johnson Canyon Sanitary Landfill has a maximum permitted throughput of 574,510 tons per year (the Jayne Street Seasonal Housing Project accounts for 0.04 percent of this total) and a cease operation date of December 2055 (CalRecycle 2019b). The Johnson Canyon Sanitary Landfill has sufficient permitted capacity to accommodate the increased demands of the Jayne Street Seasonal Housing Project. Therefore, the Jayne Street Seasonal Housing Project would result in a less-than-significant impact on the Johnson Canyon Sanitary Landfill.

4.15 Cultural and Tribal Resources

This section discusses the potential for the proposed specific plan amendment to result in impacts to Tribal resources. This section also includes project-level analysis for the proposed housing development projects.

Environmental Setting

Tribal resources were not evaluated in the certified EIR. Refer to the environmental setting for cultural resources, presented in Section 4-5 of the certified EIR. A project-specific cultural resources investigation was conducted for the two housing development sites. The results of that investigation are summarized in the following paragraphs.

Records Search

An archival database search was conducted through the Northwest Information Center. No recorded archaeological resources within the project sites or within a quarter mile radius around the project sites were identified. Four previous reports, dating from 1975, 1986, 2006, and 2008, had been prepared for locations within the project sites, but these did not reveal any prehistoric archaeological resources. There were five prior reports within a quarter mile radius that likewise did not reveal any prehistoric archaeological resources.

A records search for Sacred Lands was conducted through the Native American Heritage Commission. No Sacred Lands records for the project sites were identified, and the letter from the Native American Heritage Commission has been forwarded to the Tribes.

On-site Surveys

A pedestrian survey was conducted on October 31, 2019 to determine if there were traces of historic or prehistoric materials within the project sites, including exposed soil areas and materials around animal burrows where soil had been brought to the surface. The survey results were negative for significant archaeological findings, however two possible isolate (not associated with cultural sites) prehistoric manos were found at the Bitterwater/Chestnut Site, and two possible green chert flakes were found at the Jayne Street Site. These were collected for analysis, and will be returned to the Tribe upon request, or offered to the City or County for public display and education. Also found at the Jayne Street site were broken pieces of clay pipe, broken glass, a saw-cut butchered animal bone, and one small piece of broken white-glazed ceramic.

Regulatory Considerations

Assembly Bill 52

Assembly Bill 52 (Chapter 532, Statutes 2014) required an update to CEQA to address impacts to tribal cultural resources.

Tribal Cultural Resource (PRC § 20173, 21074, 21080.3.1 and 21084.3)

Public Resources Code Sections 21073 and 21074 define “California Native American tribe” and “tribal cultural resources.” A California Native American tribe is defined as a Native

American tribe located in California that is on the contact list maintained by the Native American Heritage Commission.

Tribal cultural resources are defined as:

a. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    1. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

    2. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

b. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

Public Resources Code § 21080.3.1 provides guidance for tribal consultation. Specifically, prior to the public release of a CEQA document, the lead agency must consult with any California Native American tribe if: (1) the California Native American tribe has submitted a written request to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe; and (2) the California Native American tribe provides a written response requesting consultation within 30 days of receipt of the formal notification.

The Native American Heritage Commission will help the lead agency identify California Native American tribes that are traditionally and culturally affiliated with the project area. Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to traditionally and culturally affiliated California Native American tribes that have requested notice. The written notice will include a brief description of the proposed project, project location, lead agency contact information, and a 30 day notice for the California Native American tribe to request consultation. The tribal consultation process must begin within 30 days of receiving the written consultation request from the California Native American tribe.

Tribal Consultation Process

Native American Tribal outreach efforts were made pursuant to Assembly Bill 52, which establishes a consultation process with California Native American Tribes. Three Tribe leaders were sent a letter with information about the proposed project. The following Tribes were contacted on February 12, 2019:

- Salinan Tribe (to a Leader in Atascadero and a Leader in King City); and
- Xolon Salinan Tribe Council.

The City received two responses, and consulted with one of the tribes.

One response was a telephone call from the Salinan Tribe on March 20, 2019, in which the Tribe indicated a desire for a Tribal monitor to be on the site during activities that disturb soil to a depth of four feet or greater. The City met with the Tribal Leader on March 26, 2019. The Tribal Leader presented a short film on the history of the Tribe, and provided details on the Tribe's concerns with the potential disturbance of resources when deeper excavations are involved in project construction. The City agreed to consider a Tribal monitor for excavations four feet or deeper. Also in response to information from that meeting, the City has revised its standard condition of project approval/mitigation measure relating to buried cultural resources.

The second response was a letter from the Xolon Salinan Tribe Council, dated April 2, 2019, which stated that although the Tribe does not know of any specific sensitive sites within the project area, it would nonetheless recommend a Phase I Cultural Study on the lands that have not been developed. The Tribe also requested a copy of the cultural studies.

An archaeological letter report was prepared by Conejo Archaeological Consultants in 2004 for the certified EIR providing analysis of the cultural resources in the specific plan area; this report is referenced in the certified EIR. An updated cultural resources investigation was conducted for the two housing sites in November 2019.

Thresholds of Significance

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

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

b. 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 Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Project Impacts and Mitigation Measures

The following project impacts are separated to address impacts associated with the specific plan amendment, the Bitterwater/Chestnut Workforce Housing Project, and the Jayne Street Seasonal Housing Project.

Specific Plan Amendment Impact Analysis

Impact TRB-1: The proposed specific plan amendment would not result in a substantial adverse change to Tribal resources.

The changes proposed to the specific plan involve alternative urban land uses and increased building height in one location. None of the specific plan amendments would result in soil disturbance to a different degree than would occur with development under the adopted specific plan, and there would be no impact.

Bitterwater/Chestnut Workforce Housing Project Impact Analysis

Impact TRB-2: The proposed Bitterwater/Chestnut Workforce Housing Project would result soil disturbance that could cause a substantial adverse change to Tribal resources.

The Bitterwater/Chestnut Workforce Housing Project would include several activities that would disturb project site soils; these include grading, foundation construction, and utility extensions. While the site is relatively level and grading and foundation excavations are not expected to be unusually deep, installation of utilities could result in deeper excavations, especially for wastewater and storm drainage lines, which are sometimes located deep below the surface to attain gravity flows. The deeper excavations could disturb Native American cultural resources, especially related to deep burials.

The certified EIR included Mitigation Measures CR-2A and CR-2B to reduce potential impacts from disturbance of cultural resources to a less-than-significant level. Implementation of these mitigation would reduce potential impacts to buried Tribal resources to a less-than-significant level. Mitigation Measures CR-2A and CR-2B from the certified EIR read as follows.

Mitigation Measures

CR-2A To mitigate potential impacts to cultural resources, the following steps shall be taken prior to and during construction of each phase or individual construction activity undertaken as part of the project:

- Prior to excavation and construction on the proposed project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the project site.

- The project applicant shall identify a qualified archaeologist prior to any demolition, excavation, or construction. The City shall approve the selected archaeologist prior to issuance of the grading permit. The archaeologist shall be authorized to perform spot check monitoring of subsurface construction and watch for and evaluate artifacts or resources that may be uncovered. The archaeologist would also have the authority to temporarily halt excavation and construction activities in the immediate vicinity (within a 50-meter radius) of a find if significant or potentially significant cultural resources are exposed and/or adversely affected by construction operations.

- Reasonable time shall be allowed for the qualified archaeologist to notify the proper authorities for a more detailed inspection and examination of the exposed cultural resources. During this time, excavation and construction shall not be allowed in the immediate vicinity of the find; however, those activities may continue in other areas of the project site.

- 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.

- All cultural materials recovered as part of the monitoring program shall be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

CR-2B 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 coroner of

the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required.

- If the coroner determines the remains to be Native American:
  - the coroner shall contact the Native American Heritage Commission within 24 hours;
  - the Native American Heritage Commission shall identify the person or persons it believes to be most likely descended from the deceased Native American; and
  - the most likely descendent may 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 any associated grave goods as provided in Public Resources Code Section 5097.98.

Jayne Street Seasonal Housing Project Impact Analysis

Impact TRB-3: The proposed Jayne Street Seasonal Housing Project would result soil disturbance that could cause a substantial adverse change to Tribal resources.

The analysis and mitigation measure for the Jayne Street Seasonal Housing Project is the same as presented above for the Bitterwater/Chestnut Workforce Housing Project. Implementation of Mitigation Measure CR-2A and CR-2B from the certified EIR would reduce potential impacts to a less-than-significant level.

4.16 ENERGY

The certified EIR did not include an evaluation of impacts to energy resources from buildout of the specific plan. This section discusses the potential for the proposed specific plan amendment to result in impacts to energy resources. This section also includes project-level analysis for the proposed housing development projects.

Environmental Setting

Specific Plan Amendment Environmental Setting

Pacific Gas and Electric (PG&E), one of the five largest utilities in the state, is the primary purveyor of electricity and natural gas in the City of King. PG&E operates a major network of electricity and natural gas transmission lines within its service area, including the City.

For more than a decade, federal, state, and regional energy agencies and energy providers have been focused on reducing growth in fossil-fuel based energy demand, especially in the form of transportation fuels and electricity. Key environmental goals have been established to reduce air pollutants and GHGs. As a result, investments in a range of transportation technology, energy efficiency and energy conservation programs and technologies to improve transportation fuel efficiency have been increasing, as has the focus on land use planning as a tool to reduce vehicle trips/lengths and transportation related energy use.

The sources of energy consumption on each site are discussed below.

Bitterwater/Chestnut Workforce Housing Project Site Environmental Setting

Existing uses on the Bitterwater/Chestnut Workforce Housing Project Site that consume energy include four homes and an auto repair shop, with an associated outbuilding.

Jayne Street Seasonal Housing Project Site Environmental Setting

The Jayne Street Seasonal Housing Project Site is currently vacant, and there are no existing energy consumption sources within the site.

Regulatory Considerations

Specific Plan Amendment Regulatory Considerations

Energy efficiency, energy conservation, and transportation fuel efficiency (through vehicle trip reduction and improved mileage) goals of the federal and state governments are embodied in many federal, state, and local statutes and policies. Representative state energy efficiency and conservation, and transportation energy demand guidance, regulations, and legislation are summarized below. Additional related regulations and legislation are found in Section 4.3, Air Quality of the certified EIR.

California Energy Commission

The California Energy Commission is California's primary energy policy and energy planning agency. Created by the California Legislature in 1974, the California Energy Commission has five major responsibilities: 1) forecasting future energy needs and keeping historical energy data; 2) licensing thermal power plants 50 megawatts or larger; 3) promoting energy efficiency through appliance and building standards; 4) developing energy technologies and supporting renewable energy; and 5) planning for and directing state response to energy emergencies. Under the requirements of the California Public Resources Code, the California Energy Commission, in conjunction with the Department of Conservation's Division of Oil, Gas, and Geothermal Resources, is required to assess electricity and natural gas resources on an annual basis or as necessary. The Systems Assessment and Facilities Siting Division of the California Energy Commission provides coordination to ensure that needed energy facilities are authorized in an expeditious, safe, and environmentally acceptable manner.

California 2008 Energy Action Plan Update

The state adopted the Energy Action Plan in 2003, followed by the Energy Action Plan II in 2005. The current plan, the California 2008 Energy Action Plan Update, is California's principal energy planning and policy document. The updated document examines the state's ongoing actions in the context of global climate change, describes a coordinated implementation plan for state energy policies, and identifies specific action areas to ensure that California's energy resources are adequate, affordable, technologically advanced, and environmentally sound. The California 2008 Energy Action Plan Update establishes energy efficiency and demand response (i.e., reduction of customer energy usage during peak periods) as the first-priority actions to address California's increasing energy demands. Additional priorities include the use of renewable sources of power and distributed generation (e.g., the use of relatively small power plants near or at centers of high demand). To the extent that these actions are unable to satisfy the increasing energy demand and transmission capacity needs, clean and efficient fossil-fired generation is supported. The California 2008 Energy Action Plan Update examines policy changes in the areas of energy efficiency, demand response, renewable energy, electricity reliability and infrastructure, electricity market structure, natural gas supply and infrastructure, research and development, and climate change (California Energy Commission 2008).

California Building Codes

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were first established in 1978 to reduce California's energy consumption. The California Energy Code is updated every three years by the California Energy Commission as the Building Energy Efficiency Standards (BEES) to allow consideration and possible incorporation of new energy efficiency technologies and construction methods. In May 2018, the California Energy Commission adopted the 2019 BEES that go into effect on January 1, 2020. The 2019 BEES are structured to achieve the state's goal that all new low-rise residential buildings (single-family and multi-family homes) be zero net energy. Single-family homes built with the 2019 BEES will use about seven percent less energy due to energy efficiency measures versus those built under the 2016 BEES. Non-residential buildings will use about 30 percent less energy due mainly to lighting upgrades (California Energy Commission 2018).

The Green Building Standards Code (also known as CALGreen), which requires all new buildings in the state to be more energy efficient and environmentally responsible, took effect in January 2011 and was most recently updated in January 2016. These comprehensive regulations are intended to achieve major reductions in interior and exterior building energy consumption.

Energy Efficiency Act of 2006 (AB 2021)

This bill encourages all investor-owned and municipal utilities to aggressively invest in achievable, cost-effective, energy efficiency programs in their service territories.

California Assembly Bill No. 1493 ("Pavley I Rule")

AB 1493 was enacted on July 22, 2002. It requires the California Air Resources Board (CARB) to develop and adopt regulations that improve fuel efficiency of vehicles and light-duty trucks. Pavley I requirements apply to these vehicles in the model years 2009 to 2016.

Advanced Clean Cars

In January 2012, CARB adopted an Advanced Clean Cars program, which is aimed at increasing the number of plug-in hybrid cars and zero-emission vehicles in the vehicle fleet and on making fuels such as electricity and hydrogen readily available for these vehicle technologies.

Renewable Energy Legislation/Orders

The California Renewable Portfolio Standard Program, which requires electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20 percent of their retail sales with renewable power by 2017, was established by SB 1078 in 2002. The renewable portfolio standard was accelerated to 20 percent by 2010 by SB 107 in 2006. The program was subsequently expanded by the renewable electricity standard approved by CARB in September 2010, requiring all utilities to meet a 33 percent target by 2020. The Legislature then codified this mandate in 2011 with the enactment of Senate Bill X1-2. SB 350, adopted in September 2015, increases the standard to 50 percent by 2030. This same legislation includes statutes directing the California Energy Commission and Public Utilities Commission to regulate utilities producing electricity so that they will create electricity-generation capacity sufficient for the widespread electrification of California's vehicle fleet, as a means of reducing GHG emissions associated with the combustion of gasoline and other fossil fuels. The Legislature envisions a dramatic increase in the sales and use of electric cars, which will be recharged with electricity produced with increasingly cleaner power sources.

Thresholds of Significance

Energy impacts are considered significant if the project would:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Impacts to energy resources from the specific plan amendment, Bitterwater/Chestnut Workforce Housing Project, and Jayne Street Seasonal Housing Project are discussed separately below.

Project Impacts and Mitigation Measures

Specific Plan Amendment Impact Analysis

Impact ENG-1: The proposed specific plan amendment would not result in wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with a state plan for energy efficiency.

The proposed specific plan amendment will result in increased demand for energy during its construction and during its long-term operation. Primary sources of energy use will be transportation fuels, electricity, and natural gas. For purposes of this analysis, the proposed specific plan amendment would not result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy if it complies with California energy efficiency/conservation regulations.

A multitude of state regulations and legislative acts are aimed at improving vehicle fuel efficiency, energy efficiency, and enhancing energy conservation. For example, in the transportation sector, the representative legislation and standards for improving transportation fuel efficiency include, but are not limited to the Pavley I, the Advanced Clean Car standards, and Senate Bill 375. The gradual increased usage of electric cars powered with cleaner electricity will also reduce fossil fuel usage associated with transportation. In the renewable energy use sector, representative legislation for the use of renewable energy includes, but is not limited to Senate Bill 350 and Executive Order B-16-12. In the building energy use sector, representative legislation and standards for reducing natural gas and electricity consumption include, but are not limited to Assembly Bill 2021, CALGreen, and Title 24 building standards. King City enforces the California Building Code Standards through the building permit process.

Required conformance with applicable energy conservation/efficiency regulations and standards would ensure that the proposed project does not result in inefficient, wasteful, and unnecessary consumption of energy, and does not conflict with a state plan for energy efficiency.

Bitterwater/Chestnut Workforce Housing Project Impact Analysis

Impact ENG-1: The proposed Bitterwater/Chestnut Workforce Housing Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with a state plan for energy efficiency.

The proposed Bitterwater/Chestnut Workforce Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan

amendment. Cumulative conditions do not result in inefficient, wasteful, and unnecessary consumption of energy, and do not conflict with a state plan for energy efficiency. As a result, the proposed Bitterwater/Chestnut Workforce Housing Project would not result in inefficient, wasteful, and unnecessary consumption of energy, and would not conflict with a state plan for energy efficiency.

Jayne Street Seasonal Housing Project Impact Analysis

Impact ENG-1: The proposed Jayne Street Seasonal Housing Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with a state plan for energy efficiency.

The proposed Jayne Street Seasonal Housing Project is part of the cumulative scenario that includes buildout of the specific plan and the proposed specific plan amendment. Cumulative conditions do not result in inefficient, wasteful, and unnecessary consumption of energy, and do not conflict with a state plan for energy efficiency. As a result, the proposed Jayne Street Seasonal Housing Project would not result in inefficient, wasteful, and unnecessary consumption of energy, and would not conflict with a state plan for energy efficiency.

5.0
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5.5 ORGANIZATIONS AND PERSONS CONSULTED

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Liberto, Doreen, King City Community Development Director. Email message to consultant, 4 March 2019.

Serritelli, John, Administrative Assistant, King City Fire Department. Email message to consultant, 14 February 2019.

APPENDIX A

NOTICE OF PREPARATION AND RESPONSES

MONTEREY COUNTY
AIRPORT LAND USE COMMISSION

Monterey County ALUC Staff
C/O RMA - Planning Department
1441 Schilling Place, 2nd Floor
Salinas, CA 93901

Phone: (831) 755-5025
FAX: (831) 757-9516
Joe Sidor: (831) 755-5262
Shelley Glennon: (831) 755-5173

June 27, 2019

Delivered via mail and email at:
maguilar@kingcity.com

City of King City
Attn: Doreen Liberto Blanck
Community Development Director
212 South Vanderhurst Avenue
King City, CA 93930

Subject: Notice of Preparation of the King City Downtown Addition Specific Plan 2019 Amendments (Supplemental EIR); Certified EIR SCH Number: 2006041150

Ms. Blanck:

Your project was reviewed by the Monterey County Airport Land Use Commission (ALUC) Staff. The following comments on the Notice of Preparation have been provided:

Airport Land Use Commission Review Required

1. The project is subject to the adopted Comprehensive Land Use Plan for Mesa del Rey Airport (CLUP) by Resolution No. 72-4 on May 1972, in accordance with Article 3.5 of the Public Utilities Code (Airport Land Use Commission Law). According to the Mesa del Rey CLUP, the project shall be referred to the ALUC for review prior to final approval due to the following:
    a. The project site is located beneath the Mesa del Rey Airport Runway ll-29 Horizontal Surfaces. The proposed Workforce Housing Development and Seasonal Farm Workers Housing development will produce light emissions, either directly or by reflection within the horizontal surfaces, which could impair an aviator's visibility;
    b. The proposed construction of the development might exceed the height allowed within the Horizontal Surfaces; and
    c. Noise Compatibility. It is unclear if the project site is located within the 60 CNEL noise level contours.
    (see attached Mesa del Rey CLUP)
2. Caltrans Division of Aeronautics has created a preliminary Safety Compatibility Map for the Mesa del Rey Runway in accordance with the 2011 California

Airport Land Use Planning Handbook. According to the Map, the project site is located within the Traffic Pattern Zone/Airport Influence Area and would need to be referred to the ALUC for review. (see attached Caltrans Preliminary Safety Compatibility Map).

Should you have any questions, please feel free to contact me at (831) 755-5173.

Sincerely,

Shelley Glennon, ALUC Staff

Attached: Notice of Preparation received on May 28, 2019
Mesa del Rey CLUP
Caltrans Division of Aeronautics Preliminary Safety Compatibility Map

RECEIVED
MAY 28 2019
MONTEREY COUNTY
RESOURCE MANAGEMENT AGENCY
LAND USE DIVISION

Notice of Preparation

To: Distribution List

(Address)

From: Doreen Liberto, Community Development Director
212 South Vanderhurst Ave
King City, CA 93930
(Address)

Subject: Notice of Preparation of a Supplemental Environmental Impact Report

The City of King City will be the Lead Agency and will prepare a supplemental environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (□ is ✓is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than **thirty (30)** days after receipt of this notice.

Please send your response to Doreen Liberto at the address shown above. We will need the name for a contact person in your agency.

Project Title: King City Downtown Addition Specific Plan 2019 Amendments (Supplemental EIR); Certified EIR SCH Number: 2006041150

Project Applicant, if any: Fresh Foods, Inc.

Attachments: Project Description, Location Map, Specific Plan – Areas Removed Map, Development Sites Map

Date: 22 May, 2019

Signature: Doreen Liberto

Title: Community Development Director

Telephone: 831-385-3281

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

RESOLUTION NO. 78-3
MONTEREY COUNTY AIRPORT LAND USE COMMISSION
STATE OF CALIFORNIA

WHEREAS, This Commission adopted the Comprehensive Land Use Plan for Mesa del Rey Airport by Resolution No. 72-4 on May 18, 1972, in accordance with Article 3.5 of the Public Utilities Code (Airport Land Use Commission Law); and

WHEREAS, the City of King adopted the Master Plan for Mesa del Rey Airport, updating the airport plan upon which the Commission's plan is based; and

WHEREAS, this Commission's review of the City's revised plan finds that the proposed redesignation of certain land from Agriculture to Industrial Reserve on the northeast side of the airport is in the best interests of the airport and the area surrounding it; and

WHEREAS, this Commission adopted the City's Final EIR for Mesa del Rey Airport as its own EIR for the Comprehensive Land Use Plan for Mesa del Rey Airport;

NOW THEREFORE BE IT RESOLVED, the Monterey County Airport Land Use Commission adopts the Master Plan for Mesa del Rey Airport as the Amended Comprehensive Land Use Plan for Mesa del Rey Airport, to the extent that its policies and recommendation don't exceed the Commission's authority;

AND BE IT FURTHER RESOLVED, the Commission's Interim Referral Policy adopted October 21, 1976, as amended, is adopted as a part of the Commission's plan and shall be used in matters pertaining to the plan's implementation.

Regularly passed and adopted by the Airport Land Use Commission of the County of Monterey, State of California, on the 16th day of February 1978, by the following vote:

AYES: Homen, Stentz, Walker, Weiser (proxy for Sappok)

NOES: None

ATTEST:

Ernest J. Franco, Secretary

Donald A. Stentz, Chairman

RESOLUTION NO. 78-2
MONTEREY COUNTY AIRPORT LAND USE COMMISSION
STATE OF CALIFORNIA

WHEREAS, an environmental impact report (EIR) was prepared for the Master Plan for Mesa del Rey Airport, and certified as complete by the city of King; and

WHEREAS, this Commission is considering adopting said master plan as the comprehensive land use plan required for the airport by the Airport Land Use Commission Law; and

WHEREAS, this Commission has reviewed said EIR and finds it to be complete;

NOW, THEREFORE BE IT RESOLVED, this Commission adopts the city's Final EIR for the Master Plan for Mesa Del Rey Airport, as its own EIR for the Comprehensive Land Use Plan for Mesa del Rey Airport.

Regularly passed and adopted by the Airport Land Use Commission of the County of Monterey, State of California, on the 16th day of February, 1978 by the following vote:

AYES: Homen, Stentz, Walker, Weiser (proxy for Sappok)

NOES: None

ATTEST:

Ernest J. Franco, Secretary

Donald A. Stentz, Chairman

MONTEREY COUNTY AIRPORT LAND USE COMMISSION
INTERIM REFERRAL POLICY

The basic guideline for referring proposed land uses, within the airport area of influence or the adopted plan area, to the Airport Land Use Commission is that the Commission is not interested in the daily operations of the cities' and the county's planning function, but rather in certain uses which influence or are influenced by the presence of the airport. It is anticipated that proposed uses will be reviewed from points of view of the effects of noise, potential safety problems, and heights of structures.

Within the Area of Influence or the adopted plan area, the Commission recognizes a graduation of degree of concern for the location of proposed uses in relation to the airport operations area. The airport operations area is defined as the area used, or intended for use, for the landing and takeoff of aircraft, or used or intended for use for purposes related to aircraft operations. Any use which could not be located elsewhere, but at an airport, is considered to be located in the airport operations area.

The Commission's mandate is to achieve compatibility between airports and the surrounding communities through the comprehensive planning process and implementation of the comprehensive land use plan at the lowest level of authority in a manner which could be hopefully of mutual benefit to all of the agencies involved.

The Commission stands available to review and report on aviation related matters for all agencies and interested groups and persons, on a voluntary basis. The actual presentation of the issue is the responsibility of the applicant, or his representative, not necessarily of the agency which will ultimately grant the request.

Clear Zone and Approach Areas

In the Clear Zone and Approach Areas, within the Area of Influence or the adopted plan area, the following types of uses shall be referred to the Commission if, not being accounted for in the adopted comprehensive land use plan, they:

1. Have residential characteristics exceeding plan designations;
2. Have high labor intensity;
3. Involve use or storage of explosive, fire, toxic corrosive, or other hazardous materials;
4. Promote population concentration;
5. Involve utilities and services, required for area wide population, whose disruption would have an unusually large impact;
6. Concentrate people such as children, the elderly, the handicapped, etc;

7. Promote extended duration of population concentration;

8. Otherwise pose hazards to aircraft operations or to safety of persons or property on the ground.

Specific Hazards

Until an ordinance compatible with Airport Approaches Zoning Ordinance #1856, or its successor, is adopted by a local agency, proposed uses beneath the imaginary surfaces described in said ordinance shall be referred to the Commission for review and report if they may:

1. Release steam, dust, smoke, or other matter which could impair an aviator's visibility;

2. Produce light emissions, either direct or by reflection, which could impair an aviator's visibility;

3. Produce electrical emissions which could interfere with communication or navigation aids.

Heights

New construction shall be referred to the Commission if the heights of the structures exceed the allowable heights of Airport Approaches Zoning Ordinance #1856, or its successor, and the local agency does not have a similar or compatible ordinance.

Noise

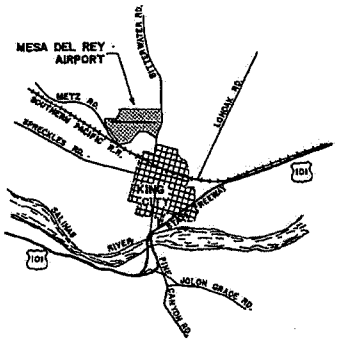
New construction shall be referred to the ALUC if it is proposed within the comprehensive land use plan's 1995 60 CNEL noise level contour and the local agency has not adopted a procedure to determine if noise insulation is required.

Commission Action

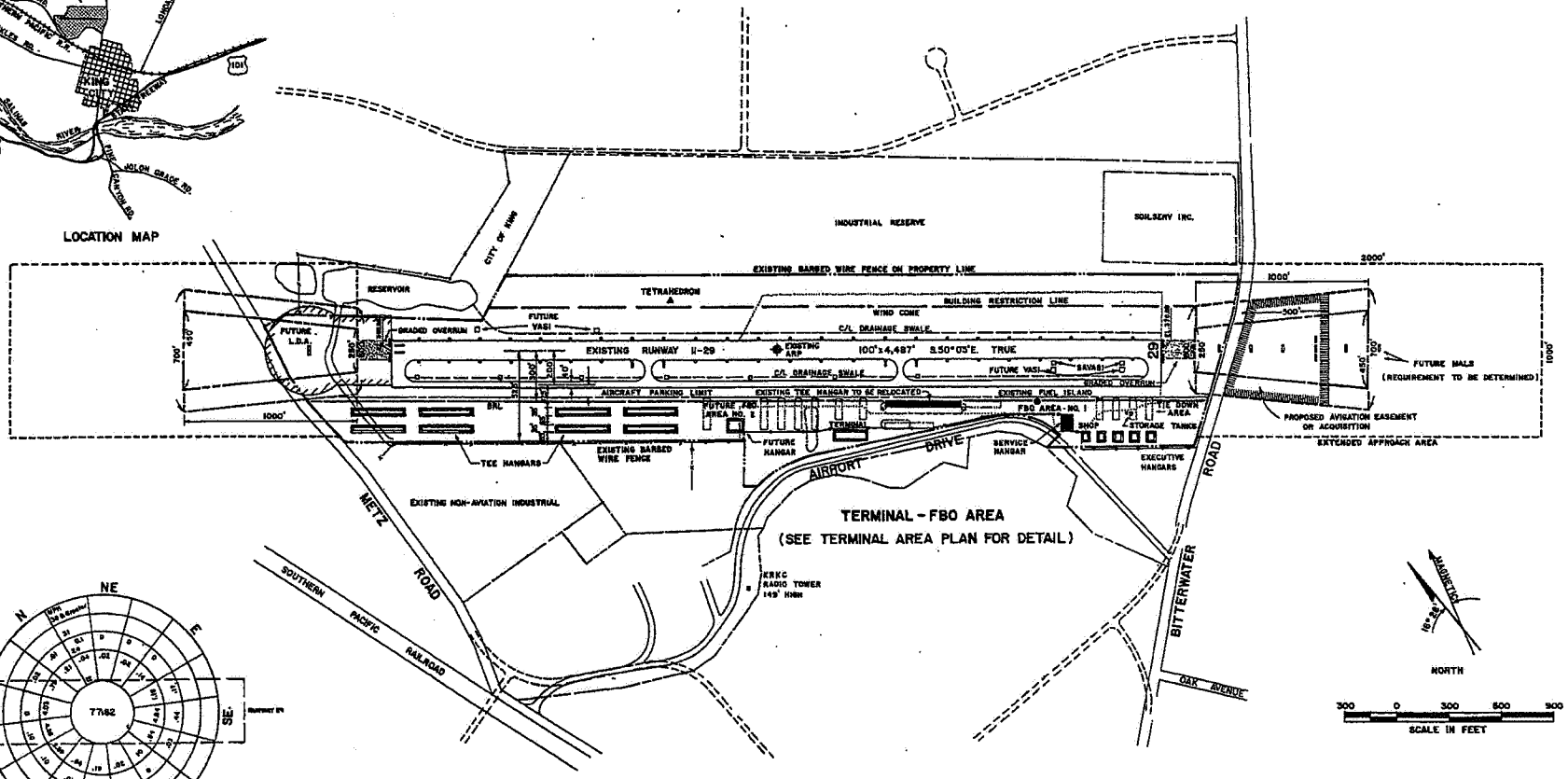
The Commission will react to actions taken by local agencies; within the Area of Influence or the adopted plan area, when requested by staff, airport management, or any group or person interested in or affected by the action. The Commission will notify the local agency and set a public hearing to determine if the local agency's action is in the best interests of the airport and the adjacent area.

The above policy was adopted by the Monterey County Airport Land Use Commission at a regular meeting held on October 21, 1976.

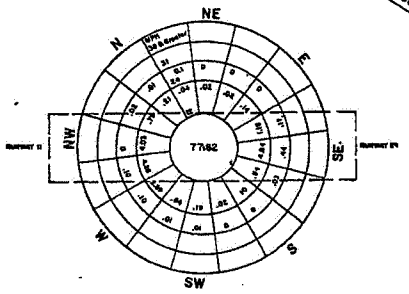
John L. McAtee, Chairman



LOCATION MAP



TERMINAL - FBO AREA
(SEE TERMINAL AREA PLAN FOR DETAIL)



WIND DATA AT SALINAS, CALIFORNIA

from U.S. Department of Commerce,
Weather Bureau.
Total observations 28,775
taken January thru July 1942, 1943, 1944
and August thru December 1941, 1942, 1943, 1944

WIND COVERAGE

(12 M.P.H.) 11-29 RUNWAY = 97.44%
(calms and 0-3 = 20.20%)
(4-12 M.P.H. = 57.62%)

BASIC DATA TABLE
RUNWAY DATA

	RUNWAY 11-29	
	EXISTING	ULTIMATE
EFFECTIVE GRADIENT (IN %)	0.40	SAME
% WIND COVERAGE (12 M.P.H.)	97.44%	SAME
WIDTH LENGTH	100' 4487'	SAME SAME
PAVEMENT STRENGTH	40K	60K
APPROACH SURFACES	20:1	SAME
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING	SAME	SAME

BASIC DATA TABLE
AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	378.00	378.00
AIRPORT REFERENCE POINT (ARP) COORDINATES	LAT. 36° 13'34" LONG. 121° 07'18"	LAT. SAME LONG. SAME
MEAN MAX. TEMP. OF HOTTEST MONTH	86°F	86°F
AIRPORT AND TERMINAL BEACONS	SAMES/FBO	VASI-2/11-29 LOCALIZER/11 MALS/29
MISCELLANEOUS FACILITIES	LIGHTED WIND TEE AND WIND CONE	
BASED AIRCRAFT	[illegible]	60
TEE HANGARS	[illegible]	30
TIEDOWNS	[illegible]	70
CRITICAL AIRCRAFT	[illegible] AIR	SAME

LEGEND

EXISTING	PROPOSED	
		BUILDING
		VEHICLE PAVEMENT
		AIRFIELD PAVEMENT
		CLEAR ZONE
		BUILDING RESTRICTION LINE
		FENCE
		RUNWAY LIGHT
		CONTOURS
		AIRPORT BOUNDARY
		FAA EXTENDED APPROACH AREA
		PERCOLATION POND
		PLANNED ROAD SYSTEM

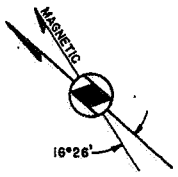
NO.	REVISIONS	BY	APPR.	DATE
APPROVED ... CITY OF KING				
BY _____	DATE _____			

MESA DEL REY AIRPORT
CITY OF KING, CALIFORNIA

AIRPORT LAYOUT PLAN

R. DIXON SPEAS ASSOCIATES

SCALE	DESIGNED	DRAWN	JOB NO.	DWG. NO.
1" = 300'	R.O.K.	J.R.H.	4470	KC-3
	DRAFTED R.O.K.	DATE JULY 1975		



2000 0 2000 4000 6000
SCALE IN FEET

NO.	REVISION	BY	APPR.	DATE

APPROVED --- CITY OF KING

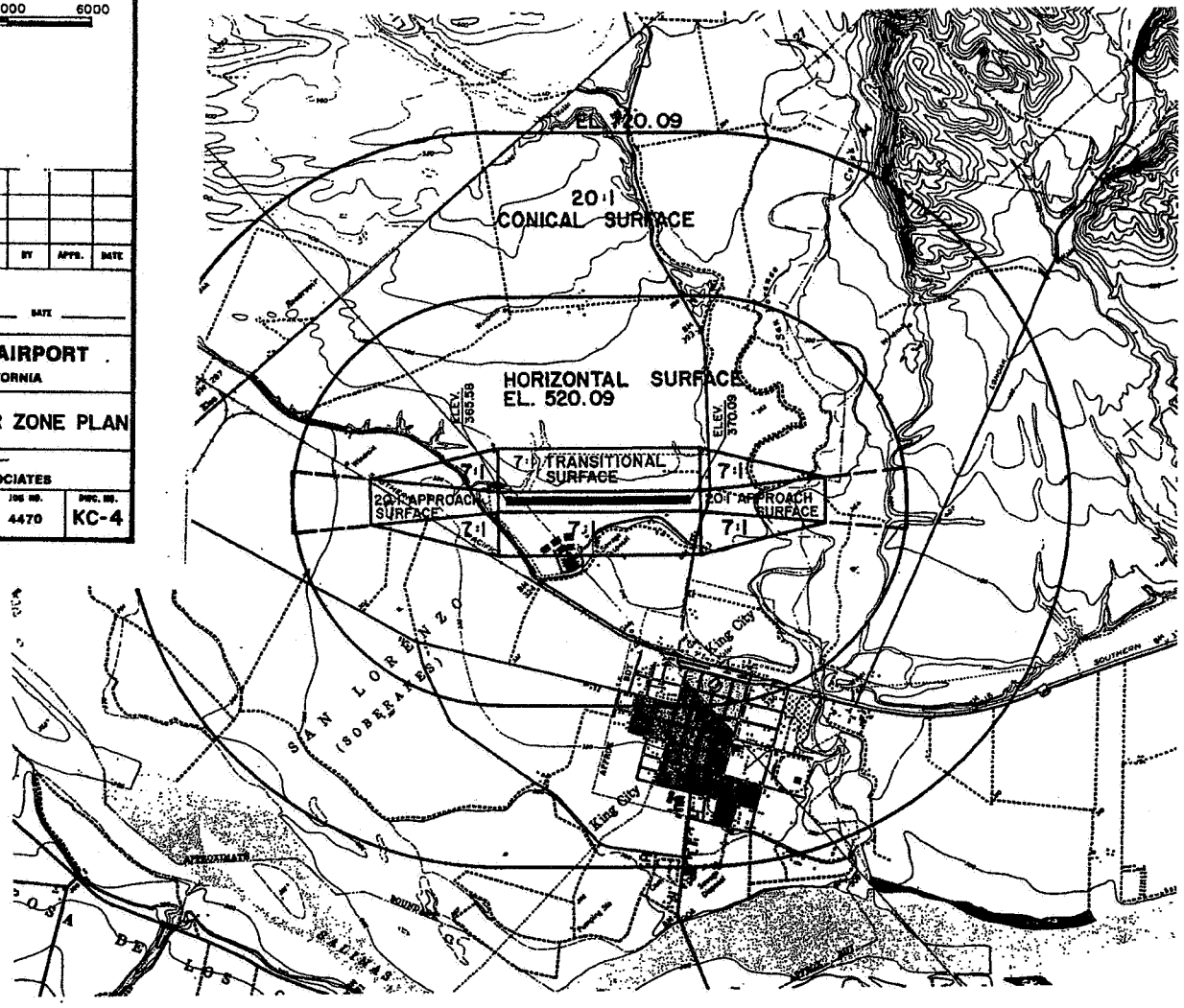
BY _____ DATE _____

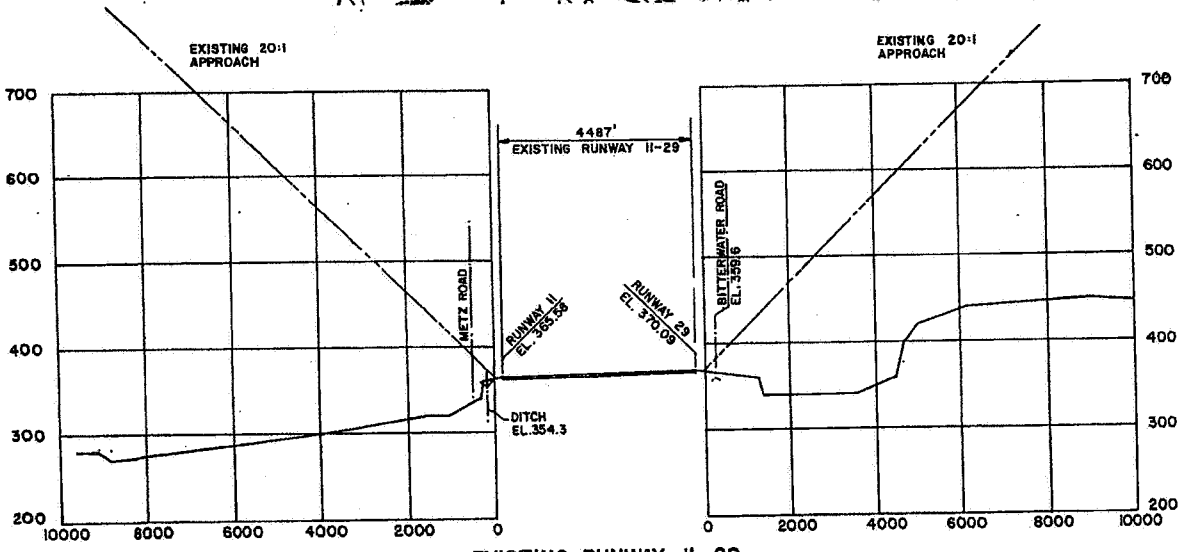
MESA DEL REY AIRPORT
CITY OF KING, CALIFORNIA

APPROACH AND CLEAR ZONE PLAN

R. DIXON SPEAS ASSOCIATES

SCALE	DESIGNED	A.E.S.	DRAWN	A.E.S.	JOB NO.	DWG. NO.
1" = 2,000'	CHECKED	R.O.K.	DATE JULY 1976		4470	KC-4

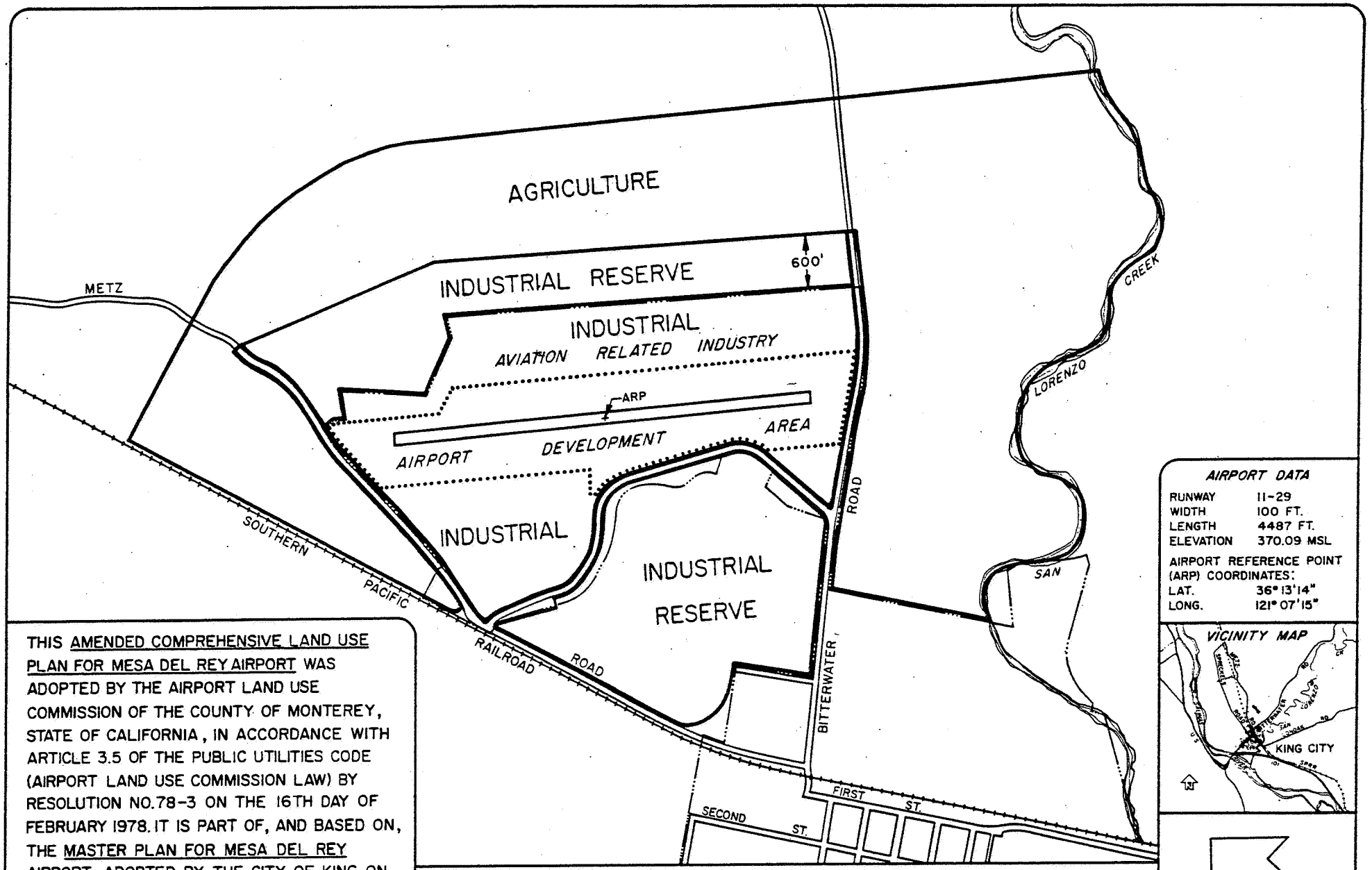




APPROACH PROFILE

SCALE HORIZ. : 1" = 2000'
VERT. : 1" = 100'

NOTE : GROUND PROFILES ARE A COMPOSITE OF HIGHEST ELEVATION ACROSS THE WIDTH OF THE APPROACH.

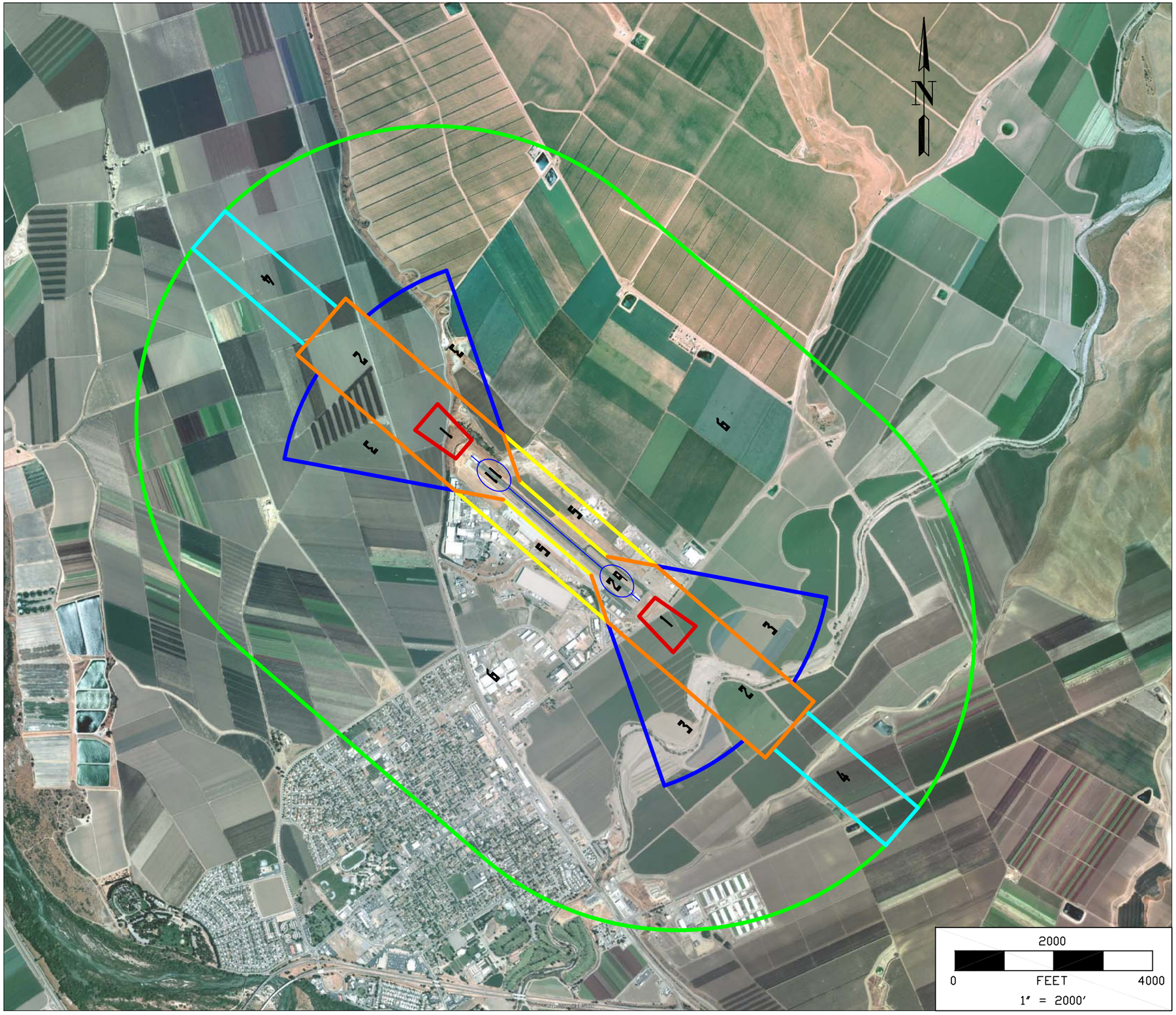


THIS AMENDED COMPREHENSIVE LAND USE PLAN FOR MESA DEL REY AIRPORT WAS ADOPTED BY THE AIRPORT LAND USE COMMISSION OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, IN ACCORDANCE WITH ARTICLE 3.5 OF THE PUBLIC UTILITIES CODE (AIRPORT LAND USE COMMISSION LAW) BY RESOLUTION NO. 78-3 ON THE 16TH DAY OF FEBRUARY 1978. IT IS PART OF, AND BASED ON, THE MASTER PLAN FOR MESA DEL REY AIRPORT, ADOPTED BY THE CITY OF KING ON JANUARY 11, 1978 BY RESOLUTION NO. 1474.

CHAIRMAN

SECRETARY

AMENDED COMPREHENSIVE LAND USE PLAN FOR MESA DEL REY AIRPORT



Mesa Del Rey Airport (KIC)

Medium General Aviation Runway 11/29

Length: 4,485'

RWY 11: Approach Visibility - Visual
Runway Protection Zone: 500' x 700' x 1000'
RWY 29: Approach Visibility - Visual
Runway Protection Zone: '500' x 700' x 1000'

1 Runway Protection Zone
2 Inner Approach/Departuer Zone
3 Inner Turning Zone
4 Outer Approach/Departure Zone
5 Sideline Safety Zone
6 Traffic Pattern Zone
Runway Center Line
Dashed Lines: non-traffic pattern side

Notes:
Monterey County
36-13- 42.3000N 121-07-16.7000W
Drawing based on: California Airport Land Use Planning Handbook and Google Earth Pro Imagery
AutoCad Map 3D 2009
4 August, 2010

This map is for planning purpose only. Not an official document.

Notice of Preparation

To: Distribution List

(Address)

From: Doreen Liberto, Community Development Director
212 South Vanderhurst Ave
King City, CA 93930
(Address)

Subject: Notice of Preparation of a Supplemental Environmental Impact Report

The City of King City will be the Lead Agency and will prepare a supplemental environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (□ is ✓is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than **thirty (30)** days after receipt of this notice.

Please send your response to Doreen Liberto at the address shown above. We will need the name for a contact person in your agency.

Project Title: King City Downtown Addition Specific Plan 2019 Amendments (Supplemental EIR): Certified EIR SCH Number: 2006041150

Project Applicant, if any: Fresh Foods, Inc.

Attachments: Project Description, Location Map, Specific Plan – Areas Removed Map, Development Sites Map

Date: 22 May, 2019

Signature:

Title: Community Development Director

Telephone: 831-385-3281

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

King City Downtown Addition Specific Plan 2019 Amendments and CEQA Documentation (Supplemental EIR) Project Description

SUMMARY PROJECT DESCRIPTION

PROJECT BACKGROUND:

Adopted Specific Plan and Certified EIR

The specific plan boundary covers an area of 110.18 acres within the City limits bounded by the Union Pacific Railroad to the west, Bitterwater Road to the north, San Lorenzo Creek to the southeast, and agricultural fields to the northeast. The approved specific plan includes development of up to 650 residential units, up to 190,060 square feet of commercial building floor area (including live-work space) and approximately twenty-four (24) acres of open space and parks. The specific plan includes five (5) land use districts. Mixed commercial and residential uses are located in the core area near the railroad tracks and along Broadway Street, and primarily residential and open space uses are located to the northern and eastern edges of the plan area. The specific plan includes 22.62 acres of public open spaces and existing and planned streets cover 30.70 acres. The specific plan was adopted on June 14, 2011 and amended on January 28, 2014. Specific Plan. The Project is in close proximity to a proposed multimodal transit center and the City's historic downtown area.

The original Environmental Impact Report (EIR) was certified on May 24th, 2011. *(REFERENCE: SCH No. 2006041150.)*

2019 Amendments

The proposed project consists of general plan amendment and rezoning of five (5) parcels, amendments to King City's *Downtown Addition Specific Plan* ("specific plan"), and construction of housing developments on the Bitterwater Road site (Bitterwater Road at Metz Road) and the Jayne Street site (Jayne Street at Pearl Street).

The following general plan and zoning amendments would be made:

1. Two parcels comprising the Jayne Street site would have general plan designation amended from Specific Plan (SP) to Planned Development (PD); and rezoned from Downtown Addition Specific Plan Neighborhood Center (NC) and Neighborhood General 3 (NG-3) to Multiple Family Residential and Professional Offices (R-4) District and Seasonal Employee Housing Standards/Dual Land Use Designation; and

2. Three parcels outside the specific plan, south of and adjacent to the Jayne Street site, would have general plan designation amended from Specific Plan (SP) to Planned Development (PD); and rezoned from Specific Plan Neighborhood Center (NC) and Specific Plan Neighborhood General 3 (NG-3) to Multiple Family Residential and Professional Offices (R-4) District and Seasonal Employee Housing Standards/Dual Land Use Designation.

The following amendments to the specific plan would be made:

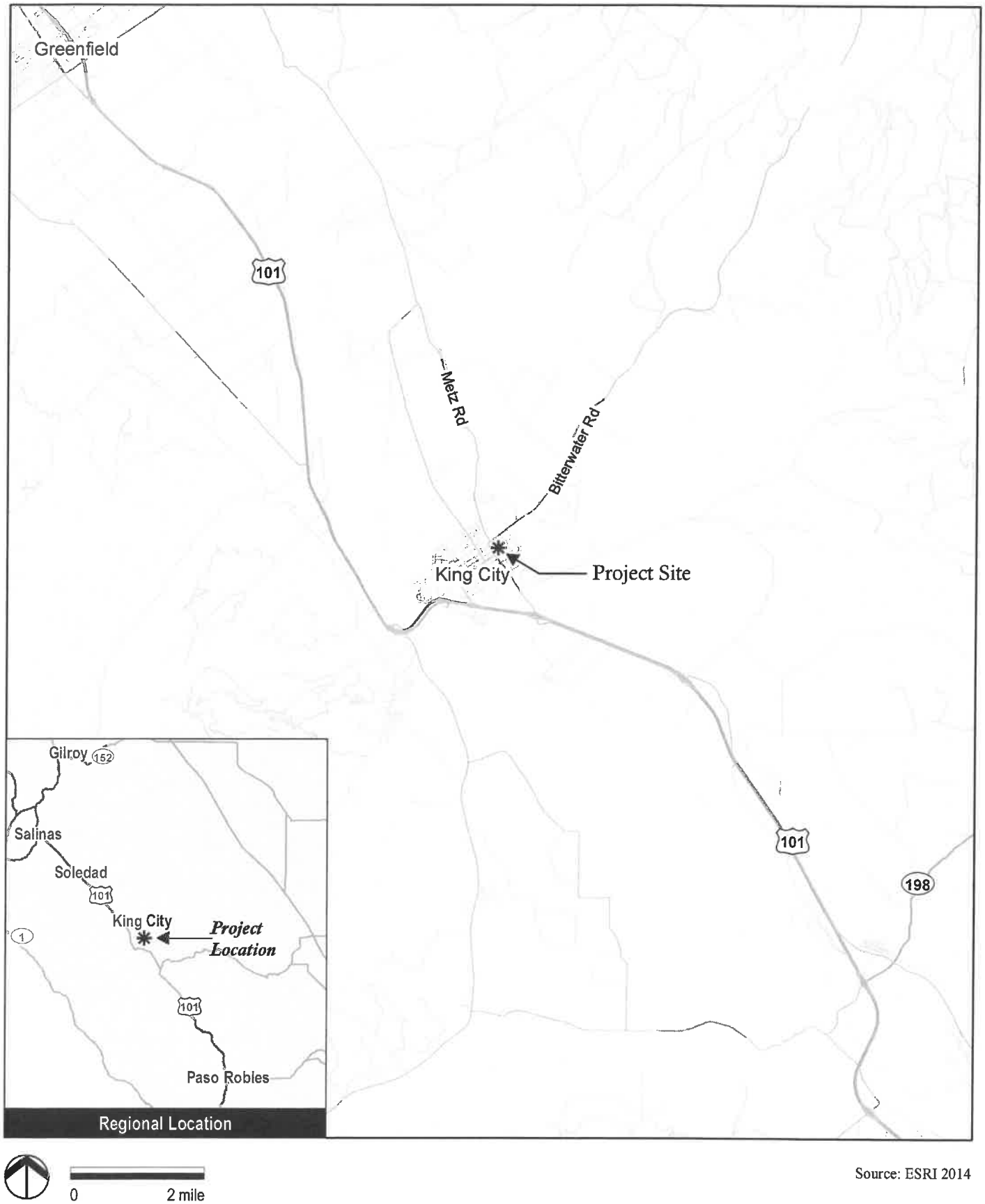
1. Removal of the Jayne Street site from the specific plan boundaries;
2. Increase in specific plan development capacity by 60 residential units (from 650 units to 710 units) with corresponding decrease in commercial development capacity of 42,000 square feet (from 190,000 square feet to 148,060 square feet);
3. Removal of the planned Metz Road extension and portion of planned Ellis Street right-of-way reservation;
4. Exclusive residential use of the Bitterwater Road site within the Specific Plan Neighborhood Center (NC) district;
5. Modification of height limits in specific plan Appendix E to allow three-story buildings up to 40 feet in height within the Bitterwater Road site;
6. Removal of references to fiscal neutrality from specific plan conditions of approval for the Bitterwater Road project.
7. Amendment of specific plan Appendix D to remove requirement for submittal of Bitterwater Road project to Neighborhood Builder/Developer.
8. Other miscellaneous minor text and graphic amendments, including, but not limited to, the following:
    - Section 3.3.3 *Additional City Approval Requirements* — Conditional Use Permit requirement for three-story buildings deleted and replaced with requirement for Design Review approval, plus corresponding changes in various other sections for internal consistency;
    - Section 3.10 *Parking Standards* – Reference to maximum buildout potential in NC Zone deleted;
    - Section 3.12 *Fence Standards* – Standards for sound attenuation walls added;
    - Table 4.2 in Section 4.2 *Schools* – Revised estimates of student generation provided;
    - Table 5.1 in Section 5.4 *Infrastructure and Public Facilities* – Revised estimates of phasing provided; and

- Table 5.3 in Section 5.4 *Infrastructure and Public Facilities* – Revised estimates of fee revenues provided.

The following two housing developments are proposed:

1. A workforce housing development consisting of 118 units of attached housing and on-site resident amenities in six buildings on a 5.2 acre site at Bitterwater Road and the south end of Metz Road, to be constructed in two or three phases; and
2. An agricultural guest worker/seasonal employee housing project (up to 66 dormitory or apartment units) accommodating up to 528 workers/beds in multiple buildings on the 2.9-acre Jayne Street site (removed from within the specific plan boundary), with the potential for limited office or commercial use.

The net change for the S-EIR analysis will be an increase of 60 multifamily residential units, 528 dormitory workers/beds, and a decrease of 42,000 square feet of commercial space.



Source: ESRI 2014

Location Map

King City Downtown Addition Specific Plan NOP

0 500 feet

Source: Smith-Monterey KC, LLC 2014
New Urban Realty Advisors, Inc. 2014

E M C

Specific Plan Boundary and Area Removed

King City Downtown Addition Specific Plan NOP

Source: Smith-Monterey KC, LLC 2014
New Urban Realty Advisors, Inc. 2014

E M C

Development Sites

King City Downtown Addition Specific Plan NOP

APPENDIX B

CALEEMOD RESULTS

Operational Criteria air pollutants

ROG	NOx	CO	SOx	PM_{10}
Bitterwater Winter				
+4.54	+8.12	+27.52	+0.06	+5
-3.48	-12.55	-25.65	-0.07	-5.65
+1.06	**-4.43**	**+1.87**	**-0.01**	**-0.65**
Jayne Winter				
+2.59	+4.46	+14.94	+0.03	+2.97
-2.30	-4.55	-13.62	-0.03	-2.82
+0.29	**-0.09**	**+1.32**	**0**	**+0.15**
Net Winter				
+1.35	**-4.52**	**+3.19**	**-0.01**	**-0.50**
Bitterwater Summer				
+4.66	+7.72	+26.93	+0.06	+5
-3.74	-12.12	-23.43	-0.08	-5.65
+0.92	**-4.4**	**+3.5**	**-0.02**	**-0.65**
Jayne Summer				
+2.66	+4.27	+14.64	+0.04	+2.97
-2.38	-4.37	-13.22	-0.03	-2.82
+0.28	**-0.1**	**+1.42**	**+0.01**	**+0.15**
Net Summer				
+1.2	**-4.50**	**+4.92**	**-0.01**	**-0.50**

Construction Criteria air pollutants (Maximum daily)

	PM_{10}
Bitterwater Increase	+20.41
Bitterwater Decrease	-1.30
Net Bitterwater	+19.11
Jayne Increase	+7.63
Jayne Decrease	-7.63
Net Jayne	*0*
Net Project	**+19.11**

Construction GHG

	GHG MT CO2e	Amortized GHG MT CO2e per year
Bitterwater Increase	+477.15	
Bitterwater Decrease	-73.60	
Net Bitterwater	+403.55	
Jayne Increase	+329.96	
Jayne Decrease	-318.92	
Net Jayne	+11.04	
Net Project	**+414.59**	**+13.82**

Operational GHG

	GHG MT CO2e per year
Bitterwater Increase	+700.49
Bitterwater Decrease	-1,199.78
Net Bitterwater	-499.29
Jayne Increase	+398.97
Jayne Decrease	-578.50
Net Jayne	-179.53
Net Project	**-678.82**

GHG Emissions Summary

	GHG MT CO2e per year
Operational	-678.82
Amortized Construction	+13.82
Total Project GHG Emissions	**-665**

DASP_Bitterwater Road_Decrease

Monterey Bay Unified APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	38.40	1000sqft	0.88	38,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E CO2 Intensity Factor for 2020

Land Use - square feet and lot acreage from project description

Construction Phase - .

Grading - no construction

Energy Use -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	641.35	290

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.9406	9.6358	8.0129	0.0142	0.8349	0.5274	1.3028	0.4356	0.4853	0.8819	0.0000	1,389.5697	1,389.5697	0.3703	0.0000	1,398.8278
2021	107.0174	8.6999	7.8258	0.0141	0.1479	0.4504	0.5896	0.0392	0.4144	0.4523	0.0000	1,385.0015	1,385.0015	0.3696	0.0000	1,394.2423
Maximum	**107.0174**	**9.6358**	**8.0129**	**0.0142**	**0.8349**	**0.5274**	**1.3028**	**0.4356**	**0.4853**	**0.8819**	**0.0000**	**1,389.5697**	**1,389.5697**	**0.3703**	**0.0000**	**1,398.8278**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9684	4.0000e-005	3.9100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.4000e-003	8.4000e-003	2.0000e-005		8.9500e-003
Energy	2.6900e-003	0.0244	0.0205	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.3338	29.3338	5.6000e-004	5.4000e-004	29.5081
Mobile	2.7651	12.0973	23.4063	0.0757	5.5841	0.0602	5.6443	1.4953	0.0562	1.5515		7,681.4779	7,681.4779	0.3864		7,691.1377
Total	**3.7362**	**12.1218**	**23.4307**	**0.0758**	**5.5841**	**0.0621**	**5.6461**	**1.4953**	**0.0581**	**1.5533**		**7,710.8201**	**7,710.8201**	**0.3870**	**5.4000e-004**	**7,720.6548**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.7651	12.0973	23.4063	0.0757	5.5841	0.0602	5.6443	1.4953	0.0562	1.5515		7,681.4779	7,681.4779	0.3864		7,691.1377
Unmitigated	2.7651	12.0973	23.4063	0.0757	5.5841	0.0602	5.6443	1.4953	0.0562	1.5515		7,681.4779	7,681.4779	0.3864		7,691.1377

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	1,701.89	1,614.34	784.51	2,399,875	2,399,875
Total	1,701.89	1,614.34	784.51	2,399,875	2,399,875

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.6900e-003	0.0244	0.0205	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.3338	29.3338	5.6000e-004	5.4000e-004	29.5081
NaturalGas Unmitigated	2.6900e-003	0.0244	0.0205	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.3338	29.3338	5.6000e-004	5.4000e-004	29.5081

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

Strip Mall	249.337	2.6900e-003	0.0244	0.0205	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.3338	29.3338	5.6000e-004	5.4000e-004	29.5081
Total		**2.6900e-003**	**0.0244**	**0.0205**	**1.5000e-004**		**1.8600e-003**	**1.8600e-003**		**1.8600e-003**	**1.8600e-003**		**29.3338**	**29.3338**	**5.6000e-004**	**5.4000e-004**	**29.5081**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9684	4.0000e-005	3.9100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.4000e-003	8.4000e-003	2.0000e-005		8.9500e-003
Unmitigated	0.9684	4.0000e-005	3.9100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.4000e-003	8.4000e-003	2.0000e-005		8.9500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8218					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.6000e-004	4.0000e-005	3.9100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.4000e-003	8.4000e-003	2.0000e-005		8.9500e-003
Total	**0.9684**	**4.0000e-005**	**3.9100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.4000e-003**	**8.4000e-003**	**2.0000e-005**		**8.9500e-003**

DASP_Bitterwater Road_Decrease

Monterey Bay Unified APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	38.40	1000sqft	0.88	38,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E CO2 Intensity Factor for 2020

Land Use - square feet and lot acreage from project description

Construction Phase - .

Grading - no construction

Energy Use -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	641.35	290

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.9471	9.6528	8.0391	0.0141	0.8349	0.5275	1.3028	0.4356	0.4854	0.8819	0.0000	1,377.6190	1,377.6190	0.3712	0.0000	1,386.8980
2021	107.0181	8.7133	7.8484	0.0140	0.1479	0.4505	0.5897	0.0392	0.4145	0.4524	0.0000	1,373.2561	1,373.2561	0.3705	0.0000	1,382.5182
Maximum	**107.0181**	**9.6528**	**8.0391**	**0.0141**	**0.8349**	**0.5275**	**1.3028**	**0.4356**	**0.4854**	**0.8819**	**0.0000**	**1,377.6190**	**1,377.6190**	**0.3712**	**0.0000**	**1,386.8980**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9684	4.0000e-005	3.9100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.4000e-003	8.4000e-003	2.0000e-005		8.9500e-003
Energy	2.6900e-003	0.0244	0.0205	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.3338	29.3338	5.6000e-004	5.4000e-004	29.5081
Mobile	2.5111	12.5229	25.6227	0.0716	5.5841	0.0607	5.6448	1.4953	0.0567	1.5520		7,267.9999	7,267.9999	0.4093		7,278.2327
Total	**3.4822**	**12.5474**	**25.6472**	**0.0718**	**5.5841**	**0.0626**	**5.6466**	**1.4953**	**0.0586**	**1.5538**		**7,297.3420**	**7,297.3420**	**0.4099**	**5.4000e-004**	**7,307.7497**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.5111	12.5229	25.6227	0.0716	5.5841	0.0607	5.6448	1.4953	0.0567	1.5520		7,267.9999	7,267.9999	0.4093		7,278.2327
Unmitigated	2.5111	12.5229	25.6227	0.0716	5.5841	0.0607	5.6448	1.4953	0.0567	1.5520		7,267.9999	7,267.9999	0.4093		7,278.2327

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	1,701.89	1,614.34	784.51	2,399,875	2,399,875
Total	1,701.89	1,614.34	784.51	2,399,875	2,399,875

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.6900e-003	0.0244	0.0205	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.3338	29.3338	5.6000e-004	5.4000e-004	29.5081
NaturalGas Unmitigated	2.6900e-003	0.0244	0.0205	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.3338	29.3338	5.6000e-004	5.4000e-004	29.5081

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	249.337	2.6900e-003	0.0244	0.0205	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003		29.3338	29.3338	5.6000e-004	5.4000e-004	29.5081

Total		**2.6900e-003**	**0.0244**	**0.0205**	**1.5000e-004**		**1.8600e-003**	**1.8600e-003**		**1.8600e-003**	**1.8600e-003**		**29.3338**	**29.3338**	**5.6000e-004**	**5.4000e-004**	**29.5081**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9684	4.0000e-005	3.9100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.4000e-003	8.4000e-003	2.0000e-005		8.9500e-003
Unmitigated	0.9684	4.0000e-005	3.9100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.4000e-003	8.4000e-003	2.0000e-005		8.9500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8218					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.6000e-004	4.0000e-005	3.9100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.4000e-003	8.4000e-003	2.0000e-005		8.9500e-003
Total	**0.9684**	**4.0000e-005**	**3.9100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.4000e-003**	**8.4000e-003**	**2.0000e-005**		**8.9500e-003**

DASP_Bitterwater Road_Decrease

Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	38.40	1000sqft	0.88	38,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E CO2 Intensity Factor for 2020

Land Use - square feet and lot acreage from project description

Construction Phase - .

Grading - no construction

Energy Use -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	CO2IntensityFactor	641.35	290

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0510	0.5149	0.4343	7.6000e-004	8.0000e-003	0.0283	0.0363	2.3400e-003	0.0261	0.0285	0.0000	67.2866	67.2866	0.0175	0.0000	67.7235
2021	0.2712	0.0382	0.0395	7.0000e-005	6.7000e-004	2.0200e-003	2.6900e-003	1.8000e-004	1.8900e-003	2.0700e-003	0.0000	5.8426	5.8426	1.4100e-003	0.0000	5.8780
Maximum	**0.2712**	**0.5149**	**0.4343**	**7.6000e-004**	**8.0000e-003**	**0.0283**	**0.0363**	**2.3400e-003**	**0.0261**	**0.0285**	**0.0000**	**67.2866**	**67.2866**	**0.0175**	**0.0000**	**67.7235**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1767	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0200e-003
Energy	4.9000e-004	4.4600e-003	3.7500e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	58.8539	58.8539	5.4900e-003	1.2100e-003	59.3507
Mobile	0.4206	2.0629	3.9725	0.0121	0.9018	0.0101	0.9118	0.2421	9.3900e-003	0.2515	0.0000	1,111.9478	1,111.9478	0.0594	0.0000	1,113.4329
Waste						0.0000	0.0000		0.0000	0.0000	8.1846	0.0000	8.1846	0.4837	0.0000	20.2770
Water						0.0000	0.0000		0.0000	0.0000	0.9024	2.8272	3.7296	0.0930	2.2500e-003	6.7233
Total	**0.5978**	**2.0674**	**3.9767**	**0.0121**	**0.9018**	**0.0104**	**0.9122**	**0.2421**	**9.7300e-003**	**0.2518**	**9.0870**	**1,173.6298**	**1,182.7168**	**0.6416**	**3.4600e-003**	**1,199.7849**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	0.4206	2.0629	3.9725	0.0121	0.9018	0.0101	0.9118	0.2421	9.3900e-003	0.2515	0.0000	1,111.9478	1,111.9478	0.0594	0.0000	1,113.4329
Unmitigated	0.4206	2.0629	3.9725	0.0121	0.9018	0.0101	0.9118	0.2421	9.3900e-003	0.2515	0.0000	1,111.9478	1,111.9478	0.0594	0.0000	1,113.4329

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	1,701.89	1,614.34	784.51	2,399,875	2,399,875
Total	1,701.89	1,614.34	784.51	2,399,875	2,399,875

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	53.9974	53.9974	5.4000e-003	1.1200e-003	54.4653
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	53.9974	53.9974	5.4000e-003	1.1200e-003	54.4653
NaturalGas Mitigated	4.9000e-004	4.4600e-003	3.7500e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.8565	4.8565	9.0000e-005	9.0000e-005	4.8854
NaturalGas Unmitigated	4.9000e-004	4.4600e-003	3.7500e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.8565	4.8565	9.0000e-005	9.0000e-005	4.8854

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	91008	4.9000e-004	4.4600e-003	3.7500e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.8565	4.8565	9.0000e-005	9.0000e-005	4.8854
Total		**4.9000e-004**	**4.4600e-003**	**3.7500e-003**	**3.0000e-005**		**3.4000e-004**	**3.4000e-004**		**3.4000e-004**	**3.4000e-004**	**0.0000**	**4.8565**	**4.8565**	**9.0000e-005**	**9.0000e-005**	**4.8854**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	410496	53.9974	5.4000e-003	1.1200e-003	54.4653
Total		**53.9974**	**5.4000e-003**	**1.1200e-003**	**54.4653**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1767	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0200e-003
Unmitigated	0.1767	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0267					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0200e-003
Total	**0.1767**	**0.0000**	**4.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.5000e-004**	**9.5000e-004**	**0.0000**	**0.0000**	**1.0200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.7296	0.0930	2.2500e-003	6.7233
Unmitigated	3.7296	0.0930	2.2500e-003	6.7233

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	2.84438 / 1.74333	3.7296	0.0930	2.2500e-003	6.7233
Total		**3.7296**	**0.0930**	**2.2500e-003**	**6.7233**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e

	MT/yr			
Mitigated	8.1846	0.4837	0.0000	20.2770
Unmitigated	8.1846	0.4837	0.0000	20.2770

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	40.32	8.1846	0.4837	0.0000	20.2770
Total		**8.1846**	**0.4837**	**0.0000**	**20.2770**

DASP_Bitterwater Road_Increased Capacity

Monterey Bay Unified APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	111.00	Dwelling Unit	5.22	111,000.00	501

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E CO2 Intensity Factor for 2020

Land Use - lot acreage and population increase from project description

Vehicle Trips - trip rate = 306 daily trips with no employee bussing / 111 units = 2.76

Energy Use -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	6.94	5.22
tblLandUse	Population	317.00	501.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblVehicleTrips	WD_TR	6.59	2.76

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1551	42.4798	22.3116	0.0401	18.2141	2.1986	20.4128	9.9699	2.0228	11.9927	0.0000	3,877.0762	3,877.0762	1.1983	0.0000	3,903.6584
2021	69.7390	19.0355	19.6012	0.0371	0.7384	0.9680	1.7064	0.1977	0.9101	1.1078	0.0000	3,584.8018	3,584.8018	0.7186	0.0000	3,601.2897
Maximum	**69.7390**	**42.4798**	**22.3116**	**0.0401**	**18.2141**	**2.1986**	**20.4128**	**9.9699**	**2.0228**	**11.9927**	**0.0000**	**3,877.0762**	**3,877.0762**	**1.1983**	**0.0000**	**3,903.6584**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0312	0.1055	9.1538	4.8000e-004		0.0507	0.0507		0.0507	0.0507	0.0000	16.4893	16.4893	0.0158	0.0000	16.8848
Energy	0.0335	0.2858	0.1216	1.8200e-003		0.0231	0.0231		0.0231	0.0231		364.8904	364.8904	6.9900e-003	6.6900e-003	367.0587
Mobile	1.5907	7.3270	17.6511	0.0613	4.8781	0.0486	4.9267	1.3062	0.0454	1.3516		6,218.2709	6,218.2709	0.2717		6,225.0638
Total	**4.6554**	**7.7183**	**26.9265**	**0.0636**	**4.8781**	**0.1224**	**5.0005**	**1.3062**	**0.1192**	**1.4255**	**0.0000**	**6,599.6506**	**6,599.6506**	**0.2945**	**6.6900e-003**	**6,609.0074**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5907	7.3270	17.6511	0.0613	4.8781	0.0486	4.9267	1.3062	0.0454	1.3516		6,218.2709	6,218.2709	0.2717		6,225.0638

Unmitigated	1.5907	7.3270	17.6511	0.0613	4.8781	0.0486	4.9267	1.3062	0.0454	1.3516		6,218.2709	6,218.2709	0.2717		6,225.0638

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	306.36	794.76	673.77	1,234,802	1,234,802
Total	306.36	794.76	673.77	1,234,802	1,234,802

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0335	0.2858	0.1216	1.8200e-003		0.0231	0.0231		0.0231	0.0231		364.8904	364.8904	6.9900e-003	6.6900e-003	367.0587
NaturalGas Unmitigated	0.0335	0.2858	0.1216	1.8200e-003		0.0231	0.0231		0.0231	0.0231		364.8904	364.8904	6.9900e-003	6.6900e-003	367.0587

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	3101.57	0.0335	0.2858	0.1216	1.8200e-003		0.0231	0.0231		0.0231	0.0231		364.8904	364.8904	6.9900e-003	6.6900e-003	367.0587
Total		**0.0335**	**0.2858**	**0.1216**	**1.8200e-003**		**0.0231**	**0.0231**		**0.0231**	**0.0231**		**364.8904**	**364.8904**	**6.9900e-003**	**6.6900e-003**	**367.0587**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0312	0.1055	9.1538	4.8000e-004		0.0507	0.0507		0.0507	0.0507	0.0000	16.4893	16.4893	0.0158	0.0000	16.8848
Unmitigated	3.0312	0.1055	9.1538	4.8000e-004		0.0507	0.0507		0.0507	0.0507	0.0000	16.4893	16.4893	0.0158	0.0000	16.8848

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3806					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3754					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2752	0.1055	9.1538	4.8000e-004		0.0507	0.0507		0.0507	0.0507		16.4893	16.4893	0.0158		16.8848
Total	**3.0312**	**0.1055**	**9.1538**	**4.8000e-004**		**0.0507**	**0.0507**		**0.0507**	**0.0507**	**0.0000**	**16.4893**	**16.4893**	**0.0158**	**0.0000**	**16.8848**

DASP_Bitterwater Road_Increased Capacity

Monterey Bay Unified APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	111.00	Dwelling Unit	5.22	111,000.00	501

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E CO2 Intensity Factor for 2020

Land Use - lot acreage and population increase from project description

Vehicle Trips - trip rate = 306 daily trips with no employee bussing / 111 units = 2.76

Energy Use -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	6.94	5.22
tblLandUse	Population	317.00	501.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblVehicleTrips	WD_TR	6.59	2.76

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1625	42.4958	22.3086	0.0400	18.2141	2.1986	20.4128	9.9699	2.0228	11.9927	0.0000	3,869.2815	3,869.2815	1.1980	0.0000	3,895.8583
2021	69.7451	19.1066	19.6296	0.0366	0.7384	0.9682	1.7066	0.1977	0.9103	1.1080	0.0000	3,533.1176	3,533.1176	0.7184	0.0000	3,549.6289
Maximum	**69.7451**	**42.4958**	**22.3086**	**0.0400**	**18.2141**	**2.1986**	**20.4128**	**9.9699**	**2.0228**	**11.9927**	**0.0000**	**3,869.2815**	**3,869.2815**	**1.1980**	**0.0000**	**3,895.8583**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0312	0.1055	9.1538	4.8000e-004		0.0507	0.0507		0.0507	0.0507	0.0000	16.4893	16.4893	0.0158	0.0000	16.8848
Energy	0.0335	0.2858	0.1216	1.8200e-003		0.0231	0.0231		0.0231	0.0231		364.8904	364.8904	6.9900e-003	6.6900e-003	367.0587
Mobile	1.4710	7.7299	18.2490	0.0583	4.8781	0.0488	4.9269	1.3062	0.0456	1.3518		5,909.6037	5,909.6037	0.2792		5,916.5824
Total	**4.5357**	**8.1212**	**27.5244**	**0.0606**	**4.8781**	**0.1227**	**5.0008**	**1.3062**	**0.1194**	**1.4257**	**0.0000**	**6,290.9834**	**6,290.9834**	**0.3020**	**6.6900e-003**	**6,300.5259**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Mitigated	1.4710	7.7299	18.2490	0.0583	4.8781	0.0488	4.9269	1.3062	0.0456	1.3518		5,909.6037	5,909.6037	0.2792		5,916.5824
Unmitigated	1.4710	7.7299	18.2490	0.0583	4.8781	0.0488	4.9269	1.3062	0.0456	1.3518		5,909.6037	5,909.6037	0.2792		5,916.5824

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	306.36	794.76	673.77	1,234,802	1,234,802
Total	306.36	794.76	673.77	1,234,802	1,234,802

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0335	0.2858	0.1216	1.8200e-003		0.0231	0.0231		0.0231	0.0231		364.8904	364.8904	6.9900e-003	6.6900e-003	367.0587
NaturalGas Unmitigated	0.0335	0.2858	0.1216	1.8200e-003		0.0231	0.0231		0.0231	0.0231		364.8904	364.8904	6.9900e-003	6.6900e-003	367.0587

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	3101.57	0.0335	0.2858	0.1216	1.8200e-003		0.0231	0.0231		0.0231	0.0231		364.8904	364.8904	6.9900e-003	6.6900e-003	367.0587
Total		**0.0335**	**0.2858**	**0.1216**	**1.8200e-003**		**0.0231**	**0.0231**		**0.0231**	**0.0231**		**364.8904**	**364.8904**	**6.9900e-003**	**6.6900e-003**	**367.0587**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0312	0.1055	9.1538	4.8000e-004		0.0507	0.0507		0.0507	0.0507	0.0000	16.4893	16.4893	0.0158	0.0000	16.8848
Unmitigated	3.0312	0.1055	9.1538	4.8000e-004		0.0507	0.0507		0.0507	0.0507	0.0000	16.4893	16.4893	0.0158	0.0000	16.8848

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3806					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3754					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2752	0.1055	9.1538	4.8000e-004		0.0507	0.0507		0.0507	0.0507		16.4893	16.4893	0.0158		16.8848
Total	**3.0312**	**0.1055**	**9.1538**	**4.8000e-004**		**0.0507**	**0.0507**		**0.0507**	**0.0507**	**0.0000**	**16.4893**	**16.4893**	**0.0158**	**0.0000**	**16.8848**

DASP_Bitterwater Road_Increased Capacity

Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	111.00	Dwelling Unit	5.22	111,000.00	501

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E CO2 Intensity Factor for 2020

Land Use - lot acreage and population increase from project description

Vehicle Trips - trip rate = 306 daily trips with no employee bussing / 111 units = 2.76

Energy Use -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	6.94	5.22
tblLandUse	Population	317.00	501.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblVehicleTrips	WD_TR	6.59	2.76

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1539	1.4291	1.0917	2.0000e-003	0.1801	0.0737	0.2538	0.0898	0.0686	0.1585	0.0000	175.0843	175.0843	0.0415	0.0000	176.1211
2021	0.9043	1.7773	1.8417	3.4200e-003	0.0637	0.0905	0.1542	0.0171	0.0850	0.1021	0.0000	299.5809	299.5809	0.0579	0.0000	301.0276
Maximum	**0.9043**	**1.7773**	**1.8417**	**3.4200e-003**	**0.1801**	**0.0905**	**0.2538**	**0.0898**	**0.0850**	**0.1585**	**0.0000**	**299.5809**	**299.5809**	**0.0579**	**0.0000**	**301.0276**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5374	0.0132	1.1442	6.0000e-005		6.3400e-003	6.3400e-003		6.3400e-003	6.3400e-003	0.0000	1.8699	1.8699	1.7900e-003	0.0000	1.9147
Energy	6.1000e-003	0.0522	0.0222	3.3000e-004		4.2200e-003	4.2200e-003		4.2200e-003	4.2200e-003	0.0000	123.9091	123.9091	7.5100e-003	2.4200e-003	124.8184
Mobile	0.1447	0.7441	1.6996	5.7600e-003	0.4640	4.7700e-003	0.4688	0.1246	4.4600e-003	0.1290	0.0000	530.3254	530.3254	0.0242	0.0000	530.9297
Waste						0.0000	0.0000		0.0000	0.0000	10.3647	0.0000	10.3647	0.6125	0.0000	25.6782
Water						0.0000	0.0000		0.0000	0.0000	2.2944	7.2467	9.5411	0.2364	5.7100e-003	17.1536
Total	**0.6881**	**0.8095**	**2.8660**	**6.1500e-003**	**0.4640**	**0.0153**	**0.4793**	**0.1246**	**0.0150**	**0.1396**	**12.6591**	**663.3511**	**676.0102**	**0.8824**	**8.1300e-003**	**700.4945**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	0.1447	0.7441	1.6996	5.7600e-003	0.4640	4.7700e-003	0.4688	0.1246	4.4600e-003	0.1290	0.0000	530.3254	530.3254	0.0242	0.0000	530.9297
Unmitigated	0.1447	0.7441	1.6996	5.7600e-003	0.4640	4.7700e-003	0.4688	0.1246	4.4600e-003	0.1290	0.0000	530.3254	530.3254	0.0242	0.0000	530.9297

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	306.36	794.76	673.77	1,234,802	1,234,802
Total	306.36	794.76	673.77	1,234,802	1,234,802

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	63.4974	63.4974	6.3500e-003	1.3100e-003	64.0477
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	63.4974	63.4974	6.3500e-003	1.3100e-003	64.0477
NaturalGas Mitigated	6.1000e-003	0.0522	0.0222	3.3000e-004		4.2200e-003	4.2200e-003		4.2200e-003	4.2200e-003	0.0000	60.4117	60.4117	1.1600e-003	1.1100e-003	60.7707
NaturalGas Unmitigated	6.1000e-003	0.0522	0.0222	3.3000e-004		4.2200e-003	4.2200e-003		4.2200e-003	4.2200e-003	0.0000	60.4117	60.4117	1.1600e-003	1.1100e-003	60.7707

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.13207e+006	6.1000e-003	0.0522	0.0222	3.3000e-004		4.2200e-003	4.2200e-003		4.2200e-003	4.2200e-003	0.0000	60.4117	60.4117	1.1600e-003	1.1100e-003	60.7707
Total		**6.1000e-003**	**0.0522**	**0.0222**	**3.3000e-004**		**4.2200e-003**	**4.2200e-003**		**4.2200e-003**	**4.2200e-003**	**0.0000**	**60.4117**	**60.4117**	**1.1600e-003**	**1.1100e-003**	**60.7707**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	482717	63.4974	6.3500e-003	1.3100e-003	64.0477
Total		**63.4974**	**6.3500e-003**	**1.3100e-003**	**64.0477**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5374	0.0132	1.1442	6.0000e-005		6.3400e-003	6.3400e-003		6.3400e-003	6.3400e-003	0.0000	1.8699	1.8699	1.7900e-003	0.0000	1.9147
Unmitigated	0.5374	0.0132	1.1442	6.0000e-005		6.3400e-003	6.3400e-003		6.3400e-003	6.3400e-003	0.0000	1.8699	1.8699	1.7900e-003	0.0000	1.9147

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0695					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4335					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0344	0.0132	1.1442	6.0000e-005		6.3400e-003	6.3400e-003		6.3400e-003	6.3400e-003	0.0000	1.8699	1.8699	1.7900e-003	0.0000	1.9147
Total	**0.5374**	**0.0132**	**1.1442**	**6.0000e-005**		**6.3400e-003**	**6.3400e-003**		**6.3400e-003**	**6.3400e-003**	**0.0000**	**1.8699**	**1.8699**	**1.7900e-003**	**0.0000**	**1.9147**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.5411	0.2364	5.7100e-003	17.1536
Unmitigated	9.5411	0.2364	5.7100e-003	17.1536

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	7.2321 / 4.55937	9.5411	0.2364	5.7100e-003	17.1536
Total		**9.5411**	**0.2364**	**5.7100e-003**	**17.1536**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.3647	0.6125	0.0000	25.6782
Unmitigated	10.3647	0.6125	0.0000	25.6782

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	51.06	10.3647	0.6125	0.0000	25.6782
Total		**10.3647**	**0.6125**	**0.0000**	**25.6782**

Jayne Street_Decrease

Monterey Bay Unified APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	51.00	Dwelling Unit	2.85	51,000.00	230
Strip Mall	3.60	1000sqft	0.08	3,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor for 2020

Land Use - lot acreage adjusted based on project description sqaure footage and population from project description
Construction Phase -

Grading - No Construction.

Vehicle Trips -

Energy Use -

Table Name	Column Name	Default Value	New Value

tblLandUse	LotAcreage	3.19	2.85
tblLandUse	Population	146.00	230.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.4803	21.3765	16.4904	0.0300	6.6345	1.1534	7.6253	3.3893	1.0770	4.3009	0.0000	2,799.7229	2,799.7229	0.7703	0.0000	2,811.9078
2021	69.0810	16.8230	16.0080	0.0299	0.3528	0.8218	1.1746	0.0945	0.7874	0.8818	0.0000	2,787.9450	2,787.9450	0.5465	0.0000	2,799.7308
Maximum	**69.0810**	**21.3765**	**16.4904**	**0.0300**	**6.6345**	**1.1534**	**7.6253**	**3.3893**	**1.0770**	**4.3009**	**0.0000**	**2,799.7229**	**2,799.7229**	**0.7703**	**0.0000**	**2,811.9078**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4833	0.0484	4.2039	2.2000e-004		0.0233	0.0233		0.0233	0.0233	0.0000	7.5770	7.5770	7.2600e-003	0.0000	7.7584
Energy	0.0156	0.1336	0.0578	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.4024	170.4024	3.2700e-003	3.1200e-003	171.4150
Mobile	0.8804	4.1902	8.9557	0.0333	2.7638	0.0255	2.7892	0.7399	0.0238	0.7636		3,378.3563	3,378.3563	0.1461		3,382.0097
Total	**2.3793**	**4.3722**	**13.2175**	**0.0343**	**2.7638**	**0.0596**	**2.8234**	**0.7399**	**0.0579**	**0.7978**	**0.0000**	**3,556.3356**	**3,556.3356**	**0.1567**	**3.1200e-003**	**3,561.1830**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8804	4.1902	8.9557	0.0333	2.7638	0.0255	2.7892	0.7399	0.0238	0.7636		3,378.3563	3,378.3563	0.1461		3,382.0097
Unmitigated	0.8804	4.1902	8.9557	0.0333	2.7638	0.0255	2.7892	0.7399	0.0238	0.7636		3,378.3563	3,378.3563	0.1461		3,382.0097

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	336.09	365.16	309.57	969,287	969,287
Strip Mall	159.55	151.34	73.55	224,988	224,988
Total	495.64	516.50	383.12	1,194,276	1,194,276

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.559548	0.025758	0.204341	0.113388	0.016664	0.004507	0.019663	0.042467	0.003063	0.002194	0.006609	0.001094	0.000703
Strip Mall	0.559548	0.025758	0.204341	0.113388	0.016664	0.004507	0.019663	0.042467	0.003063	0.002194	0.006609	0.001094	0.000703

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0156	0.1336	0.0578	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.4024	170.4024	3.2700e-003	3.1200e-003	171.4150

NaturalGas Unmitigated	0.0156	0.1336	0.0578	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.4024	170.4024	3.2700e-003	3.1200e-003	171.4150

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1425.04	0.0154	0.1313	0.0559	8.4000e-004		0.0106	0.0106		0.0106	0.0106		167.6523	167.6523	3.2100e-003	3.0700e-003	168.6486
Strip Mall	23.3753	2.5000e-004	2.2900e-003	1.9300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.7500	2.7500	5.0000e-005	5.0000e-005	2.7664
Total		**0.0156**	**0.1336**	**0.0578**	**8.5000e-004**		**0.0108**	**0.0108**		**0.0108**	**0.0108**		**170.4024**	**170.4024**	**3.2600e-003**	**3.1200e-003**	**171.4150**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4833	0.0484	4.2039	2.2000e-004		0.0233	0.0233		0.0233	0.0233	0.0000	7.5770	7.5770	7.2600e-003	0.0000	7.7584
Unmitigated	1.4833	0.0484	4.2039	2.2000e-004		0.0233	0.0233		0.0233	0.0233	0.0000	7.5770	7.5770	7.2600e-003	0.0000	7.7584

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1684					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Landscaping	0.1262	0.0484	4.2039	2.2000e-004		0.0233	0.0233		0.0233	0.0233		7.5770	7.5770	7.2600e-003		7.7584
Total	**1.4833**	**0.0484**	**4.2039**	**2.2000e-004**		**0.0233**	**0.0233**		**0.0233**	**0.0233**	**0.0000**	**7.5770**	**7.5770**	**7.2600e-003**	**0.0000**	**7.7584**

Jayne Street_Decrease

Monterey Bay Unified APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	51.00	Dwelling Unit	2.85	51,000.00	230
Strip Mall	3.60	1000sqft	0.08	3,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor for 2020

Land Use - lot acreage adjusted based on project description sqaure footage and population from project description
Construction Phase -

Grading - No Construction.

Vehicle Trips -

Energy Use -

Table Name	Column Name	Default Value	New Value

tblLandUse	LotAcreage	3.19	2.85
tblLandUse	Population	146.00	230.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.4975	21.3854	16.5114	0.0298	6.6345	1.1534	7.6253	3.3893	1.0770	4.3009	0.0000	2,774.2613	2,774.2613	0.7702	0.0000	2,786.4579
2021	69.0840	16.8570	16.0228	0.0297	0.3528	0.8219	1.1747	0.0945	0.7875	0.8819	0.0000	2,763.1098	2,763.1098	0.5462	0.0000	2,774.9080
Maximum	**69.0840**	**21.3854**	**16.5114**	**0.0298**	**6.6345**	**1.1534**	**7.6253**	**3.3893**	**1.0770**	**4.3009**	**0.0000**	**2,774.2613**	**2,774.2613**	**0.7702**	**0.0000**	**2,786.4579**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4833	0.0484	4.2039	2.2000e-004		0.0233	0.0233		0.0233	0.0233	0.0000	7.5770	7.5770	7.2600e-003	0.0000	7.7584
Energy	0.0156	0.1336	0.0578	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.4024	170.4024	3.2700e-003	3.1200e-003	171.4150
Mobile	0.8045	4.3707	9.3609	0.0316	2.7638	0.0256	2.7894	0.7399	0.0239	0.7638		3,209.0231	3,209.0231	0.1519		3,212.8207
Total	**2.3033**	**4.5528**	**13.6227**	**0.0327**	**2.7638**	**0.0597**	**2.8235**	**0.7399**	**0.0580**	**0.7979**	**0.0000**	**3,387.0024**	**3,387.0024**	**0.1624**	**3.1200e-003**	**3,391.9941**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8045	4.3707	9.3609	0.0316	2.7638	0.0256	2.7894	0.7399	0.0239	0.7638		3,209.0231	3,209.0231	0.1519		3,212.8207
Unmitigated	0.8045	4.3707	9.3609	0.0316	2.7638	0.0256	2.7894	0.7399	0.0239	0.7638		3,209.0231	3,209.0231	0.1519		3,212.8207

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	336.09	365.16	309.57	969,287	969,287
Strip Mall	159.55	151.34	73.55	224,988	224,988
Total	495.64	516.50	383.12	1,194,276	1,194,276

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.559548	0.025758	0.204341	0.113388	0.016664	0.004507	0.019663	0.042467	0.003063	0.002194	0.006609	0.001094	0.000703
Strip Mall	0.559548	0.025758	0.204341	0.113388	0.016664	0.004507	0.019663	0.042467	0.003063	0.002194	0.006609	0.001094	0.000703

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0156	0.1336	0.0578	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.4024	170.4024	3.2700e-003	3.1200e-003	171.4150

NaturalGas Unmitigated	0.0156	0.1336	0.0578	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.4024	170.4024	3.2700e-003	3.1200e-003	171.4150

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1425.04	0.0154	0.1313	0.0559	8.4000e-004		0.0106	0.0106		0.0106	0.0106		167.6523	167.6523	3.2100e-003	3.0700e-003	168.6486
Strip Mall	23.3753	2.5000e-004	2.2900e-003	1.9300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.7500	2.7500	5.0000e-005	5.0000e-005	2.7664
Total		**0.0156**	**0.1336**	**0.0578**	**8.5000e-004**		**0.0108**	**0.0108**		**0.0108**	**0.0108**		**170.4024**	**170.4024**	**3.2600e-003**	**3.1200e-003**	**171.4150**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4833	0.0484	4.2039	2.2000e-004		0.0233	0.0233		0.0233	0.0233	0.0000	7.5770	7.5770	7.2600e-003	0.0000	7.7584
Unmitigated	1.4833	0.0484	4.2039	2.2000e-004		0.0233	0.0233		0.0233	0.0233	0.0000	7.5770	7.5770	7.2600e-003	0.0000	7.7584

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1684					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Landscaping	0.1262	0.0484	4.2039	2.2000e-004		0.0233	0.0233		0.0233	0.0233		7.5770	7.5770	7.2600e-003		7.7584
Total	**1.4833**	**0.0484**	**4.2039**	**2.2000e-004**		**0.0233**	**0.0233**		**0.0233**	**0.0233**	**0.0000**	**7.5770**	**7.5770**	**7.2600e-003**	**0.0000**	**7.7584**

Jayne Street_Decrease

Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	51.00	Dwelling Unit	2.85	51,000.00	230
Strip Mall	3.60	1000sqft	0.08	3,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor for 2020

Land Use - lot acreage adjusted based on project description
sqaure footage and population from project description
Construction Phase -

Grading - No Construction.

Vehicle Trips -

Energy Use -

Table Name	Column Name	Default Value	New Value

tblLandUse	LotAcreage	3.19	2.85
tblLandUse	Population	146.00	230.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1295	1.0374	0.8570	1.5500e-003	0.0371	0.0539	0.0910	0.0144	0.0512	0.0656	0.0000	131.8441	131.8441	0.0260	0.0000	132.4928
2021	0.5064	1.2405	1.1888	2.1900e-003	0.0249	0.0609	0.0858	6.6700e-003	0.0583	0.0650	0.0000	185.6166	185.6166	0.0325	0.0000	186.4292
Maximum	**0.5064**	**1.2405**	**1.1888**	**2.1900e-003**	**0.0371**	**0.0609**	**0.0910**	**0.0144**	**0.0583**	**0.0656**	**0.0000**	**185.6166**	**185.6166**	**0.0325**	**0.0000**	**186.4292**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2634	6.0500e-003	0.5255	3.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003	0.0000	0.8592	0.8592	8.2000e-004	0.0000	0.8798
Energy	2.8500e-003	0.0244	0.0106	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	62.4488	62.4488	3.9600e-003	1.2300e-003	62.9131
Mobile	0.1355	0.7211	1.4819	5.3400e-003	0.4486	4.2700e-003	0.4529	0.1204	3.9800e-003	0.1244	0.0000	491.9352	491.9352	0.0223	0.0000	492.4936
Waste						0.0000	0.0000		0.0000	0.0000	5.5295	0.0000	5.5295	0.3268	0.0000	13.6990
Water						0.0000	0.0000		0.0000	0.0000	1.1388	3.5946	4.7334	0.1173	2.8400e-003	8.5117
Total	**0.4018**	**0.7516**	**2.0179**	**5.5300e-003**	**0.4486**	**9.1600e-003**	**0.4577**	**0.1204**	**8.8700e-003**	**0.1293**	**6.6683**	**558.8378**	**565.5061**	**0.4712**	**4.0700e-003**	**578.4972**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1355	0.7211	1.4819	5.3400e-003	0.4486	4.2700e-003	0.4529	0.1204	3.9800e-003	0.1244	0.0000	491.9352	491.9352	0.0223	0.0000	492.4936
Unmitigated	0.1355	0.7211	1.4819	5.3400e-003	0.4486	4.2700e-003	0.4529	0.1204	3.9800e-003	0.1244	0.0000	491.9352	491.9352	0.0223	0.0000	492.4936

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	336.09	365.16	309.57	969,287	969,287
Strip Mall	159.55	151.34	73.55	224,988	224,988
Total	495.64	516.50	383.12	1,194,276	1,194,276

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.559548	0.025758	0.204341	0.113388	0.016664	0.004507	0.019663	0.042467	0.003063	0.002194	0.006609	0.001094	0.000703
Strip Mall	0.559548	0.025758	0.204341	0.113388	0.016664	0.004507	0.019663	0.042467	0.003063	0.002194	0.006609	0.001094	0.000703

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34.2368	34.2368	3.4200e-003	7.1000e-004	34.5334
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34.2368	34.2368	3.4200e-003	7.1000e-004	34.5334
NaturalGas Mitigated	2.8500e-003	0.0244	0.0106	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	28.2120	28.2120	5.4000e-004	5.2000e-004	28.3797
NaturalGas Unmitigated	2.8500e-003	0.0244	0.0106	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	28.2120	28.2120	5.4000e-004	5.2000e-004	28.3797

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	520141	2.8000e-003	0.0240	0.0102	1.5000e-004		1.9400e-003	1.9400e-003		1.9400e-003	1.9400e-003	0.0000	27.7567	27.7567	5.3000e-004	5.1000e-004	27.9217
Strip Mall	8532	5.0000e-005	4.2000e-004	3.5000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4553	0.4553	1.0000e-005	1.0000e-005	0.4580
Total		**2.8500e-003**	**0.0244**	**0.0106**	**1.5000e-004**		**1.9700e-003**	**1.9700e-003**		**1.9700e-003**	**1.9700e-003**	**0.0000**	**28.2120**	**28.2120**	**5.4000e-004**	**5.2000e-004**	**28.3797**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	221789	29.1745	2.9200e-003	6.0000e-004	29.4273
Strip Mall	38484	5.0623	5.1000e-004	1.0000e-004	5.1061
Total		**34.2368**	**3.4300e-003**	**7.0000e-004**	**34.5334**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	0.2634	6.0500e-003	0.5255	3.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003	0.0000	0.8592	0.8592	8.2000e-004	0.0000	0.8798
Unmitigated	0.2634	6.0500e-003	0.5255	3.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003	0.0000	0.8592	0.8592	8.2000e-004	0.0000	0.8798

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0344					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2132					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0158	6.0500e-003	0.5255	3.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003	0.0000	0.8592	0.8592	8.2000e-004	0.0000	0.8798
Total	**0.2634**	**6.0500e-003**	**0.5255**	**3.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**	**0.0000**	**0.8592**	**0.8592**	**8.2000e-004**	**0.0000**	**0.8798**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.7334	0.1173	2.8400e-003	8.5117
Unmitigated	4.7334	0.1173	2.8400e-003	8.5117

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e