

**INITIAL STUDY/ NEGATIVE DECLARATION**  
**for the**  
**Historic Corridor Revitalization Plan and Rezone**

Prepared For:

City of King  
212 So. Vanderhurst Avenue  
King City, Ca 93930

October, 2010 (DRAFT)

Prepared By

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**Chapter I. PROJECT INFORMATION**

**Project Title:** Historic Corridor Revitalization Plan

**Case Number:** EJG2008-2009  
Rezone Amendment: RZA2010-001

**Lead Agency:** City of King **Phone:** 831.385.3281  
212 S. Vanderhurst Avenue **Fax:** 831.386.5968  
King City, CA 93930

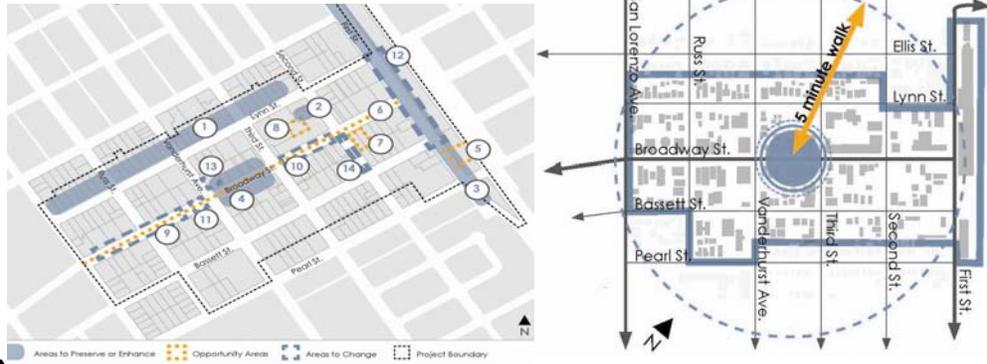
**Project Applicant:** City of King **Phone:** 831.385.3281  
212 S. Vanderhurst Avenue **Fax:** 831.386.5968  
King City, CA 93930

**Project Landowner:** Various Property Owners N/A

**Project Description:** **Amend the Zoning Code as proposed in the Historic Corridor Revitalization Plan (“HCRP”) and Adopt the Historic Corridor Revitalization Plan.** The Zoning Code amendments include, adopting the Form-Based Code which is identified by a Regulating Plan composed of building standards, design standards, parking standards, and allowable land uses within the identified four Districts which are: First Street Corridor (“FSC”), Village Business (“VB”), Civic Center (“CC”), Village Core (“VC”), and Neighborhood (“N”). Adopting the Form-Based Code will supersede and replace the Zoning Code provisions regarding zoning districts, allowable land uses, permit requirements, and development standards within the HCRP area. The HCRP allows infill development because most of the Project area is urbanized and is focused on preserving the history of the City of King. The HCRP identifies the importance of re-establishing a passenger rail stop and train depot as it was historically a key aspect of the City’s development and identity.

**Project Location:** Broadway Street bordered by Pearl Street (south), Ellis Street (north), San Lorenzo Avenue (west) and Railroad Avenue (east). The HCRP includes eleven (11) full city blocks and seven partial blocks with a compact grid pattern street system.

Figure 1



Assessor Parcel Number(s)

026-293-002-000; 026-293-003-000; 026-252-001-000; 026-252-002-00; 026-252-016-000; 026-252-017-000; 026-252-012-000; 026-252-011-000; 026-252-010-000; 026-252-004-000; 026-252-009-000; 026-252-014-000; 026-252-015-000; 026-252-005-000; 026-252-006-000; 026-252-007-000; 026-253-001-000; 026-253-002-000; 026-253-003-000; 026-253-013-000; 026-253-004-000; 026-253-012-000; 026-253-005-000; 026-253-011-000; 026-253-006-000; 026-253-010-000; 026-253-007-000; 026-253-009-000; 026-253-008-000; 026-254-001-000; 026-254-014-000; 026-254-015-000; 026-254-013-000; 026-254-012-000; 026-254-011-000; 026-254-010-000; 026-191-017-000; 026-191-018-000; 026-191-005-000; 026-191-006-000; 026-191-020-000; 026-191-008-000; 026-191-009-000; 026-191-010-000; 026-192-026-000; 026-192-025-000; 026-192-022-000; 026-192-019-000; 026-192-023-000; 026-192-018-000; 026-192-024-000; 026-192-009-000; 026-193-001-000; 026-193-002-000; 026-193-003-000; 026-193-004-000; 026-193-019-000; 026-193-018-000; 026-193-017-000; 026-193-005-000; 026-193-016-000; 026-193-022-000; 026-193-015-000; 026-193-014-000; 026-193-013-000; 026-193-012-000; 026-193-007-000; 026-193-012-000; 026-193-024-000; 026-193-009-000; 026-193-021-000; 026-193-020-000; 026-201-001-000; 026-201-002-000; 026-201-003-000; 026-201-017-000; 026-201-016-000; 026-201-015-000; 026-201-014-000; 026-201-013-000; 026-201-012-000; 026-201-011-000; 026-196-003-000; 026-196-004-000; 026-196-005-000; 026-196-006-000; 026-196-007-000; 026-196-008-000; 026-196-017-000; 026-195-020-000; 026-195-001-000; 026-195-002-000; 026-195-003-000; 026-195-004-000; 026-195-005-000; 026-195-006-000; 026-195-016-000; 026-195-019-000; 026-195-018-000; 026-195-010-000; 026-195-021-000; 026-195-014-000; 026-195-013-000; 026-195-012-000; 026-195-011-000; 026-194-001-000; 026-194-003-000; 026-194-004-000; 026-194-005-000; 026-194-006-000; 026-194-007-000; 026-194-019-000; 026-194-020-000; 026-194-008-000; 026-194-009-000; 026-194-016-000; 026-194-010-000; 026-194-011-000; 026-194-017-000; 026-194-018-000; 026-194-012-000; 026-194-013-000; 026-194-014-000; 026-207-001-000; 026-207-012-000; 026-207-011-000; 026-207-011-000; 026-207-010-000; 026-207-009-000; 026-207-008-000; 026-161-002-000; 026-161-003-000; 026-161-004-000; 026-161-024-000; 026-161-023-000; 026-161-005-000; 026-161-018-000; 026-161-007-000; 026-161-008-000; 026-162-001-000; 026-162-012-000; 026-162-013-000; 026-162-017-000; 026-162-016-000; 026-162-010-000; 026-162-004-000; 026-162-009-000; 026-162-014-000; 026-162-005-000; 026-162-008-000; 026-162-015-000; 026-162-006-000; 026-163-001-000; 026-163-002-000; 026-163-013-000; 026-163-011-000; 026-163-010-000; 026-163-004-000; 026-163-005-000; 026-163-009-000; 026-163-008-000; 026-163-007-000; 026-163-006-000; 026-164-010-000; 026-164-008-000; 026-164-005-000; 026-164-009-000; 026-164-004-000; 026-164-003-000; 026-168-020-000; 026-168-003-000; 026-168-004-000; 026-168-005-000; 026-168-006-000; 026-168-007-000; 026-168-022-000; 026-168-023-000; 026-167-001-000; 026-167-002-000; 026-167-003-000; 026-167-004-000; 026-167-015-000; 026-167-016-

000; 026-167-014-000; 026-167-019-000; 026-167-020-000; 026-167-007-000; 026-167-018-000; 026-167-017-000; 026-167-011-000; 026-167-010-000; 026-167-009-000; 026-166-016-000; 026-166-002-000; 026-166-003-000; 026-166-001-000; 026-166-005-000; 026-166-017-000; 026-166-006-000; 026-166-007-000; 026-166-014-000; 026-166-008-000; 026-166-013-000; 026-166-012-000; 026-166-011-000; 026-166-010-000; 026-166-009-000

**General Plan Designation:** Retail Commercial (“RC”), Retail Commercial/Transitional (“RCT”), General Commercial (“GC”), High Density Residential (“HDR”), Medium High Density Residential (“MHDR”), Public/Quasi Public (“PQ”), Medium Density Residential (“MDR”),

**Zoning:** Retail Business District (“C-1”), Retail Commercial-Transitional District (“C-1-TD”), Medium High Density Residential District (“R-3”), High Density Residential and Professional District (“R-4”), Medium Density Residential (“R-2”), General Commercial District (“C-2”) and Industrial District (“M-1”).

**FIGURE 2  
REGIONAL AND PROJECT LOCATION MAP**



**FIGURE 3  
EXISTING AND PROPOSED ZONING MAP**



## CHAPTER II. ENVIRONMENTAL SETTING AND IMPACTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the Environmental Checklist:

1. Aesthetics	9. Land Use/Planning
2. Agricultural Resource	10. Noise
3. Air Quality	11. Population/Housing
4. Biological Resources	12. Public Services
5. Cultural Resources	13. Recreation
6. Geology/Soils	14. Transportation/Circulation
7. Hazards/Hazardous Materials	15. Utility/Service Systems
8. Hydrology/Water Quality	16. Mandatory Findings of Significance

**Environmental Setting:** The HISTORIC CORRIDOR REVITALIZATION PLAN includes eleven (11) full city blocks and seven (7) partial blocks, with a compact grid pattern street system. The HISTORIC CORRIDOR REVITALIZATION PLAN area lies within a quarter mile from the project's center. The residential neighborhoods north and south of Broadway Street are within walking distance to the Historic Corridor, many are located within one or two blocks of commercial uses.

### Surrounding Land Use

**North:** High Density Residential ("HDR")      **East:** High Density Residential ("HDR"), Medium Density Residential ("MDR"), Public Quasi ("PQ"), Low Density Residential ("LDR"), General Commercial ("GC")

**South:** Highway Service Commercial ("HSC")      **West:** Low Density Residential ("LDR"), Medium Density Residential ("MDR")

## CHAPTER III. ENVIRONMENTAL CHECKLIST

The following checklist indicates the potential level of impact and is abbreviated as follows:

<b><u>Known Significant:</u></b>	Known significant environmental impacts.
<b><u>Unknown Potentially Significant:</u></b>	Unknown potentially significant impacts, which need further review to determine significance level.
<b><u>Potentially Significant and Mitigable:</u></b>	Potentially significant impacts which can be mitigated to less than significant levels.
<b><u>Not Significant:</u></b>	Impacts which are not considered significant.
<b><u>Impact Reviewed in Previous Document:</u></b>	Adequate previous analysis exists regarding the issue; further analysis is not required due to tiering process (Section 21094 of CEQA and Section 15162 of the State CEQA Guidelines). Discussion should include reference to the previous documents and identification of mitigation measures incorporated from those previous documents. Where applicable, this box should be checked in addition to one indicating significance of the potential environmental impact.

**INTRODUCTION:**

The Historic Corridor Revitalization Plan (“HCRP”) is a tool for governing land use and building form, and guiding architectural character to ensure new development in the City of King’s historic downtown reflects the community’s vision. The HCRP provides guidance and recommendations for enhancing business opportunities, jobs, shopping, streetscapes, and community services and activities. The HCRP evaluates circulation, streetscape enhancements, and bicycle and pedestrian linkages that will add value and beautify the downtown area. Community outreach drove the creation of the plan and the vision of the plan reflects the City’s history and will strengthen the community identity. The HCRP identifies four distinctive elements: **First Street Corridor, Village Core, Village Business, and Neighborhood**. Each element revives the historic character of the City. The First Street Corridor (“FSC”), located along First Street historically has been the gateway to the historic downtown and proposes to relive a passenger rail stop and train depot. The railroad was an important role in the City’s development in the 1880’s and the original train depot operated until the 1980s. The Village Core (“VC”), area stretches along Broadway Street is focused on bringing lively uses such as specialty shops and outdoor cafes with an enhanced streetscape and preserving the existing mixed use buildings. Village Business (“VB”) fronts Lynn and Basset Streets and serves as a transition between the Village Core and residential neighborhoods. Neighborhood (“N”), element is along Lynn and Pearl Streets mostly residential is focused on preserving and enhancing the existing historic Victorian homes. Some of the City’s historic resources located in the downtown area have undergone façade changes and adapted for other uses. By restoring these historic resources to their original condition and preserving them it can add a tremendous value to the community in so many ways.

1. AESTHETICS: Would the project:	Known Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Have a substantial adverse effect on a scenic vista?				X	
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within view of a state scenic highway?				X	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				X	

**Aesthetics Resources Setting:**

The Historic Corridor Revitalization Plan is located within the historic area of the City of King and consists of an existing commercial, residential and light industrial uses. The Historic Corridor Revitalization Plan allows in-fill development since most of the Project area is urbanized. The Historic Corridor Revitalization Plan includes a Form-Based Code to address the relationship between building facades and the public realm, the form and mass of buildings in relationship to one another, and the scale and types of streets and blocks. It also identifies uses allowed within four (4) districts and provides design guidelines to assure a historic theme. Additionally, the Historic Corridor Revitalization Plan identifies appropriate circulation, streetscape enhancements, and bicycle and pedestrian linkages that add value and beautify the downtown area.

**Impact Discussion:**

**1(a). No Impacts:** The Historic Corridor Revitalization Plan allows in-fill development since most of the Project area is urbanized. New and future developments will be subject to comply with the Historic Corridor Revitalization Plan. The Form-Based Code contains a Regulating Plan for uses within the four (4) areas defined in the Historic Corridor Revitalization Plan which are First Street Corridor (“FSC”), Village Core (“VC”), Neighborhood (“N”), Village Business (“VB”), and Civic Center (“CC”). The Preferred Plan provides design guidelines for future development, focusing on building styles, materials, windows and doors, and other architectural details. The Historic Corridor Revitalization Plan also

identifies a number of opportunity sites which are currently underutilized parcels within the Corridor and outlines a series of street improvements intended to enhance the pedestrian environment and improve pedestrian and bicycle safety. The Historic Corridor Revitalization Plan includes proposed renovations for the streetscapes in design to enhance the existing streetscapes with addition of mid-block crossings, bulb-out extensions, and landscaped medians. Future projects within the Historic Corridor Revitalization Plan must comply with the identified standards and guidelines in order to implement the community's vision. The standards and guidelines will allow for preservation of the Historic Downtown Area. By adopting the Form-Base Code each Zone District will identify Building Standards that include: Setbacks, Building Form (Facades), Height Requirements (minimum and maximum), Encroachments (Front, Side, and Rear) on the property, Frontages for each zone district have been identified by type. Each Zone District identifies Parking Standards that include: location/setbacks (Front, Side, Rear, and Drive Width) as well as required spaces based on building types. Allowed Land Uses and Permit Requirements are noted on Table 1 below. Frontage Types include Forecourt, Shopfront, Gallery, Arcade, and Stoop. Miscellaneous Standards include: Farmer's Market, Mobile Vending Carts, and Sidewalk Cafes.

**Table 1**

LAND USE TYPE <sup>1,2,3</sup>	ZONE		
	FSC	VC	VB
<b>Recreation, Education &amp; Public Assembly</b>			
Commercial recreation facility: Indoor			
< 1,500 sf	P	P	P
> 1,500 sf	UP	-	UP
Health/fitness facility			
< 1,500 sf	P	P	P
> 1,500 sf	UP	-	UP
Library, museum, or art gallery	P	P	P
Meeting facility, public or private	UP	UP	UP
Park, playground	UP	UP	UP
School, public or private	UP	-	UP
Studio: art, dance, martial arts, music, etc.			
< 1,500 sf	P	P	P
> 1,500 sf	UP	UP	UP
Theater, cinema, or performing arts			
< 5,000 sf	P	P	UP
> 5,000 sf	UP	UP	-
<b>Residential</b>			
Ancillary Building	P	P	P
Dwelling: Single family	-	-	P
Dwelling: Multi-Family-Rowhouse	-	-	P
Dwelling: Multi-Family-Duplex	-	-	P
Dwelling: Multi-Family-Triplex	-	-	P
Dwelling: Multi-Family-Fourplex or larger	UP	-	P
Group Home, 6 or fewer residents	P <sup>4</sup>	P <sup>4</sup>	P
Group Home, 7 or more residents	P <sup>4</sup>	P <sup>4</sup>	UP
Live/work unit	P <sup>4</sup>	P <sup>4</sup>	P
Mixed-use project residential component	P <sup>4</sup>	P <sup>4</sup>	P <sup>4</sup>
<b>Retail</b>			
Artisan Shop	P	P	P
Bar, tavern, night club	UP	UP	-

<sup>1</sup> A definition of each Land Use Type can be found in the Glossary.

<sup>2</sup> Similar uses permitted or conditionally permitted, as determined by the Director or the Planning Commission to be of the same general character as the listed uses.

<sup>3</sup> Drive-thrus are not allowed with any use in any Zone.

<sup>4</sup> Residential allowed on upper floors only.

**Table 1 (Cont.)**

LAND USE TYPE <sup>1, 2, 3</sup>	ZONE		
	FSC	VC	VB
<b>Retail, cont.</b>			
Farmers Market <sup>5</sup>	UP	UP	UP
General retail, except with any of the following features:	P	P	P
Alcoholic beverage sales, off-premise	UP	UP	UP
Floor area over 8,000 sf	UP	UP	-
On-site production of items sold	UP	UP	-
Operating between 9 pm and 7 am	UP	UP	-
Neighborhood Market < 8,000 sf	P	P	UP
Nursery < 10,000 sf	UP	-	-
Restaurant, café, coffee shop <sup>6</sup>	P	P	UP
<b>Services: Business, Financial, Professional</b>			
ATM or bank	P	P	P
Business support service	P	P	P
Medical services: Clinic, urgent care	UP	-	UP
Medical services: Doctor Office	P	P	P
Medical services: Extended Care	P	-	UP
Office: Business, service	P	P	P
Office: Professional, administrative	P	P	P
<b>Services: General</b>			
Bed & Breakfast			
4 guest rooms or less	-	-	P
Greater than 4 guest rooms	UP	-	UP
Child day-care centers	P	-	P
Child day-care center: Large family day-care homes	P	-	UP
Child day-care center: Small family day-care homes	P	-	P
Financial Services	P	P	P
Lodging	P	UP	UP
Personal Services	P	P	P
<b>Transportation, Communications, Infrastructure</b>			
Parking facility, public or private	UP	UP	UP
Train/multi-modal depot	UP	UP	-
Wireless telecommunications facility	UP	UP	-

<sup>1</sup> See Section 4.9 (Miscellaneous Standards) for additional standards.

**1(b-d). No Impact:** The implementation of the Historic Corridor Revitalization Plan focuses on preserving the historic scenic resources within the Project area. The Historic Corridor Revitalization Project area is mostly all built out commercial and mixed use buildings. The Historic Corridor Revitalization Plan will not degrade the existing visual character or quality of the surrounding area. The Form-Based Code Section of the Historic Corridor Revitalization Plan identifies and defines the existing uses within the Retail Commercial District (C-1), Retail Commercial-Transitional District (C-1-TD), Medium High Density Residential District (R-3), High Density Residential and Professional District (R-4), General Commercial District (C-2) and a portion of an Industrial District (M-1) which is along First Street. This will enhance it by allowing more pedestrian friendly uses and streetscapes. The Historic Corridor Revitalization Plan will not create a new source of substantial light or glare. The Historic Corridor Revitalization Plan is consistent with the existing character of the neighborhood and surrounding areas. Any future development will be subject to the General Plan policies and Zoning regulations which address development – related lighting. Also, the Historic Corridor Revitalization Plan provides signage lighting to minimize glare and other impacts.

<b>2. AGRICULTURAL RESOURCES:</b>	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
<p>Would the project:</p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p>					
<p>a. Convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>				<b>X</b>	
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				<b>X</b>	
<p>c. Involve other changes in the existing environment, which, due to their location or nature could result in conversion of farmland, to non-agricultural use?</p>				<b>X</b>	

**Agricultural Resources Setting:**

The Historic Corridor Revitalization Plan is located in the core of the city which is composed of Retail Commercial uses including mixed use commercial buildings with residential units on the second floor and commercial setting in the first floor. There are no agricultural activities occurring on or within the Historic Corridor Revitalization Plan boundary or immediate vicinity. No impact to agricultural resources will result from implementing this Historic Corridor Revitalization Plan.

**Impact Discussion:**

**2(a-c). No Impact:** The Historic Corridor Revitalization Plan does not contain any farmland or agricultural resources activities. The Historic Corridor Revitalization Plan is located within commercial mixed use buildings. It is centrally located within the city limits. It is currently designated Retail commercial in the City of King General Plan and designated Retail Business Zoning District. The implementation of the Historic Corridor Revitalization Plan will not convert any farmland will result in no impacts to agricultural resources are anticipated.

<b>3. AIR QUALITY</b>	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
<p>Would the project:</p>					
<p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p>				<b>X</b>	
<p>b. Exposure of sensitive receptors to substantial pollution concentrations (emissions from direct, indirect, mobile and stationary sources)?</p>				<b>X</b>	
<p>c. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>				<b>X</b>	
<p>d. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?</p>				<b>X</b>	
<p>e. Create objectionable smoke, ash, dust or odors affecting a substantial number of people?</p>				<b>X</b>	

### **Air Quality Setting:**

The City of King is located within the Monterey Bay Unified Air Pollution Control District (“**MBUAPCD**”) in the North Central Coast Air Basin (“**NCCAB**”). The District is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education and public information activities related to air pollution. California Health and Safety Code §§39002, et seq. and 40000, et seq. requires local districts to be the primary enforcement mechanism for air pollution control. Districts must have rules and regulations for the implementation and enforcement for the attainment and maintenance of federal and State ambient air standards.

### **Federal Air Quality Standards:**

Pursuant to the Clean Air Act, the U.S. Environmental Protection Agency (“**EPA**”) Office of Air Quality Planning and Standards has set National Ambient Air Quality Standards (40 CFR part 50) for pollutants considered harmful to public health and the environment. Per national standards, the NCCAB is designated as an attainment area for O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, and AAQS.<sup>1</sup>

### **California Air Quality Standards:**

At the State level, the California Air Resources Board (“**CARB**”) and the EPA have adopted ambient (outdoor) air quality standards to protect the health and welfare of Californians. The Monterey Bay Unified Air Pollution Control District (“**MBUAPCD**”) shares responsibility with CARB for ensuring that the State and national ambient air quality standards are met within the NCCAB.

State law assigns local air districts the primary responsibility for control of air pollution from stationary sources while CARB controls mobile sources. Per State standards the NCCAB, is designated as non-attainment for O<sub>3</sub>, PM<sub>10</sub> and designated as attainment for PM<sub>2.5</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, and AAQS.<sup>2</sup>

### **Local/Regional North Central Coast Air Basin (NCCAB) Air Quality Standards:**

MBUAPCD has adopted CEQA Air Quality Guidelines (revised February 2008) to facilitate the review and evaluation of air quality impacts for projects that are subject to CEQA.<sup>3</sup> The Guidelines include mitigation measures for construction-related emissions of PM<sub>10</sub> and stationary source emissions. The MBUAPCD Guidelines have established the following thresholds:

**Short-term Construction Activities:** Construction activities (e.g., excavation, grading, on-site vehicles) that directly generate 82 pounds per day or more of PM<sub>10</sub> may have a significant impact on air quality when they are located nearby sensitive receptors. Construction projects below the screening levels of 2.2 acres per day on construction sites with earthmoving (grading, excavation), and 8.1 acres per day on construction sites with minimal earthmoving are assumed to be below the 82 pounds per day threshold of significance. Furthermore, construction projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors, and front-end loaders which temporarily emit precursors of ozone (i.e., VOC or NO<sub>x</sub>), are accommodated in the emission inventories of State and federally required air plans, and would not have a significant impact on the attainment and maintenance of ozone Ambient Air Quality Standards (“**AAQS**”). However, MBUAPCD should be consulted regarding emissions from non-typical equipment, e.g., grinders, and portable equipment.

**Indirect Sources:** Indirect sources that could significantly impact regional air quality if not mitigated, based on the VOC and NO<sub>x</sub> thresholds, include 810 single family dwelling units or 1,195 condominium/townhouse type dwelling units. This screening method is based on sources that could potentially emit 137 pounds per day or more of VOC or NO<sub>x</sub>.

### **Air Quality Impact Discussion:**

**3(a). No Impact:** The Historic Corridor Revitalization Plan will not conflict with or obstruct implementation of the applicable air quality plan. The Historic Corridor Revitalization Plan is a regulating plan providing regulations for building placement, height, encroachments, and frontages. Any future

<sup>1</sup> Source: NCCAB Area Designation and Attainment Status-January 2009.

<sup>2</sup> Source: NCCAB Area Designation and Attainment Status-January 2009.

<sup>3</sup> Source: CEQA Air Quality Guidelines - Monterey Bay Unified Air Pollution Control District, February 2008.

development allowed by the Historic Corridor Revitalization Plan would be evaluated for its air quality impacts and must comply with any applicable air quality standards set by the Federal, State, Regional, and local air quality agencies.

**3(b). No Impact:** The Zoning Code will be amended to include the Form-Based Code Section of the Historic Corridor Revitalization Plan. The infill development will a map change will not cause a violation of any air quality standard or substantial contribution to an existing or projected air quality violation. Any future development allowed by the Historic Corridor Revitalization Plan must comply with all Federal, State, Regional, and local air quality standards.

**3(c). No Impact:** The Historic Corridor Revitalization Plan will not result in a considerable cumulative net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).

**3(d). No Impact:** There are no impacts to sensitive receptors as a result of the proposed Project. The proposed Historic Corridor Revitalization Plan is a regulatory document. The Historic Corridor Revitalization Plan Project area is mostly built out and with a few underutilized parcels.

**3(e). No Impact:** The proposed Historic Corridor Revitalization Plan will not create objectionable smoke, ash, dust or odors affecting a substantial number of people. Any future development proposed as a result of the Historic Corridor Revitalization Plan will be required to assess its environmental impacts at the time a permit application is submitted. Construction activities for future development would be required to follow City policies and best management practices to minimize dust and other potential air quality impacts.

4. <b>BIOLOGICAL RESOURCES</b> Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California department of Fish and Game or U.S. Fish and Wildlife Service?				<b>X</b>	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of fish and Game or U.S. Fish and Wildlife service?				<b>X</b>	
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				<b>X</b>	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?				<b>X</b>	

### **Biological Resources Setting:**

To locate any biological resources of special concern in the Project area, a species search using the California Natural Diversity Database ("**CNDDB**"), a publicly available biological resource computerized database, was conducted on December 28, 2009. The Historic Corridor Revitalization Plan Project area and vicinity is located on the Thompson Canyon and San Lucas topographic quadrangles.

The results of the species search indicate there were no special status plant species likely to occur in the vicinity given a lack of suitable habitat. Five (5) special-status animal species were identified as possibly occurring in the vicinity of the Project area:

- *The burrowing owl is listed as a species of "Special Concern" by the U.S. Fish and Wildlife Service ("USFWS") and the California Department of Fish and Game ("CDFG");*
- *The southwestern pond turtle is designated as a species of "Special Concern" by the USFWS and CDFG and is classified as "protected species" by CDFG;*
- *The American badger is listed as a species of "Special Concern" by the CDFG;*
- *The bank swallow is listed as "Threatened" by the CDFG; and*
- *The San Joaquin kit fox is listed as "Endangered" by the USFWS and "Threatened" under the California Endangered Species Act ("**CESA**").*

**Burrowing Owl:** The CNDDB lists known occurrences of burrowing owls about one mile north of the City of King, just north of the central portion of the Mesa Del Rey Airport landing Strip and in two locations south of Lonoak Road, 6.3 and 7 miles northeast of the City of King. Due to the absence of close proximity recorded observations and adjacent land uses, the occurrence of the burrowing owl is unlikely and no impacts are anticipated.

**Southwestern Pond Turtle:** The CNDDB indicates that the riparian corridor along San Lorenzo Creek provides a potential migration corridor for the southwestern pond turtle, if it is present. In addition, the wetlands at the northern tip of the Mesa Del Rey Airport landing strip and east of Metz Road may provide suitable habitat for the southwestern pond turtle. Due to the existing land uses around the Historic Corridor Revitalization Plan and the absence of suitable aquatic habitat and migration corridors, the occurrence of southwestern pond turtle is unlikely and no impacts are anticipated.

**Bank Swallows:** The CNDDB contains a historic record from 1987 of a bank swallow nesting colony on the road cuts above Metz Road (Occurrence #185). The Bank Swallow forms nesting colonies on vertical banks or bluffs of friable soils, typically at least one (1) meter above the ground. However, there are no vertical banks or bluffs in the Project area; therefore, the occurrence of bank swallows is unlikely and no impacts are anticipated.

**American Badger:** An uncommon, permanent resident found throughout most of the State, except in the northern North Coast area (Grinnell, et al. 1937). They are most abundant in drier open stages of shrub, forest, and herbaceous habitats, with friable soils. Suitable habitat for badgers is characterized by herbaceous, shrub, and open stages of most habitats with dry, friable soils. The occurrence of the American badger is unlikely and no impacts are anticipated.

**San Joaquin Kit Fox (SJKF):** The CNDDB indicates a recorded observance at the west entrance to Maggin Ranch, Bitterwater, one mile west of the junction of State Route 25 and Bitterwater Road, in a field with non-native annual grassland. While the natural habitat of the SJKF has been listed as "threatened" under the CESA, SJKF has adapted to urbanized, agricultural, and other developed environments. Due to the absence of close proximity recorded observations and adjacent land uses, the occurrence of San Joaquin kit fox is unlikely and no impacts are anticipated.

### **Biological Resources Impact Discussion:**

**4(a). No Impact:** The Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California department of Fish and Game or U.S. Fish and Wildlife Service. The Historic Corridor Revitalization Plan is located in an existing urbanized area and is surrounded by commercial mixed uses. The area does not contain suitable habitat for any species listed

as candidate, sensitive, or special status. Any future development allowed as a result of the Historic Corridor Revitalization Plan must comply with local or regional, State, and federal plans, policies, or regulations to avoid any significant impacts.

**4(b). No Impact:** The Historic Corridor Revitalization Project area does not contain any riparian or other sensitive natural communities. The Historic Corridor Revitalization Project area is mostly developed and is located in an existing urbanized area surrounded by commercial uses.

**4(c). No Impact:** The Historic Corridor Revitalization Project area does not contain wetlands and will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc) through direct removal, filling, hydrological interruption, or other means.

**4(d). No Impact:** The Historic Corridor Revitalization Plan will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The Historic Corridor Revitalization Project area does not possess and is not adjacent to areas or habitats that are likely used by wildlife as corridors, migratory routes, or nursery sites. The Project area is mostly developed and is located in an existing commercial area. In addition, any future development allowed as a result of the Historic Corridor Revitalization Plan will need to comply with the City of King General Plan policies for Environmentally-Sensitive Lands.

**4(e). No Impact:** The Historic Corridor Revitalization Plan will not conflict with any local policies or ordinances protecting biological resources. The Project area is proposed for regulating building placement, height, encroachments, and frontages designs. Implementing the does not conflict with the goals of the General Plan and will not conflict with any local policies or ordinances that protect biological resources.

**4(f). No Impact:** The Historic Corridor Revitalization Plan will not conflict with any provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan.

5. CULTURAL RESOURCES Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				<b>X</b>	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?				<b>X</b>	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				<b>X</b>	
d. Disturb any human remains, including those interred outside of formal cemeteries?				<b>X</b>	

**Cultural Resources Setting:**

The Archaeological Sensitivity Map prepared by the County indicates that there are no archaeological resources within the Project area and that the City of King is located in an area of generally low archaeological sensitivity. According to the Paleontological Resources Map, the Project area has no paleontological resources or unique geological features. In addition, there are no known human remains or burials located in the Project area.

**Cultural Resources Impact Discussion:**

**5(a-d). No Impact:** The proposed Historic Corridor Revitalization Plan is a regulatory document that will supersede and replace the zoning code provisions regarding allowable land use, permits, and development standards. No cultural impacts are anticipated from the Project. Various policies in the City's

General Plan have been adopted for the purpose of avoiding or mitigating cultural resource impacts resulting from future development within the City. Any development allowed as a result of the proposed General Plan amendment would be subject to policies 2.5.1 and 2.5.2 of the Historical and Archaeological Sites in Section 6 of the City's General Plan and State and federal laws.

6. GEOLOGY /SOILS Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant or Not Applicable	Impact Reviewed in Previous Document
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the are or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Publication 42)				X	
ii) Strong Seismic ground shaking?				X	
iii) Seismic-related ground failure, including liquefaction?				X	
iv) Landslides?				X	
b. Result in substantial erosion or the loss of topsoil?				X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	

**Geology/Soils Setting:**

The topography of the Project area is relatively level with a 0 to 2 percent slope. The landslide risk potential is considered negligible to low. The liquefaction potential during a ground-shaking event is considered low to moderate. No active faults are known to exist on or near the area. The Historic Corridor Revitalization Plan is not within a known area containing serpentine or ultramafic rock or soil. The Project area contains Mocho silty clay loam, class I, with slight to moderate limitations for construction.

**Geology /Soils Impact Discussion:**

**6(ai). No Impact:** According to the Alquist – Priolo Earthquake Fault zoning maps and the Interim Revision 2007 update of the Special Publication 42 (Fault-Rupture Hazard Zones in California), City of King is not listed as a city affected by the Alquist – Priolo Earthquake Fault Zones.<sup>4</sup>

**6(aii). No Impact:** The Project area does not contain any known active faults. Two faults are located near the Project area, which include the Reliz/Rinconada fault located 7 miles to the west and the San Andreas fault located 20 miles to the east. Due to the proximity of these two faults the California Geologic Survey estimates the City of King area has a 20 to 30 percent chance of experiencing an earthquake within a 50-year period. Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts resulting from future development within the City. The proposed Historic

<sup>4</sup> Source: California Geological Survey- Alquist – Priolo Earthquake Fault Zoning Maps. Accessed on November 3, 2009 from <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

Corridor Revitalization Plan is a regulatory plan and would not result in any increase in risks related to seismic ground shaking. Any future development allowed as a result of the Historic Corridor Revitalization Plan would be subject to seismic requirements of CCR Title 24 and 2001 California Building Code (“CBC”).

**6(aiii). No Impact:** The Historic Corridor Revitalization Plan is located in an area with earthquake potential. However, the Project area does not contain soils with the potential for liquefaction. Therefore, seismic-related ground failures are not likely to occur within the Project area. The Historic Corridor Revitalization Plan will not result in any impacts from seismic-related ground failure.

**6(aiv). No Impact:** The Project area and immediate surrounding areas are located on flat to slight slopes, of 0 to 2 percent, where landslides do not occur. Therefore, the Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. There is no impact.

**6(b). No Impact:** The Project area is composed of Mocho silty clay loam and is described in the Monterey County Soil Survey as having a minimal erosion hazard. No construction is proposed as part of the Historic Corridor Revitalization Plan therefore there will be no loss of large amounts of topsoil due to sedimentation and erosion. There is no impact. Future development would be subject to a City grading permit to minimum loss of top soil and erosion.

**6(c). No Impact:** The Historic Corridor Revitalization Plan would not lead to any increased impacts related to unstable ground. The Historic Corridor Revitalization Plan is located within 7 miles (Reliz/Rinconada fault) and 20 miles (San Andreas fault) of active faults and thus earthquakes are possible. Earthquakes can cause liquefaction and landslides, but due to the soil profile of the Project area neither are likely to occur. There is no impact.

**6(d). No Impact:** The Project area is composed of Mocho silty clay loam and is described in the Monterey County Soil Survey as having a minimal expansion hazards and would not lead to any increased impacts related to expansive soils. Any future development allowed as a result of the Historic Corridor Revitalization Plan will be required to adhere to the California Building Code, thus minimizing the impact to people or structures.

**6(e). No Impact:** The Project area is located in an urbanized commercial mixed use neighborhood, which is an area served by an existing sewer system. Any future development as a result of the Historic Corridor Revitalization Plan would not require construction of septic tanks or alternative disposal systems due to unavailability of a sewer. There is no impact.

<b>7.HAZARDS/HAZARDOUS MATERIALS</b> Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				<b>X</b>	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				<b>X</b>	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				<b>X</b>	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?				<b>X</b>	

e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	

**Hazards/Hazardous Materials Setting:**

The Project area consists of eleven (11) full city blocks and seven (7) partial blocks, with a compact grid pattern street system. The residential neighborhoods north and south of Broadway Street are within walking distance to the Historic Corridor, many are located within one or two blocks of commercial uses. The general vicinity of the Project area is surrounded by residential and commercial uses, and does not contain natural vegetation and habitat to support a wildland fire. Conformance with the City's General Plan policies and programs, particularly policies 3.2.1 to 3.2.3 for Hazard Prevention (Safety Element), and local, State, and federal laws will ensure that hazards and hazardous material impacts would be reduced to a less than significant level at the time of future development of the area.

**Hazards/Hazardous Materials Impact Discussion:**

**7(a-h). No Impact:** The proposed Historic Corridor Revitalization Plan is a regulatory document that will replace portions of the Zoning Code. There are no hazards/hazardous material impacts associated with the proposed Historic Corridor Revitalization Plan. The Project area does not contain hazardous materials nor is it listed on the Department of Toxic Substances Control Hazardous Waste and Substances Sites (Cortese) List. It is not expected to create a significant hazard to the public or the environment. The Historic Corridor Revitalization Plan will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No routes used for emergency access and response would be adversely affected by the Historic Corridor Revitalization Plan or any development allowed as a result of the implementation of the Historic Corridor Revitalization Plan.

<b>8. HYDROLOGY/WATER QUALITY</b>		Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
Would the project:						
a.	Violate any water quality standards or waste discharge requirements?				X	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	
c.	Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?				X	

d.	Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?					X	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?					X	
f.	Otherwise substantially degrade water quality?					X	
g.	Place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?					X	
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?					X	
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?					X	
j.	Inundation by seiche, tsunami, or mudflow?					X	

**Hydrology/Water Quality Setting:**

The Project area is located within a mostly developed commercial area with existing infrastructure to accommodate drainage and storm water runoff patterns. The Historic Corridor Revitalization Plan is a regulatory document to replace portions of the Zoning Code. Impacts to hydrology/water quality will not exceed the anticipated impacts at the time the General Plan and EIR was adopted.

**Water Quality Standards:** Water quality standards define the water quality goals of a water body, or portion thereof, by designating the use or uses to be made of the water and by setting criteria necessary to protect the uses. States adopt water quality standards to protect public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act.<sup>5</sup> New development shall comply with California Code of Regulations (CCR), Title 22 and the Central Coast Regional Water Quality Control Board (CCRWQCB). The CCRWQCB implements a Water Quality Control Plan for the Central Coastal Basin and enforces waste discharge requirements to individuals, communities, or businesses whose waste discharges can affect water quality.

**Wastewater Discharge:** California Water Code §13271, *et seq.* and California Health and Safety Code §5411, *et seq.* include reporting requirements for sewage releases in California. New development activities that involve discharges such as those to land or groundwater or from diffused sources, must file a complete Report of Waste Discharge with the CCRWQCB in order to obtain Waste Discharge Requirements (“**WDRs**”). The National Pollutant Discharge Elimination System (NPDES) permit program is administered by the State and controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. Any unauthorized discharge of sewage [as defined in 23 California Code of Regulations (“**CCR**”) 2250 (b)] into or onto State waters must be reported to the Office of Emergency Services (“**OES**”). Notification of an unauthorized discharge of sewage or hazardous substances, under §13271 (b) of the State Water Code, is not required if the discharge is in compliance with waste discharge requirements.

<sup>5</sup> Clean Water Act is the Federal Water Pollution Control Act that includes 1972 and 1977 amendments.

### **Hydrology/Water Quality Impact Discussion:**

**8(a). No Impact:** The Historic Corridor Revitalization Plan will not violate any water quality standards or waste discharge requirements. Any future development allowed as a result of the Historic Corridor Revitalization Plan shall comply with Environmental Health Standard Title 22 regulations and the Central Coast Regional Water Quality Control Board.

**8(b). No Impact:** The Historic Corridor Revitalization Plan will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). The Historic Corridor Revitalization Plan will not degrade water quality or impact the local groundwater table. Any future development allowed as a result of the Historic Corridor Revitalization Plan shall comply with the regulations set forth by the CCRWQCB, County Environmental Health Department, and other State and local regulations.

**8(c). No Impact:** The Historic Corridor Revitalization Plan will not substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site. The Plan area is relatively flat, mostly builtout, and no stream or river runs through or directly next to the area.

**8(d). No Impact:** The Historic Corridor Revitalization Plan will not substantially alter existing drainage patterns, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on or off-site. The Historic Corridor Revitalization Plan will not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. There is no stream or other watercourse in the Plan area. Any future development allowed as a result of the Historic Corridor Revitalization Plan may cause minor increases in soil erosion and the volume and rate of water runoff during the construction period, which should be temporary and would be controlled by standard grading practices and the required Best Management Practices ("**BMPs**"). The City has adopted a Storm Water Management Program that provides control measures and associated BMPs that establish a programmatic approach to reduce pollutants in stormwater to the maximum extent practicable and establishes a program to control the discharge of pollutants from construction sites. Compliance with City policies and the Storm Water Management Program will mitigate any impacts of future development of the area allowed as a result the Historic Corridor Revitalization Plan.

**8(e). No Impact:** The Historic Corridor Revitalization Plan will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The infill area has been planned for commercial development in the General Plan and EIR. Any future development over one acre shall be required to prepare and comply with the Storm Water Pollution Prevention Plan ("**SWPPP**") to address erosion and runoff related impacts during and after construction (although vacant parcels are less than one acre). Furthermore, no construction is allowed to begin until the developer obtains a General Construction Storm Water Permit from the California State Water Resources Board. This general permit requires the permittee to employ BMPs before, during, and after construction by implementing a stormwater management program to reduce stormwater pollutants to the maximum extent practicable.

**8(f). Less Than Significant Impact:** The Historic Corridor Revitalization Plan will not otherwise substantially degrade water quality. The area has been planned for commercial development and is largely built out. Any future development allowed as a result of the Historic Corridor Revitalization Plan shall be required to comply with State and regional water quality standards (as stated above).

**8(g-j). No Impact:** The Project area is not located in a 100-year flood plain. The Historic Corridor Revitalization Plan is not located near the ocean or a lake for a seiche or tsunami to occur, nor are mudflows possible considering the flat terrain in the vicinity of the Project area. In addition, any future development allowed by the Historic Corridor Revitalization Plan will comply with the policies in the Safety Element of the City's General Plan to prevent hazards and avoid flooding.

9. LAND USE AND PLANNING Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Physically divide an established community?				<b>X</b>	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				<b>X</b>	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				<b>X</b>	

**Land Use and Planning Setting:**

The Form-Based Code portion of the Historic Corridor Revitalization Plan will replace a portion of the Zoning Code. Upon adoption it will supersede and replace the Zoning Code provisions regarding zoning districts, allowable land uses, permit requirements, and development standards in the applicable areas. If a conflict arises between the Form-Based Code standards and Title 17 of the Municipal Code, the Form-Based Code standards prevail. Building standards will provide regulations for building placement, height, encroachments, and frontages. Additional standards provide regulations for parking requirements and allowed land uses. The Historic Corridor Revitalization Plan identifies four (4) areas: First Street Corridor (“FSC”), Village Core (“VC”), Village Business (“VB”), and Neighborhood (“N”). Each area has a distinct character and represents elements of the City’s history. The Historic Corridor Revitalization Plan includes streetscape and circulation enhancements, design guidelines, and development standards, signage aimed at creating a pedestrian friendly, active downtown with historic character and valuable investment opportunities.

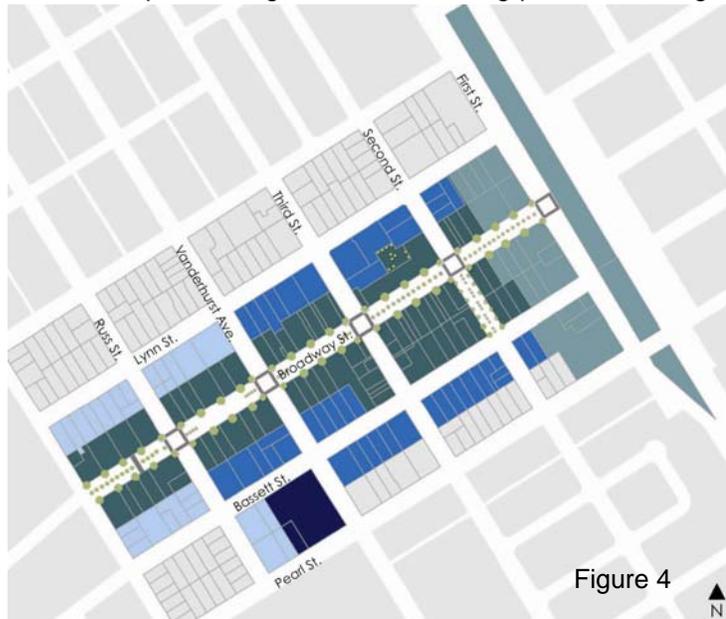


Figure 4

**Land Use and Planning Impact Discussion:**

**9(a). No Impact:** The Historic Corridor Revitalization Plan will not divide an established community because the Historic Corridor Revitalization Plan allows in-fill development since most of the Project area is urbanized and will enhance the area by preserving the history of the City of King. Adopting the Form-Based Code establishes building standards, designs standards, parking standards, architectural features, and land uses that will be essential in keeping the City’s identity. The Form-Base Code will also use the standards and guidelines to create a more pedestrian friendly and active downtown area that preserves the historic image that the community has identified. (Reference Figure 4). The Historic Corridor Revitalization Plan is to enhance the City’s historic resources to add to the value and identity of the City. The infill development includes a vacant lot in the middle of the 200 block of Broadway, between Second Street and Third Street that could be converted into a mid-block pedestrian plaza with shops and open air cafes. Facades on existing buildings facing the lot could be enhanced through the addition of windows and pedestrian entrances. Also, the vacant lot near the corner of Broadway and Third Streets could be enhanced with visually interesting buildings in a western style, melding with existing historic buildings. Finally, a vacant lot on the corner of Second Street and Broadway Street offers opportunity for a pedestrian-scale development used for a plaza with restaurants and shops serving visitors and locals or a mixed-use building with residential and

offices on the upper floors and commercial on ground floors. The site could also be used for a community center as mentioned by participants at community workshops. The principal benefit of infill development include making better use of urban land supplies while reducing consumption of forest and agricultural land, increase access of people to jobs, and jobs to labor force, reducing time, money, energy, and air pollution associated with commuting and other uses of single occupant automobiles. Infill development benefits in strengthening real estate markets and property values, and renewing older neighborhoods and housing stock, making better use of existing infrastructure and lowering costs of public services such as: transit, sidewalks, water and sewer, school, and public safety (police, fire, ambulance). The above mentioned infill areas add to socioeconomic diversity and support unique cultural, arts, educational, and civic functions.

**9(b). No Impact:** The Historic Corridor Revitalization Plan is a regulatory document that will require amending the Zoning Code. The Form-Based Code will supersede the Zoning Code focusing on preserving the historic theme that the community has identified. The allowable uses in the Project area will be modified and focused to a historic theme area, as will the structures. The area's current Zones Districts are Retail Commercial District (C-1), Retail Commercial-Transitional District (C-1-TD), Medium Density Residential (R-2), Medium High Density Residential District (R-3), High Density Residential and Professional District (R-4), General Commercial District (C-2) and a portion of an Industrial District (M-1) which is along First Street. The Historic Corridor Revitalization Plan identifies the community's vision by implementing the four (4) districts; Village Core District (VC), First Street Corridor District (FSC), Village Business District (VB), and Neighborhood District (N). ( Reference Table 2). The Historic Corridor Revitalization Plan is in keeping with the character of the neighborhood and will provide guidance to enhance the existing historic character of the area. The Historic Corridor Revitalization Plan follows the General Plan Land Use Element as the Element identifies maintaining a balanced community by distinguishing residential, commercial and industrial land uses and discourage premature and scattered development. The Land Use Element policies and objectives that revolve around encourage public and private development that will improve existing neighborhoods, are reflected within the Historic Corridor Revitalization Plan. A balance of uses that will revive the history of the City by encouraging good retailing design and effective utilization of commercial property are also important elements of the HCRP. The HCRP will follow the General Land Use Elements to ensure that commercial development is maintain or enhance the environmental quality of the area and the City's existing character.

## ZONE DESCRIPTIONS

	<p><b>First Street Corridor   Corredor de la Calle Primera (FSC):</b> The primary intent of this Zone is to serve as a gateway into the Historic Corridor. Standards regulate physical form to allow for intensified land uses and flexibility in use, while encouraging a pedestrian-oriented character.</p>
	<p><b>Village Core   Aldea Central (VC):</b> The primary intent of this Zone is to enhance the vibrant, pedestrian-oriented character of Broadway Street as a retail and entertainment center. The physical form and uses are regulated to reflect the urban character of the historic shopfront buildings and to encourage a mix of uses with a well-defined private realm built at the human scale.</p>
	<p><b>Village Business   Aldea Negocio (VB):</b> The primary intent of this Zone is to regulate the physical form of commercial buildings to ensure an appropriate transition between the Village Core and the adjacent residential neighborhoods.</p>

Table 2

**9(c). No Impact:** The area affected by the Historic Corridor Revitalization Plan is not located within any habitat conservation plan or natural community plan and will not conflict with any habitat conservation plan or natural community plan. There is no impact.

10. <b>NOISE</b> Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Expose people to, or generate, noise levels exceeding established standards in the local general plan, coastal plan, noise ordinance or other applicable standards of other agencies?				<b>X</b>	
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?				<b>X</b>	
c. Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				<b>X</b>	
d. Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				<b>X</b>	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>	

**Noise Setting:**

The goal of the City's Noise Element is to encourage land patterns that separate uncontrollable and undesirable noise sources from residential and non-residential noise sensitive areas. The City aims to reduce the level of noise so that it causes no human stress or health damage and does not interfere with any reasonable activities and expectations of citizens and businesses.

The Historic Corridor Revitalization Plan includes a Form-Based Code, which is a regulatory document and replaces a portion of the Zoning Code. No increase in noise is anticipated. Future development projects proposed within the Project area must be consistent with the Historic Corridor Revitalization Plan and other applicable regulations, including the Noise Element of the General Plan and noise standards in the Municipal Code.

**Noise Impact Discussion:**

**10(a-f). No Impact:** The Historic Corridor Revitalization Plan is a regulatory document for the Historic Downtown area that is mostly built out. There is no impact.

11. <b>POPULATION AND HOUSING</b> Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				<b>X</b>	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>	
c. Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?				<b>X</b>	

**Population and Housing Setting:**

The Historic Corridor Revitalization Plan will not induce substantial growth in the area, because the area is located in a mostly built out commercial mixed use area with only three (3) vacant lots. The HCRP allows Residential uses on upper floors of mixed-use buildings only within FSC, VC, and VB. The HCRP also proposes the passenger rail and train depot to encourage residents within the historic downtown area for more use of the public transportation system. In reference, Transit Oriented Development where residential development may contribute to increased usage of public transportation. Studies have found that residential development within a 15-minute walk (a quarter-mile) radius of a public transit facility does more to boost ridership on a transit system than any other type of development, with benefits increasing as the density of residential development increases.

**Population and Housing Impact Discussion:**

**11(a-b). No Impact:** The Historic Corridor Revitalization Plan will not result in the displacement of substantial numbers of existing housing or persons or necessitate the construction of replacement housing elsewhere. The Historic Corridor Revitalization Plan will provide a mixed use environment, with commercial on the first floor and residential on the second floor in the First Street Corridor District (FSC), the Village Core District (VC), and the Village Business District (VB). There is no impact.

**11(c). No Impact:** The Historic Corridor Revitalization Plan will not induce substantial growth in the area either directly or indirectly. Very few additional residential units may be built on the upper level of a commercial building as a result of the Historic Corridor Revitalization Plan and no new extensions of roads are proposed. The General Land Use Element encourages good retailing design and effective utilization of commercial properties and encourages a mix of residential and commercial uses where appropriate, such as those existing mixed use building located within the Downtown Area. Residential land uses located adjacent to the commercial property shall be protected from noise, unsightliness, offending odors, and other nuisances.

12. PUBLIC SERVICES Would the project result in a substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Fire protection?				<b>X</b>	
b. Police protection?				<b>X</b>	
c. Schools?				<b>X</b>	
d. Parks or other recreational facilities?				<b>X</b>	
e. Other governmental services?				<b>X</b>	

**Public Services Impact Discussion:**

The City of King has established development impact fees and regulations implemented through Title 16.18.030 of the City's Municipal Code, stated as follows:

*The following development impact fees are imposed on the issuance of all building permits for development within the City to finance the cost of the following categories of public facilities and improvements required by new development. The development impact fees consist of the following:*

- (1) *Law Enforcement Facilities and Equipment Fee. A development impact fee is established for law enforcement facilities and equipment.*

- (2) *Fire Facilities and Equipment. A development fee is established for fire facilities and equipment.*
- (3) *Streets. Traffic Signals and Bridges. A development fee is established for streets, traffic signals and bridges.*
- (4) *Storm Drainage Facilities. A development fee is established for storm drainage facilities.*
- (5) *General Facilities, Vehicles and Equipment. A development fee is established for general facilities, vehicles and equipment.*
- (6) *Public Use Facilities. A development fee is established for public use facilities.*
- (7) *Park and Recreation Facilities. A development impact fee is established for parkland and open space acquisition and parkland development.*

In addition, to mitigate any potential impacts future development would incur on school facilities, the City has adopted Title 19 of the City of King Municipal Code, stated as follows:

*“In an attendance area where the City Council has concurred, as provided in Chapter 19.08, that overcrowding exists, the applicant seeking approval of a proposed residential development, as a condition of such approval or as a condition for the obtaining of a building permit, shall pay fees, make an equivalent arrangement in lieu thereof, dedicate land, dedicate facilities, or do a combination thereof, unless expected as provided in subsection B of Section 19.08.040 in accordance with findings made by the decision-making body during the hearings and other proceedings on said application.”*

**12(a-e). No Impact:** The Historic Corridor Revitalization Plan is a regulatory document that will have development standards and will not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks or other recreation facilities, and other governmental services. All future development within the Project area must be consistent with the Historic Corridor Revitalization Plan and other Municipal Code regulations, including payment of the above development impact fees, which will mitigate any impacts of development to public services. There is no impact related from the Project.

13. RECREATION Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				<b>X</b>	
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				<b>X</b>	

**Recreation Impact Discussion:**

**13(a-b). No Impact:** The Historic Corridor Revitalization Plan is a regulatory document and does not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Community outreach discussions did show interest in having a plaza location in one of the underutilized vacant parcels. However, any future development allowed as a result of the Historic Corridor Revitalization Plan will be evaluated to determine whether impact fees or other mitigation measures will be required. There is no impact.

14. TRANSPORTATION/CIRCULATION Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?				X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	
d. Substantially increase hazards due to a design feature (e.g. limited sight visibility, sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X	
e. Result in inadequate emergency access?				X	
f. Result in inadequate parking capacity?				X	
g. Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?				X	

**Transportation/Circulation Impact Discussion:**

The Historic Corridor Revitalization Plan provides guidance for development standards including the vacant underutilized parcels within the Project area. The Historic Corridor Revitalization Plan will allow for new uses within the commercial area causing potential increase in traffic when the future development occurs. However, new development will be subject to the payment of the City's Traffic Impact Fee ("TIF") to offset the impacts of any new commercial uses. The Historic Corridor Revitalization Plan has parking standards that will apply to new development, additions greater than fifty (50%) percent of the existing structure, and land use changes in existing structures. Existing uses or similar uses that move into existing spaces do not need to provide additional parking. Street improvements focus on intersections and mid-block segments of Broadway Street between San Lorenzo Avenue and First Street. The proposed renovations are designed to enhance the streetscape through the addition of mid-block crossings, bulb-out extensions, and landscaped medians.

**14(a). No Impact:** The proposed Historic Corridor Revitalization Plan will not cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). The Project area is an existing commercial area, which is mostly builtout with commercial buildings. Any future development allowed as a result of the Historic Corridor Revitalization Plan would be subject to the transportation policies listed in Section 3, Goals and Policies, of the City's Circulation Element. In addition, payment of the City's traffic impact fees will mitigate any effects that future projects would incur.

**14(b). No Impact:** The Historic Corridor Revitalization Plan will not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. The Historic Corridor Revitalization Plan is a regulatory document for development standards and uses permitted within the existing historic downtown area. Future development allowed as a result of the Historic Corridor Revitalization Plan will be evaluated for conformance with the City's General Plan Policies to ensure that traffic impacts are mitigated and the City's traffic impact fees will be applied as appropriate.

**14(c-g). No Impact:** The Historic Corridor Revitalization Plan is within an existing historic downtown area. The Historic Corridor Revitalization Plan would not substantially increase hazards due to a design feature or incompatible uses, nor will it result in inadequate emergency access or conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks). The Historic Corridor

Revitalization Plan's, First Street Corridor ("**FSC**") area which proposes the passenger rail and train depot encourages alternative transportation. The Urban Land Institute reports that a Canadian study determined that density around a bus corridor in the Victoria area became viable when homes were built with 15 units to the acre. When the average residential density increased to 30 units per acre on the same bus route, ridership on the system increased three-fold. Affordable transit-oriented development can help reduce both housing and transportation costs, improve job retention and stability by making it easier and cheaper to get to work, and reduce pressures for families to relocate to the periphery of metropolitan areas, which could increase sprawl and traffic congestion.

15. UTILITIES & SERVICE SYSTEMS Would the project:		Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				<b>X</b>	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				<b>X</b>	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				<b>X</b>	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				<b>X</b>	
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				<b>X</b>	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				<b>X</b>	
g. Comply with federal, state, and local statutes and regulations related to solid waste?				<b>X</b>	

**Utilities & Service Systems Setting:**

The Project area is located within the City of King's Urban Service Area where wastewater, storm drainage, water, and waste disposal facilities exist and have the capacity to serve the Project area. Any future development allowed as a result of the Historic Corridor Revitalization Plan will conform to the City of King's Public Services and Facilities General Plan Element. The City of King's Sanitary Sewer Management Plan identifies future sewer and main improvements along Broadway Street that will accommodate the projected City growth. The Historic Corridor Revitalization Plan is an in-fill development project. The City of King's Sanitary Sewer Management Plan has addressed any needed improvements or repairs to the main's age in order to accommodate future increased density and in-fill development in the Historic Downtown Area. Therefore, there is no impact to the sewer infrastructure from the Project.

The City's water provider is California Water Service ("**CalWater**"). CalWater is in the process of installing a new trunk main along Broadway Street. The new trunk main will have carrying capacity to accommodate future increased density and in-fill development in the Historic Downtown Area. Therefore, there is no impact to the water infrastructure from the Project.

**Utilities & Service Systems Impact Discussion:**

**15(a). No Impact:** The City of King Sanitary Sewage Treatment Plant ("**Plant**") consists of a system of sewer lines throughout the community that provides collection, treatment, and disposal of both domestic and industrial wastes. The Sanitary Sewer Management Plan addresses future improvements to the

mains to accommodate the projected development. Separate systems are provided for domestic and most industrial uses. Service is provided by the City of King Public Works Department.

**15(b). No Impact:** The Plan will not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities. The Historic Corridor Revitalization Plan is in-fill development and is located in the center of the City's Urban Service Area where such facilities exist and have the capacity to serve the Project. In addition, any development allowed by the Historic Corridor Revitalization Plan would be subject to the payment of the City's impact fees to mitigate for incremental demands on the system. The Sanitary Sewer Management Plan identifies growth and improvements to accommodate the future city growth.

**15(c). No Impact:** The Historic Corridor Revitalization Plan will not require or result in the construction or expansion of new storm water drainage facilities. The City has the capacity to serve the Project area with existing facilities. Any future development allowed as a result of the Historic Corridor Revitalization Plan shall comply with the City's Master Drainage Plan and General Plan Policy 8.7.1, which requires mitigation from new residential development for storm drainage.

**15(d). No Impact:** The Historic Corridor Revitalization Plan, and associated rezone, will have sufficient water supplies available from existing entitlements and resources. New development would be subject to the payment of the City's impact fees to mitigate for incremental demands on the system.

**15(e). No Impact:** The wastewater treatment provide (City of King), has adequate capacity to serve the Historic Corridor Revitalization Plan, and associated rezone. In addition, new discretionary residential development will be subject to the City's General Plan Policy 8.6.1, which requires sewer system connection fees from new residential development. Any future improvements to the sewer mains will have been addressed in the Sanitary Sewer Management Plan.

**15(f). No Impact:** The Historic Corridor Revitalization Plan area is serviced by a private franchise company, King City Disposal Company, and waste is hauled to the Jolon Road Sanitary Landfill site approximately five miles south and 0.5 miles west of Jolon Road. This 450-acre site is considered adequate for anticipated volumes of solid waste from the City of King and the surrounding area for General Plan buildout. King City Disposal Company is operated in full compliance with applicable State and Federal requirements and appears to have sufficient site area for capacity expansion where necessary. Therefore, there is no impact to the landfill due to the project.

**15(g). No Impact:** The Historic Corridor Revitalization Plan, and associated rezone, would allow for revitalizing of existing commercial uses and development standards for any underutilized parcels. However, any development allowed as a result of the Historic Corridor Revitalization Plan shall comply with federal, State, and local statutes and regulations related to solid waste. There is no impact.

16. <b>GREENHOUSE GAS EMISSIONS:</b> Would the project:		Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				<b>X</b>	
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				<b>X</b>	

**Greenhouse Gas Setting**

There has been significant legislative activity regarding global climate change and greenhouse gases in California. California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following greenhouse gas emission reduction targets:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and

- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels (CA 2005).

To meet these targets, the Governor directed the Secretary of the Cal EPA to lead a California Climate Action Team (“**CAT**”) made up of representatives from the Business, Transportation and Housing Agency; the Department of Food and Agriculture; the Resources Agency; the California Air Resources Board (“**CARB**”); the Energy Commission; and the Public Utilities Commission. The CAT’s Report to the Governor in 2006 contains recommendations and strategies to help ensure the targets in Executive Order S-3-05 are met (CAT 2006).

Also in 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006, which charged the CARB to develop regulations on how the State would address global climate change. CARB is the State agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. Greenhouse gases, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. CARB adopted the 1990 GHG emission inventory / 2020 emissions limit of 427 million metric tons of carbon dioxide equivalent (MMTCO<sub>2e</sub>) on December 6, 2007.

**Note: See also Air Quality discussion above.**

**Greenhouse Gas Discussion:**

**16 (a). No Impact:** The Historic Corridor Revitalization Plan will not generate significant greenhouse gas emissions, either directly or indirectly. Due to the relatively small increase in allowable development under the Historic Corridor Revitalization Plan, much of the Project area is already developed, and the impacts are anticipated to be less than significant. Cumulatively commercial infill projects can have an overall positive impact on greenhouse gas emissions. Any future development as a result of the Historic Corridor Revitalization Plan would require project-specific environmental analysis.

The Historic Corridor Revitalization Plan allows for in-fill development. The Project will allow development to be centrally located and reduce sprawl development and create more jobs, which should in theory reduce greenhouse gases. The Historic Corridor Revitalization Plan also allows mixed uses where residential units occupy on the second floor and commercial uses on the first floor allowing geared to a more pedestrian friendly downtown area encouraging more walking and biking in the community.

**16 (b). No Impact:** It is unlikely that the Historic Corridor Revitalization Plan would hinder the State’s ability to meet reduction targets contained in AB 32. In addition, the Historic Corridor Revitalization Plan would allow for regulation standards and would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Any future development as a result of the Historic Corridor Revitalization Plan would require project-specific environmental analysis.

<b>17. Mineral Resources:</b>		Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			<b>X</b>	
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			<b>X</b>	

**Mineral Resources Setting:**

There are no known mineral resources within the planning area of the City of King.

**Mineral Resources Impact Discussion:**

**17(a-b). No Impact:** The Historic Corridor Revitalization Plan will not result in the loss of availability of a known or locally important mineral resource recovery site. There is no impact.

## CHAPTER IV. INFORMATION SOURCES:

### A. County/City/Federal Departments Consulted:

- a. City Engineer Department
- b. Public Works Department
- c. Police Department
- d. City Manager Department
- e. Community Development Department
- f. California Department of Transportation
- g. City Clerk Department

### B. General Plan

- |   |                               |     |                             |
|---|-------------------------------|-----|-----------------------------|
| X | Land Use Element              | X   | Conservation Element        |
| X | Circulation Element           | X   | Noise Element               |
| X | Seismic Safety/Safety Element | N/A | Local Coastal Plan and Maps |
| X | Zoning Ordinance              | X   | Housing Element             |

### C. Other Sources of Information

- |   |                                     |   |                                 |
|---|-------------------------------------|---|---------------------------------|
| X | Field work/Site Visit               |   | Ag. Preserve Maps               |
|   | Calculations                        |   | Flood Control Maps              |
| X | Project Plans                       |   | Other studies, reports          |
|   | Traffic Study                       | X | Zoning Maps                     |
|   | Records                             |   | Soils Maps/Reports              |
|   | Grading Plans                       |   | Plant maps                      |
|   | Elevations/architectural renderings |   | Archaeological maps and reports |
|   | Published geological maps           |   | (Others)                        |
|   | Topographic maps                    |   |                                 |

## V. MANDATORY FINDINGS OF SIGNIFICANCE (Cal. Pub. Res. Code §15065)

A project may have a significant effect on the environment and thereby require a focused or full environmental impact report to be prepared for the project where any of the following conditions occur (CEQA §15065):

	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
<b>Potential to degrade:</b> Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X	
<b>Cumulative:</b> Does the project have impacts that are individually limited but cumulatively considerable? (Cumulatively considerable means that incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X	
<b>Substantial adverse:</b> Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X	

## CHAPTER VI. DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have limited and specific significant effect on the environment, and a **FOCUSED ENVIRONMENTAL IMPACT REPORT** is required.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

**With Public Hearing**

**Without Public Hearing**

**Previous Document:** None

**Project Evaluator:** Maricruz Aguilar-Navarro

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**Signature**

**Initial Study Date**

**Project Reviewer:** Doreen Liberto-Blanck, AICP

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**Signature**

**Initial Study Date**

**City of King**  
**Lead Agency**

## CHAPTER VII. REFERENCES

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