

EAST RANCH BUSINESS PARK SPECIFIC PLAN
ADOPTED BY CITY COUNCIL ON AUGUST 14, 2007
RESOLUTION NO. 07-4206

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A. Introduction

The East Ranch Business Park consists of approximately 107 acres of Industrial and related uses located northeast of King City. The East Ranch Business Park Specific Plan (***“Specific Plan”***) addresses planning goals which are relevant to property owners, future tenants, developers and the City of King City. The Specific Plan:

- √ ***defines the development framework,***
- √ ***establishes the development and design standards, and***
- √ ***identifies implementation measures to accommodate a well-planned business park.***

The East Ranch Business Park is an important component of the King City’s economy. The processing and transporting of agriculture is based in this area. The Specific Plan provides an area of larger land parcels with enhanced aesthetic standards exclusively for sound industrial development. Manufacturing and other industries can locate in the East Ranch Business Park and operate away from the restricting influences of non-industrial uses, while maintaining an environment free from offensive or objectionable noise, dust, odor or other nuisances.

The long-term success of the Specific Plan will be measured in the:

- √ ***creation of new jobs,***
- √ ***retention and expansion of existing businesses, and***
- √ ***attraction of viable new businesses in the Specific Plan area.***

B. Location and Boundaries

King City is located in South Monterey County, approximately fifty (50) miles north of Paso Robles and forty-five (45) miles south of Salinas. (***Reference Exhibit 1.***) The communities of Greenfield, Gonzales and Soledad are located between King City and Salinas. The communities of San Miguel, San Ardo and Lockwood are located between King City and Paso Robles.

The Specific Plan area is bordered by Metz Road to the west, Bitterwater Road to the south, and Airport Drive to the east. San Antonio Road dissects the East Ranch Business Park, providing excellent vehicle access. The Mesa Del Rey Airport is located northeast of the Plan area. (***Reference Exhibit 2.***)

C. History, Issues, and Opportunities

The East Ranch Business Park is located within the City’s Redevelopment Project area, which was adopted on November 25, 1986. (***Reference Chapter 6 for a discussion on the City’s Redevelopment Plan.***) In 1994, the Community Redevelopment Agency (***“CRA”***) purchased 107 acres from Spreckels Sugar Management Company, which became the East Ranch Business Park.

The CRA prepared programs to encourage businesses and industries to move into the East Ranch Business Park. Some of the Economic Development Incentive Programs established by the CRA for the East Ranch Business Park included:

- √ ***Acquisition and Disposition of Land,***
- √ ***Construction of Commercial, Industrial and Manufacturing Uses, and***
- √ ***Credits Against the Purchase Price of Land.***

The City’s Economic Development Element of the General Plan identifies the future development that will take place within the East Ranch Business Park region. The target land uses are: *warehouse and distribution, trucking and transport, agri-business supply and services, food processing, environmental technology, waste management, telecommunications, and agri-*

business research and development. The area is designated Light Industrial on the General Plan Land Use Map, and zoned M-1 (Industrial).

Agriculture has been the region's primary economic draw in the Central Salinas Valley. Ninety percent (90%) of the jobs in the unincorporated Central Salinas Valley are in the agricultural sector. Historically, King City was the commercial and industrial center for South Monterey County. In recent years there has been loss of some agricultural processing and manufacturing businesses in King City. However, it is projected that by 2020, the workforce growth rate will increase by one-hundred and eight percent (108%).¹ This increase illustrates that King City is developing an urban employment base. The East Ranch Business Park provides the land sites to capture this expanding job market.

As mentioned above, this area is designated Light Industrial on the General Plan, and zoned M-1 (Industrial). The M-1 District requires all uses and structures go through the conditional use permit ("**CUP**") process. Generally, expansion or modification of businesses requires public hearings before the Planning Commission. This process discourages some businesses from locating in King City. To make the process more business-friendly, the Specific Plan allows many projects to go forward with either architectural review or issuance of a building permit.

The Specific Plan consolidates the various documents and development standards pertaining to the East Ranch Business Park, and creates a "one stop" document.

¹ Applied Development Economics Report, 2001.

**Exhibit 1
Regional Map**

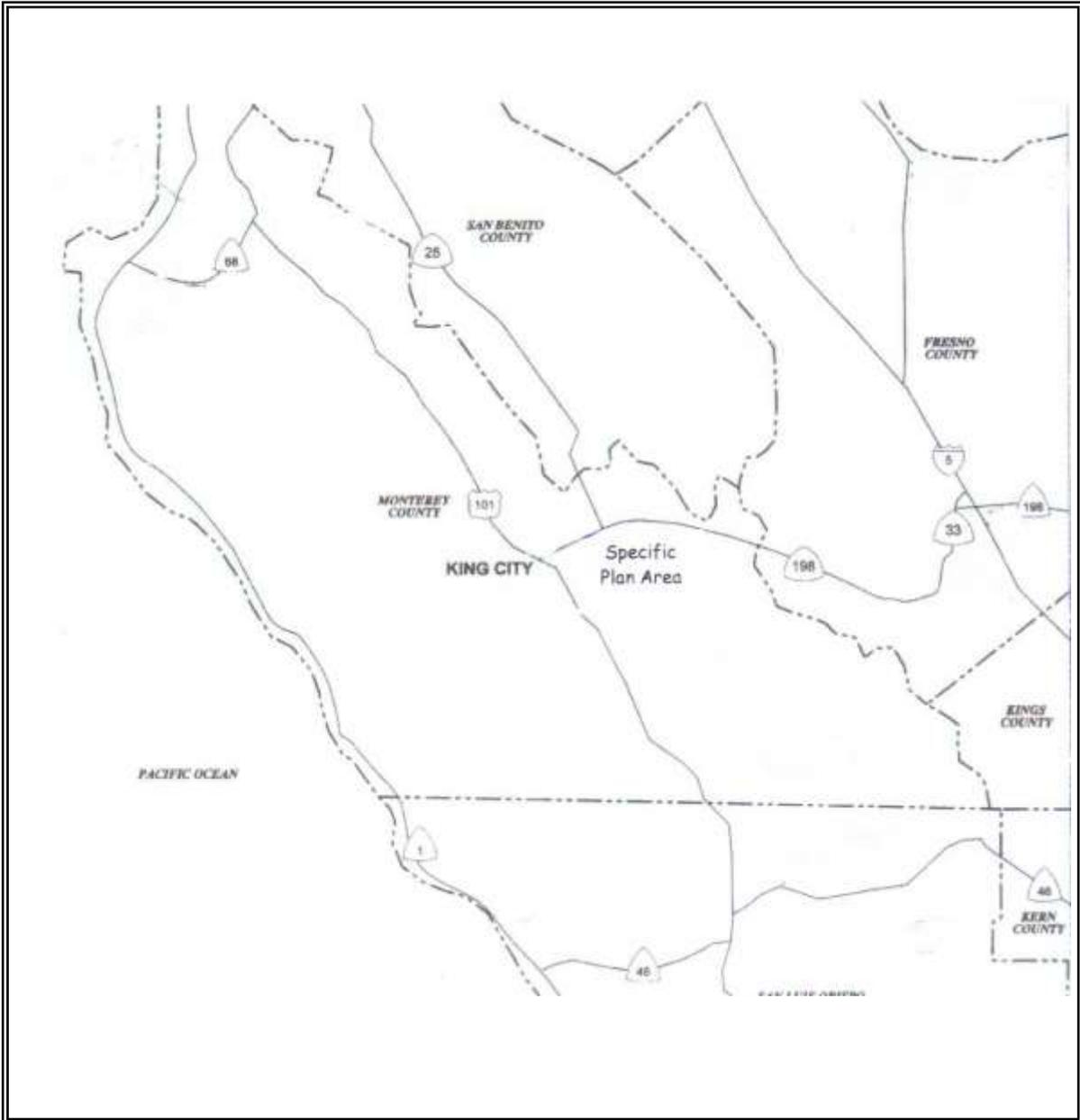


Exhibit 2
East Ranch Business Park Specific Plan Area



D. Specific Plan Contents

The East Ranch Business Park Specific Plan has been organized to provide a framework which will assure coordinated, efficient and high quality industrial development. The Specific Plan is organized into the following Chapters:

Introduction. Chapter 1 establishes the basic structure of the Specific Plan.

Specific Plan Goals and Objectives/Consistency with General Plan. Chapter 2 demonstrates the consistency between the Specific Plan and the King City General Plan.

Resources. Chapter 3 focuses on the natural resources found in the Specific Plan area.

Development Standards. Chapter 4 presents design and development criteria which will be specifically required in addition to Title 17 of the King City Municipal Code.

Design Standards. Chapter 5 provides architectural and other standards to create and maintain a high quality development.

Implementation and Funding. Chapter 6 describes the regulatory procedures and sources of financing as the means of implementing the Specific Plan. The East Ranch Business Park provides for a logical location of industrial and related support uses within King City. The Specific Plan promotes creative and imaginative design solutions within a flexible development framework.

Glossary

E. Authority and Scope

A specific plan is a tool for the implementation of the general plan. It is an area-wide development plan for a defined geographic area. It combines the land use plan, specific zoning, unique conditions, and infrastructure needs (e.g., financing, if needed) into one comprehensive package. Another key feature of a specific plan process is reimbursement of planning and engineering costs to participating landowners from non-participating landowners who decide to develop their property at a later time. A specific plan is similar to a zoning ordinance because it regulates land use through development standards, but specific plans allow flexibility to tailor standards.

The adoption of the Specific Plan by the City of King City is authorized by Cal. Government Code §65450 et. seq. The Government Code authorizes cities to prepare, adopt and administer specific plans for portions of their jurisdictions, as a means of implementing the General Plan.

The Municipal Code regulates development issues not specifically addressed in the Specific Plan.

F. Application

The Specific Plan applies to the area outlined in **Exhibit 2**

G. Specific Plan Adoption

The process for the adoption of a specific plan requires a public hearing by the Planning Commission. Based upon a recommendation by the Planning Commission, the City Council may then adopt the Specific Plan by ordinance or resolution. The adoption by resolution is common when no existing zoning ordinance or other code is amended. Once the Specific Plan is adopted, the City Council is required (by the Subdivision Map Act) to deny approval of any tentative or final subdivision which is inconsistent with the Specific Plan (Cal. Government Code §66474 (b)).

H. Environmental Review

When required, subsequent development projects shall be reviewed to ensure compliance with the California Environmental Quality Act ("**CEQA**"). An Environmental Impact Report ("**EIR**") was prepared in 1988 when this area was annexed into the City. In 1994, a Phase I Site Assessment for the East Ranch was prepared by John M. Minney, Consulting Engineer.

In general, if it is determined that a subsequent project is consistent with the Specific Plan and meets the intent of CEQA, no further environmental review may be necessary. If it is determined that a development application is inconsistent with the Specific Plan and/or subsequent evidence exists that shows there is a potential environmental impact pursuant to CEQA, subsequent environmental review will be conducted by the City.

Chapter 2: SPECIFIC PLAN GOALS AND OBJECTIVES/CONSISTENCY WITH GENERAL PLAN

A. Introduction

The proposed Specific Plan is consistent with the content and structure of the King City General Plan, but provides a more specific level of detail for implementation. The goals and objectives in the General Plan define the City's future growth. In addition to the General Plan's goals and objectives, more specific goals and objectives were established for the East Ranch Business Park. (**Reference Chapter 1.**)

The East Ranch Business Park will continue to accommodate a variety of industrial and industrial support uses and other related and compatible uses. Commercial uses will be permitted where compatible with industrial uses and with the overall goals of the Specific Plan.

The Specific Plan recognizes those factors that will influence and support public and private investment decisions including:

- √ ***Easy access to a variety of transportation modes, including the Mesa Del Rey Airport and railway service.***
- √ ***Location within the City's Redevelopment Plan area.***
- √ ***Full public services to the area.***
- √ ***Good vehicular access to development sites and to a regional network of arterials.***
- √ ***Attractive and coordinated development.***
- √ ***Pleasant surroundings and assurance that future development will be compatible.***
- √ ***Sufficient flexibility for future, unanticipated market changes.***
- √ ***Availability of public and private facilities in support of industrial development.***

B. Land Uses

The following section discusses the existing and proposed land uses within and surrounding the East Ranch Business Park area.

1. Existing Land Use

The Specific Plan area is already partially developed in a mixture of industrial and industrial related uses. The Specific Plan will continue to support existing businesses, and the expansion of other appropriate uses.

Existing uses within the East Ranch Business Park are scattered and lack continuity. The requirement for a CUP on all uses and structures has been the principal obstacle to development in this area.

The ***Development Standards*** and ***Design Standards*** presented in Chapters 4 and 5 clearly establish the zoning tools and design mechanisms for achieving each district's distinct character.

2. Specific Plan Uses

The uses presented in the Specific Plan provide for the broadest range of light and medium industrial activities. Low intensity industrial support, such as commercial uses, may occur within the Specific Plan area. The land use activities will predominately be infill of those parcels remaining vacant or underdeveloped, and expansion of existing businesses.

C. Goals and Objectives

Industrial development is an essential component of King City's economic development strategy.

The Specific Plan establishes the framework to assist implementing that strategy in the East Ranch Business Park.

The following goals and objectives are those which best reflect the future of the East Ranch Business Park area and its relationship to the City. These goals and objectives constitute policy guidelines for the Specific Plan.

1. Specific Plan Goals and Objectives

- Goal a.** *Develop A **Major Employment Center** For King City.*
- Objective a.1:** Expand the manufacturing sector in King City by providing an area designated for manufacturing and in particular agriculture related businesses.
- Goal b.** *Create A **High Quality Industrial Park Environment** That Will Stimulate Investments By The **Private Sector**.*
- Objective b.1:** Provide attractive pragmatic designs that promote economic development, while ensuring compatibility with existing uses.
- Goal c.** *Improve **Automobile, Multimodal, Bicycle, And Pedestrian Access within the East Ranch Business Park Specific Plan area, And Improve Visual Recognition Of The East Ranch Business Park Area.***
- Objective c.1:** The *East Ranch Business Park* is less than one mile from the Monterey County Fairgrounds. The Specific Plan provides the opportunity to link the two (2) facilities to accommodate larger events. The *East Ranch Business Park* and the fairgrounds are close enough to consider a local shuttle system that would allow shared use of parking and/or coordinated use of the exhibition and meeting space for special events.
- Goal d.** *Enhance The East Ranch Business Park's **Unique Features** Due To Its Proximity To The **Mesa Del Rey Airport**.*
- Objective d.1:** Permit “through-the-fence” operations to be located both on and off-site.²
- Goal e.** *Establish **Unique And Practical Planning Concepts** That Will Enhance East Ranch Business Park's **Competitive Position** In The Region.*
- Objective e.1:** Expedite the processing of existing business expansion through the planning process by reducing the need for conditional use permits (“**CUP**”), under certain circumstances.
- Objective e.2:** Utilize funding sources such as the Economic Development Bank and Redevelopment Agency to fund infrastructure improvements that are most cost-effective in supporting economic development.
- Goal f.** *Improve The **Jobs/Housing Balance** In South Monterey County By Providing **Local Job Opportunities** In King City.*
- Objective f.1:** Ensure compatibility between residential and non-residential land uses.
- Objective f.2:** Provide an appropriate mix of land uses for the current and future needs of the City.

² Through-the-fence operations include businesses or individuals that have access to the airport infrastructure from outside airport property, or that utilize airport property to conduct a business but do not rent business space at the airport. More common types of through-the-fence agreements are for free-lance flight instruction, aircraft maintenance, and aircraft hangars. Source: AOPA

2. General Plan Goals, Objectives and Policies

Land Use Element

Industrial Land Use Goal: To provide areas for, and to actively encourage, industrial development which is economically beneficial to the area and compatible with surrounding land uses.

Industrial Land Use Objectives, Policies, and Programs:

4.1 Adequate Industrial Sites: Provide adequate and appropriate land area, as well as improved, leasable space, within the city for a suitable mix of desirable industrial land uses.

Policy 4.1.1.1: The City, working through its Economic Development Director, shall actively promote the East Ranch Business Park to prospective business firms that would meet the City's standards for industrial development. The City shall encourage development of new businesses that will offer year-round employment, in order to reduce the seasonal unemployment that is characteristic of the current local economy.

Policy 4.1.1.3: *"The City shall revise its Zoning Ordinance to provide for a new "M-1" Light Industrial district, with higher standards and improved flexibility for proposed uses within portions of the proposed East Ranch Business Park. Such revisions shall consider modifications to the list of permitted uses; site planning, architectural, and landscaping standards; and infrastructure requirements in order to attract high-quality businesses that will complement the city's existing economic base."*

4.3 Industrial Compatibility: Ensure that industrial areas are compatible with and do not adversely affect surrounding lands' uses.

Policy 4.3.1: The City shall require buffers and landscaping in industrial developments to ensure compatibility with adjacent land use.

Program 4.3.1.1: During the environmental and development review process, identify potential impacts that industrial developments will have on other community land uses. Require the mitigation of such impacts prior to development approval.

Program 4.3.1.2: Lighting of industrial areas shall be limited to that necessary to provide security, safety, and identification without interfering with adjacent land uses. Lighting shall be directed away from public right-of-way and residential land uses.

Safety Element

Safety Objectives and Policies:

3.2 Hazard Prevention

Hazard Prevention Goal: Reduce the risks from fire hazards, hazardous materials and seismic events to an acceptable level.

Policy 3.2.3: The City shall exercise land use controls to assure that City fire personnel are aware of risks involved in use, storage, and processing of any hazardous materials within the Industrial or Commercial Zones of the City.

Economic Development Element

Vision: To facilitate a stable community economy and high quality of life by fostering new investment to generate new and improved property values, municipal revenue, and employment opportunities.

Goals:

1. Enhance awareness of investment potential of King City to both local and external business.

2. *Assist existing local enterprises to remain and to expand within King City.*
3. *Promote diversification of the King City economic base in order to provide year-round full employment.*
4. *Encourage the development, marketing, and sale of the East Ranch Business Park in accordance with appropriate standards.*

Policy B. The City shall encourage strategic alliances between local government and existing or potential businesses to improve competitiveness and promote local exports.

Policy E. The City will specifically target the following economic sectors for future development within the community in order to improve the city's economic base:

- ✓ ***Warehouse and Distribution.***
- ✓ ***Trucking and Transport.***
- ✓ ***Agri-Business Supply and Services.***
- ✓ ***Food Processing.***
- ✓ ***Agri-Business Research and Development.***
- ✓ ***Environmental Technology and Waste Management, and***
- ✓ ***Telecommunications.***

Circulation Element

Goal #1: To Provide an Integrated Transportation System that Adequately Serves Residential, Commercial, Industrial, and Recreational Uses, as well as Public Facilities and Agricultural Properties.

Policy 2.2: The City shall maintain engineering standards to assure appropriate development of circulation facilities, including streets, pedestrian access, and bicycle routes. These standards shall regulate such matters as street width, pavement and base materials, curb/gutters/sidewalks, handicapped access, turning radii, street tree placement, underground utility placements and other matters. Such standards shall seek to maintain an appropriate balance between facilitating vehicular traffic and assuring pedestrian amenity and neighborhood quality.

Goal #3: To Provide a Public Street and Highway System that Accommodates Existing and Projected Traffic Volumes Within the Planning Area.

Policy 3.3: Arterial streets such as San Antonio Road and the future alignment of the First Street bypass shall be designed primarily to serve through traffic, and shall provide limited access to abutting property.

Goal # 4: To Establish and Maintain Adequate On and Off street Parking as Required by New Development and Existing Uses.

Policy 4.2: As new commercial or industrial development occurs within the community, the City shall continue to implement the parking and off-street loading requirements within the Zoning Ordinance. Where large trucking operations are anticipated, the City shall require that development plans provide for adequate road and driveway standards, property design and number of loading bays, and sufficient turning radii and maneuvering areas to assure that public street rights-of-way are not obstructed.

Chapter 3: RESOURCES

A. Introduction

This Chapter focuses on the natural resources found in the Specific Plan area. The following resources are discussed: *aesthetics, air quality, land use, geology, biological resources, circulation, public services, soils, water quality, and cultural resources.*

B. Resources

1. Aesthetics

There are no designated scenic vistas or highways located within the East Ranch Business Park Specific Plan area, as identified in the Conservation, Open Space, and Safety Element of the 1998 King City General Plan. The Project Area is characterized by industrial and commercial development. The East Ranch Business Park Specific Plan area has been identified in the King City General Plan as an appropriate location for urban development.

The Specific Plan would provide guidance to business owners, property owners and developers, and assist in the upgrading of existing properties and new development, consistent with General Plan policies.

2. Air Quality

The Specific Plan area is located within the Monterey Bay Unified Air Pollution Control District ("*MBUAPCO*"), in the North Central Coast Air Basin, which is considered a non-attainment transitional area for ozone, and non-attainment area for PM10. The area is in an attainment or unclassified area for all other state-monitored pollutants. King City and Monterey County are either in attainment or are unclassified under National Ambient Air Quality Standards for all criteria pollutants.

The Air Basin remains on the borderline between attainment and non-attainment in part due to variable meteorological conditions occurring from year to year, transport of air pollution from the San Francisco Bay Area, and locally generated emissions. Neither hourly nor 8-hour ozone, nor PM10 state or federal standards have been exceeded at the California Air Resources Board monitoring station located in King City at 750 Metz Road. However, individual projects have the potential to cause localized emissions that exceed MBUAPCO thresholds and cumulatively impact the Air Basin. The MBUAPCO has adopted CEQA Air Quality Guidelines (revised June 2004) to facilitate the review and evaluation of air quality impacts for projects which are subject to CEQA. These guidelines are updated over time to reflect current technologies and basin conditions.

The District regulates new and modified stationary sources through Rule 207, which incorporates state and federal requirements for new and modified stationary sources as well as MBUAPCO-specific regulations. When net emissions from a new or modified facility exceed State offset thresholds, the increase must be offset. The rule also requires application of Best Available Control Technology when a source would emit 25 lb/day or more of VOC or NO_x emissions.

The Specific Plan helps to promote job/housing balance within the King City. The additional employment provided within the area will reduce the work commute travel to Salinas, Paso Robles, and other employment centers. This reduction will reduce the air pollution caused from commute trips. The East Ranch Business Park Specific Plan would encourage a mixture of uses (e.g., restaurants) to help reduce the need for employees to travel outside the work area for workday needs (e.g., meals).

3. Land Use

The General Plan encourages high-quality businesses in the Specific Plan area. In particular, **General Plan Policy 4.1.1.3** states the City will revise the Zoning Ordinance with higher standards and improved flexibility for proposed uses within the East Ranch Business Park. The Specific Plan accomplishes the intent of this Policy.

The King City General Plan is a twenty-year (20) policy guide for physical, economic, and environmental growth and renewal of the City. The General Plan is comprised of goals, policies, programs, and actions that are based on an assessment of current and future needs and available resources. Once adopted, the Specific Plan is the City's principal tool for evaluating public and private projects and municipal service improvements within the East Ranch Business Park. The Specific Plan regulates the use of land, buildings, and other structures, and ensures design standards are met. Additionally, all construction must comply with all other applicable federal, state and local laws.

4. Geology and Soil

The Specific Plan is located on the Salinas Valley floor, which consists of alluvium or sand and gravel sediments deposited by the Salinas River. The Salinas Valley is the largest intermountain valley in the coastal ranges. Near the Monterey-San Luis Obispo County line, the valley widens out sufficiently to permit the valley floor to be farmed.

The agricultural lands produced run continuously from slightly south of San Ardo to Moss Landing to the north, where the Salinas River empties to the sea. The valley ranges from the width of three miles at San Ardo and increases to 15 miles at the mouth of the river. The Salinas River is the largest submerged river in America, and is one of the few north-flowing rivers in the continent. It bisects the County, running northerly from San Luis Obispo County through Monterey County and into Monterey Bay. The principal tributaries are the Arroyo Seco, Nacimiento, and San Antonio Rivers from the Santa Lucia Range and the San Lorenzo Creek which flows west from the Gabilan Range through King City.

Approximately 108,000 acres of prime agricultural soils (as rated by the Soil Conservation Service) occur in the Central Salinas Valley. This area represents fifty-six percent (56%) of the prime farmlands in the entire County. The high-quality soil in the valley results from the runoff from the Santa Lucia and Gabilan Ranges. The deep soils of the alluvial valley and particularly those drained by the Salinas, San Benito, Pjaro, Santa Maria, Santa Ynez, and Cuyama vary in texture from light sands to heavy clays.

Historically, the City has experienced several significant ground shaking events. Active faults responsible for the seismic events are located in the King City area. The active and potentially active faults include the King City-Reliz-Riconad system, Los Lobos, San Andreas, Sur Nacimiento, and the San Gregorio-Palo Colorado-Hosgri systems. In addition, there are minor faults in the Salinas River area, the Hunter Liggett area and the Peach Tree Valley area east of the City. None of these faults runs through the Specific Plan area. (EMC Planning Group, Inc. 1989.)

5. Water Quality

The Central Coast Regional Water Quality Control Board ("**RWQCB**") has primary responsibility for protecting the quality of surface and groundwater within King City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction.

King City must comply with the requirements of the National Pollutant Discharge Elimination System ("**NPDES**") by permitting both construction and industrial activities. In response to the 1987 Amendments to the Clean Water Act ("**CWA**"), United States Environmental Protection Agency developed Phase I of the NPDES Storm Water Program in 1990. Beginning at that time, municipalities with populations greater than 100,000 began to develop and implement stormwater management programs. In California, Phase I municipalities now have individual NPDES permits, administered by their RWQCB.

Phase II of the regulations require municipalities with smaller populations – but still urban communities, such as King City – to develop and implement stormwater management programs. In California, the State Water Resources Control Board has adopted the General Permit for the Discharge of Storm Water from Small Municipal Separate Storm Sewer Systems. WQO No. 2003-0005-DWQ (Small MS4 General Permit), requires that Dischargers develop and implement

a Storm Water Management Program (“**SWMP**”) that describes the Best Management Practices (“**BMPs**”), measurable goals, and time schedules of implementation as well as assigns responsibility of each task. The nine RWQCBs, as the designated regional authorities under the State Board, administer the Phase II permit program.

The City prepared a Storm Water Management Program in 2003 and submitted it to the Central Coast RWQCB. The program elements, as part of its Notice of Intent to comply with the statewide general permit for designated municipalities, indicates the City’s commitment to managing properties, facilities, and operations within its jurisdiction to protect its water resources. The SWMP provides control measures and associated BMPs to form a comprehensive programmatic framework that reduces pollutants in stormwater to the maximum extent practicable and establishes a program to control the discharge of pollutants from construction sites greater than or equal to one (1) acre in size within its permitted jurisdiction. The City became covered by the Small MS4 General Permit in 2004.

The Phase II regulations do not specify which BMPs are used at any site. Rather, it is the responsibility of the City to develop its own guidance and standards or to specify measures appropriate for local conditions in its SWMP. Construction sites implicated in this program element (i.e., sites that disturb more than one acre of land) are required to obtain coverage under a Construction Activities Storm Water General Permit administered by the State. Activities and the SWMP are intended to ensure implementation of stormwater quality control BMPs at construction sites. No construction is allowed to begin until the state general permit is obtained by a developer for coverage under the General Construction Storm Water Permit (Water Quality Order 99-08- DWQ). 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.

The Specific Plan area is located within a developed urbanized area with existing infrastructure to accommodate existing drainage patterns. Drainage for the largest undeveloped parcel is being planned for through the Drainage and Stormwater Plan (DASP) and must comply with the NPDES permit. Future development may alter drainage patterns on individual project sites. Additional development may increase the amount of land covered with impervious surfaces. This will increase the speed and amount of runoff during storms. Soil erosion would be limited to the construction period of the project. Minor increases in the volume and rate of water runoff from infrastructure improvements and development would be temporary and would be controlled by standard grading practices and the required BMPs.

6. Biological Resources

Natural vegetation in the area is influenced by the region’s climate and topography. Portions of the Specific Plan site are currently developed. Most of the remaining undisturbed wildlife habitat exists in the foothills and mountains to the west and east of the City. This habitat along with the small remaining amounts of riparian habitat in San Lorenzo Creek and the Salinas River represent a shrinking resource for the area.

The Specific Plan area has been previously graded for industrial and commercial development. A variety of urban, commercial and industrial land uses cover much of the Specific Plan area and almost all existing vegetation is introduced or planted. Much of the area supports no vegetation at all. Most roadsides and vacant lots support typical assemblages of ruderal weeds and even on undeveloped land there is significant bare ground.

The species search area for the Project Area and vicinity is located on the Thompson Canyon and San Lucas U.S. topographic quadrangles (7-5-minute series). A search of the California Natural Diversity Database/Rare Find (CNDDDB/Rare Find), a publicly available biological resource computerized database, was conducted by Foster Wheeler Environmental on March 21, 2001 for the Calpine Co-Generation Plant in the Project Area, and on the adjacent Mills Ranch site by EMC Planning Group Inc. in July 2003. The results of the CNDDDB/Rare Find searches revealed that four special status species have a potential distribution within the vicinity, and that one (1) known special status biological resource is within the 1-mile radius from the center of the

Project Area. The CNDDDB also includes a January 2002 record of an adult Western Burrowing Owl within the area.

a. Bank Swallows

The California Natural Diversity Data Base (“CNDDDB”) contains an historic record from 1987 of a bank swallow nesting colony on the road cuts above Metz Road (Occurrence #185). The bank swallow is a state-listed Threatened species that forms nesting colonies on vertical banks or bluffs of friable soils, typically at least one (1) meter above the ground. (*Reference Bank Swallow Report prepared by Pacific Biology on the Silva Eastern Extension, dated November 28, 2006.*) The bank swallow was reported to be nesting along Metz Road, north of the Specific Plan area. (*Reference Bank Swallow Report prepared by Pacific Biology on the Silva Eastern Extension, dated November 28, 2006.*)

The Specific Plan area has disturbed sites with landscaping and structures. There are no vertical banks or bluffs on the site; therefore, the occurrence of bank swallows appears minimal.

b. San Joaquin Kit Fox

The San Joaquin Kit Fox is listed as a federally Endangered and state Threatened species. It is a subspecies of the Kit Fox which is the smallest member of the dog family in North America. San Joaquin Kit Fox inhabits grasslands and scrub lands many of which have been extensively modified by activities including oil exploration and extraction, agricultural, irrigated pastures, orchards, vineyards, and grazed annual grasslands. They appear to make extensive use of habitat fragments in urbanizing environments. Oak woodland, alkali sink scrubland, and vernal pool and alkali meadow communities also provide habitat for kit foxes.

Kit fox dens are scarce in areas with shallow soils due to the proximity to bedrock, high water tables, or impenetrable hardpan layers. Kit foxes construct their own dens, but they can also enlarge or modify burrows constructed by other animals, such as ground squirrels, badgers, and coyotes. They have been known to den in human-made structures, such as culverts, abandoned pipes, and banks in roadbeds. Most kit fox dens, especially natal and pupping dens, have at least two entrances. San Joaquin Kit Foxes primarily feed on nocturnal rodents, ground squirrels, cottontails, ground-nesting birds, insects, and vegetation, especially grasses.

Although no extensive survey has been conducted of the historical range, kit foxes are thought to inhabit suitable habitat on the San Joaquin Valley floor and in the surrounding foothills of the coastal ranges, Sierra Nevada, and Tehachapi Mountains. They occur in the interior basins and ranges in Monterey County as well as several other nearby counties. The San Joaquin Kit Fox was reported to occur in the Project Area quadrangles.

If San Joaquin Kit Foxes are detected on a project site, the California Department of Fish and Game shall be consulted before initiation of any construction activities. Any impacts to the San Joaquin Kit Fox shall be mitigated according to the guidelines set forth in the California Department of Fish and Game’s most current staff report on San Joaquin Kit Fox mitigation.

c. Western Burrowing Owl

The CNDDDB also includes a January 2002 record of a Western Burrowing Owl (*Athene cunicularia hypugaea*), observed at a burrow located amongst natural soil mounds (2 meters tall) within a corporation yard used for storage of compost, recycling, etc. just north of the central portion of the Mesa Del Rey Airport landing strip. Burrowing owls are designated as USFWS species of “Special Concern” and are protected by state Fish and Game Code regulations that protect raptors (birds of prey).

Western Burrowing Owls are typically found in open, dry grasslands, agricultural and rangelands, and desert habitats often associated with burrowing animals. They also inhabit grass, forb, and shrub stages of pinyon and ponderosa pine habitats. Burrowing owls commonly perch on fence posts or on top of mounds located outside its burrow. They can be

found at the edges of airports, golf courses, and in vacant urban lots.

If burrowing owls are detected on a project site, the California Department of Fish and Game shall be consulted before initiation of any construction activities. Any impacts to burrowing owls shall be mitigated according to the guidelines set forth in the California Department of Fish and Game's most current Staff Report on Burrowing Owl Mitigation.

7. Circulation

a. Roads

The principal regional road network elements serving the Specific Plan area are First Street, Metz Road, Bitterwater Road and San Antonio Road. The pattern of arterials streets within the project exists primarily east of First Street, Bitterwater, and Metz Road and are in very good condition.

b. Rail Service

The project area is in close proximity to an area served by Union Pacific. This factor makes the area ideally suited for an industrial center. However, the railroad tracks contribute to traffic congestion at the various railroad crossings. The City is currently working on a long range traffic study to determine how best to address this issue.

c. Public Transportation

Monterey-Salinas Transit provides bus service within the City of King City. The Specific Plan recognizes the benefits provided by Monterey-Salinas Transit by encouraging a continuation and upgrading of bus service. The placement of comfortable, protected (sun and inclement weather) bus stops, and the opening of new roadways which offer opportunities for additional bus routes, are several goals of the development program with respect to public transportation.

d. Pedestrian Network

The Specific Plan program creates an opportunity to design and update the network of sidewalks and onsite walkways and to enhance and create new patterns of pedestrian activity. The network will consist of five-foot (5') wide public sidewalks that are generally adjacent to the curb and within the rights-of-way of the streets in the Specific Plan. Private on-site walkways will be required on the individual project sites.

The existing pedestrian network in the Specific Plan consists of a loop of sidewalks along the southerly side of San Antonio Road, northerly side of Bitterwater Rd, and easterly side of Metz Road (from Bitterwater to San Antonio).

The network of sidewalks will need to be expanded, updated to current ADA standards, and/or repaired as follows:

San Antonio Drive: *construct five-foot (5') sidewalks on northerly side road, and update/repair as required on south side.*

Don Bates Way: *construct five-foot (5') sidewalks on each side and through cul-de-sac bulb.*

North Side Bitterwater, and East Side Metz Roads: *construct five-foot (5') sidewalk where missing and update/repair as required.*

e. Bicycle Routes

The Specific Plan program creates an opportunity to design and update the network of bike lanes, and enhance and create new patterns of bicycle activity. The bike network will consist of five-foot (5') wide bike lanes along San Antonio Road and would be an extension of the existing bicycle lanes on the developments to the west of the project, and could be aligned with future bike lanes that connect to any development along the southerly side of Bitterwater Road.

San Antonio Road between Metz and Bitterwater is currently a forty-eight-foot wide (48') street, with the two (2) travel lanes striped at seventeen and one-half feet (17.5') wide each, and the center median turn lane at thirteen feet (13') wide. This could be considered a Class III Bike route (shared use with motor vehicles).

San Antonio Road can be re-striped into with Class II Bike lanes that would provide three (3) twelve-foot (12') lanes (two-way traffic plus center turn lane) and six-foot (6') bike lanes along each side of the road.

8. Historic and Cultural Resources

The archaeological record indicates that sedentary populations occupied the coastal regions of California more than 9,000 years ago. The Salinan people occupied the King City area. The traditional lands of the Salinan People range from Dolan Springs in the north to the northern part of San Luis Obispo County, and from the Pacific Ocean east to Peach Tree Valley in neighboring San Benito County. No archaeological sites are known to exist in the Specific Plan area.

The San Lorenzo County Park maintains numerous historical buildings and museums, including an irrigation museum, historic train depot, the Spreckels House and Old School House. The Irrigation Museum is of special importance because of King City's role in creating new and innovative irrigation techniques. There are no known historical buildings within the Specific Plan area.

9. Public Services and Infrastructure

a. Water Service

King City water supply system is owned and operated by California Water Services Company ("**Cal Water**"), a public utility regulated by the State Public Utilities Commission. This system relies upon six wells that draw from the groundwater basin, which is recharged by the Salinas River. The Cal Water system has a maximum production capacity of 3 million gallons per day. A 250,000 gallon storage tank with a 2,000 gallon/minute pump provides ample water pressure throughout the city. The City owns a well that irrigates the Municipal Golf Course.

The water system appears to be generally adequate for existing development; as new development replaces agricultural uses, the net new water demand is much less. A new well site is needed as additional development occurs in the future under General Plan buildout. No significant deficiencies are known to exist with respect to water pressure, volume, or quality. Improvements to the system will be on an incremental basis by Cal Water as needed, and additional demand is expected to be met by improving water conservation and expanded pumping from groundwater.

b. Sewer System

King City is served by a system of sewer lines throughout the community which provides collection, treatment, and disposal of both domestic and industrial wastes. Separate systems are provided for domestic and most industrial uses. The King City Wastewater Treatment Facility is situated northwest of the city, downstream along the Salinas River. Service is provided by the King City Public Works Department. The domestic wastewater treatment and disposal facility has a capacity of approximately 1.2 million gallons/day ("**mgd**") domestic flow, and can accommodate a peak flow of 3.0 mgd. The existing domestic flows into the headworks facility are approximately 0.8 mgd.

General Plan buildout would increase wastewater flows to 2.4 mgd by 2015. King City's existing treatment plant would be unable to accommodate the additional flow. However, pending negotiations with the Environmental Protection Agency, Basic Vegetable, and the California Regional Water Quality Control Board ("**CCRWQCB**") may allow the City to divert untreated industrial wastewater from the plant to irrigate fields in northeast King City. This action would delay the eventual expansion of the City's wastewater system.

c. Drainage

Storm drainage facilities have been developed that serve the Specific Plan area, and also the developments to the west of the Specific Plan area. The storm drain facilities provide a framework of (offsite) drainage detention ponds and storm drain piping that provides for both existing development and future growth areas in the Specific Plan area. These storm drain facilities have essentially eliminated the flooding problems that previously existed along San Antonio Road to the west of the Specific Plan area.

The City's impact mitigation Ordinance No. 490 collects funding from all development for purposes of infrastructure improvements.

The Third Amendment of the City's Redevelopment Plan will assist in funding public infrastructure projects to support planned development in the Specific Plan area, consistent with the General Plan.

d. Solid Waste Disposal Services

Solid waste from King City is collected by a private franchise company, King City Disposal Company, which hauls to the Jolon Road Sanitary Landfill site about 5 miles south and 0.5 miles west of Jolon Road. This 450-acre site is considered adequate for anticipated volumes of solid waste from King City and the surrounding area for General Plan buildout. It is operated in full compliance with applicable State and Federal requirements, and appears to have sufficient site area for capacity expansion where necessary.

e. Police Services

As of October 2005, the King City Police Department included a staff of eight (8) officers, four (4) sergeants, and one (1) corporal. To extend the range of enforcement, the police department has four (4) additional reserve officers. Both a Monterey County Sheriff Substation and a California Highway Patrol Substation are located within the City to provide back-up when needed.

f. Fire Services

King City's volunteer fire department consists of 35 members and is equipped with three (3) combination pumpers and one (1) standby pumper. United Underwriters has designated King City with an insurance classification number of five.

g. Local Hospitals and Medical Centers

The George L. Mee Memorial Hospital has been serving King City and surrounding areas for 35 years. As one of the City's major employers, this non-profit 42-bed hospital employs 262 people, including 72 active medical staff and 75 nurses. The hospital provides community-based primary care. Services include inpatient and ambulatory surgery, Emergency Room, pediatric care, obstetrics, ICU/CCU, extended care, home health dialysis, laboratory, respiratory therapy, physical therapy, x-ray, CAT scan, and the new women's health center. New facilities continue to be added.

h. Other Utilities

Pacific Gas and Electric Company ("**PG&E**") provides both gas and electric service to King City. Electricity and Gas are not limiting factors in the growth of King City.

Chapter 4: DEVELOPMENT STANDARDS

A. Introduction

The Development Standards for the Specific Plan consist of the provisions contained in this Chapter. ***The Municipal Code regulates development standards not specifically addressed in the Specific Plan.***

B. Application Process

1. **Conditional Use Permit Process** (An Architectural Review Application shall be submitted when required by Municipal Code Chapter 17. Reference Chapter 5 for Design Standards.)

a. Purpose

A conditional use permit ("**CUP**") is intended to allow the establishment of those uses that have some special impact or uniqueness such that their effects on the surrounding environment cannot be determined in advance of the use being proposed for a particular location. The permit application process allows for the review of the location and design of the proposed use, configuration of improvements, and potential impact on the surrounding area from the proposed use. The review shall determine whether the proposed use should be permitted, by weighing the public need for and benefit to be derived from the use against any adverse impact it may cause.

b. Authority

Except for concurrent applications that include legislative action, the Planning Commission is authorized to approve conditional use permits, subject to an appeal.

c. Submittal and Review Requirements

1. Applications for CUP shall contain the following:

- i. **Completed planning application** form and required fee and attachments;

The following drawings, graphics or illustrations shall be signed by the architect, draftsman, designer, engineer or person designing the plans in accordance with all applicable state and city laws.

- ii. Ten (10) **blueprints of the plot plan** drawn to an engineer's scale (approval necessary for use of scale smaller than 1:30; i.e., 1:40 or 1:50) and folded to nine inches (9") by twelve inches (12") size, and one eighth and one-half inches (8.5") by eleven inches (11") transparency of each sheet showing:

- (A) The location, exterior boundaries, and dimensions of the entire property that is the subject of the application. The scale of the drawing and a north arrow shall be indicated. An area location map showing the proposed project site and its distance from nearby cross streets and natural or manmade landmarks, as necessary to readily locate the site, may be included,
- (B) The location, name, width and pavement type of adjacent street(s) or alley(s), as well as the location of existing or proposed curbs, gutter, or sidewalk improvements, if any,
- (C) The locations, dimensions and use of all existing and proposed structures on the property, including accessory structures, trash enclosures, decks, balconies, fences, walls, exterior lighting structures, signs, and other structural elements that protrude into yard areas. When the use of a proposed structure is not certain at the time of application, the occupancy-type, as defined by the Uniform Building Code, may be substituted for use,
- (D) The locations, dimensions and type of existing and proposed utilities, including water supply, sewage disposal facilities, electricity, gas, or other utilities. Existing and proposed public and private easements shall be shown,

- (E) The locations and dimensions of existing or proposed driveways and parking areas (enclosed or open), including type of surfacing materials, parking spaces, aisles, and identification of any driveway grades over **ten percent (10%)**. The flow of traffic should be noted by arrows,
 - (F) The generalized locations of any major topographic or manmade features on the site, such as rock outcrops, bluffs, streams and watercourses, or graded areas. A topographic map may be required by the Community Development Director,
 - (G) The locations of all existing trees and major shrubs, with specifications as to which plants are to be removed or retained,
 - (H) The following statement of conformance: "The attached plans are in substantial conformance with all applicable state, local and other laws regulating this type of development,"
- iii. Ten (10) **blueprints of a grading and drainage plan** (folded to nine (9") inches by twelve (12") inches size), if found necessary by the Community Development Director or City Engineer.
 - iv. Ten (10) **blueprints of preliminary floor plans** (folded to nine inches (9") by twelve inches (12") size), drawn to a standard engineer's or architect's scale, for each story of each building or structure, showing the following:
 - (A) Location of walls, doors and windows,
 - (B) Identification of activity areas,
 - (C) Placement of window and door locations on floor plans in coordination with the elevations.

Larger projects, as compared to an office building, may receive exemptions from floor plan submittal as required by this subsection if recommended by the Community Development Director.
 - v. Ten (10) copies of the **preliminary landscaping plan** prepared by a licensed landscape architect or as approved by the Community Development Department;
 - vi. A **sign permit application** may be processed concurrently with the CUP for any use proposed to have signs;
 - vii. A **phasing schedule** for project construction, if one is proposed, and identification of any areas proposed to be reserved and maintained as common open space. Notes on the plot plan indicating all adjacent land uses;
 - viii. Two (2) copies of a **preliminary title report** dated within the last six (6) months;
 - ix. Two (2) copies of an **engineering geology report** may be required in areas of landslide risks and in areas of liquefaction potential and subsidence potential as determined by the Community Development Director or City Engineer, or based on previous environmental documents. The engineering geology report shall include definite statements, conclusions and recommendations concerning the following, as applicable:
 - (A) Location of major geologic features,
 - (B) Topography and drainage in the subject areas,
 - (C) Distribution and general nature of rock and soils,
 - (D) A reasonable evaluation and prediction of the performance of any proposed cut or fill in relation to geological conditions,
 - (E) An evaluation of existing and anticipated surface and subsurface water in relation to proposed development,

(F) Recommendations concerning future detailed subsurface sampling and testing that may be required prior to building, and

(G) Capability of soils and substrata to support structures.

The geologic evaluation shall state whether the proposed plan is feasible and provide general solutions for all known hazardous conditions or problems. The evaluation shall include the location and lots of any test borings and shall evaluate the effect of the geology on the proposed development and on adjacent properties. The evaluation report shall point out specific areas where development may create hazardous conditions; and

- x. Two (2) copies of a ***preliminary soils engineering report***, prepared by a civil engineer registered in the state of California and based upon adequate test borings, shall be required for every development, unless the City Engineer determines that, due to existing information available on the soils of the site, no analysis is necessary. If the soils engineering report indicates soil problems that, if not corrected, could lead to structural defects, a detailed soils investigation may be required.

The soils report shall include data regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading procedures and design criteria for corrective measures, when necessary, and opinions and recommendations covering adequacy of sites for development. The report shall include the locations and logs of any test borings and percolation test results and a hydrological evaluation if on-site sewage disposal is proposed.

The Community Development Director may require additional information if necessary, to determine whether the purposes of these guidelines are being carried out, or may authorize omission of any or all the drawings required by this section, if they are not necessary in order to comply with said purposes.

2. Upon determination that an application is complete, the proposed project shall be forwarded to the Project Review Committee ("**PRC**") for their review and comment.
3. The Community Development Department shall also forward the proposed project to such other public agencies, whose operations or areas of responsibility could be significantly affected by the proposed project, for their review and comment in compliance with the City's rules and procedures for implementation of CEQA.
4. If, after review and consideration pursuant to this section, the project is determined to be unacceptable, the Community Development Department shall inform the applicant of identifiable issues and suggest alternatives to resolve such issues. The applicant shall then be directed to return with revisions and/or work with staff to resolve issues prior to a public hearing by the Planning Commission.
5. Following a review of the application and public hearing, the Planning Commission shall adopt a resolution indicating their decision and containing any conditions of approval and the findings of fact upon which such decision is based.

d. Findings

The Planning Commission may approve a CUP application in whole or in part, with or without conditions, only if all of the following findings of fact can be made in an affirmative manner:

1. The proposed use is permitted within the subject district pursuant to the provisions of this section and complies with all the applicable provisions of this title, the goals, and objectives of the King City General Plan, Municipal Code, and the development policies and standards of the City.
2. The proposed use would not impair the integrity and character of the district in which it is to be established or located.
3. The site is suitable for the type and intensity of use or development that is proposed.

4. There are adequate provisions for water, sanitation, drainage, and public utilities and services to ensure public health and safety.
5. The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties and improvements in the vicinity.

e. Conditions of Approval

In granting a CUP, the Planning Commission shall require that the use and development of the property conform with a site plan, architectural drawings, or statements submitted in support of the application or with such modifications thereof as may be deemed necessary to protect the public health, safety, or general welfare and to secure the objectives of the General Plan.

f. Revisions and Modifications

Revisions or modifications of conditional use permits may be requested by the applicant. Further, the Planning Commission may periodically review, modify, or revoke a conditional use permit.

1. Revisions/Modifications Requested by Applicant

A revision or modification to an approved conditional use permit, such as, but not limited to, change in conditions of approval, expansions, intensification, location, or hours of operation, may be requested by an applicant. The applicant shall supply necessary information, as determined by the City, to indicate reasons for the requested change. The requested revision or modification shall be processed in the same manner as the original conditional use permit.

2. Review by Planning Commission

The Planning Commission may periodically review any conditional use permit to ensure that it is being operated in a manner consistent with conditions of approval or in a manner that is not detrimental to the public health, safety or welfare, or materially injurious to properties in the vicinity. If, after review, the Planning Commission deems there is sufficient evidence to warrant a full examination, a public hearing date shall be set.

2. **Plot Plan Review Process** An Architectural Review Application shall be submitted when required by Municipal Code Chapter 17. Reference Chapter 5 for Design Standards.)

a. Purpose

A plot plan review is required for any use or structure not requiring a CUP. The plot plan review is conducted by staff and does not have a public hearing unless appealed to the Planning Commission. The plot plan review process certifies that the land use and/or development will satisfy all applicable provisions of the Specific Plan and City Municipal Code, when applicable. Plot plan review approval enables issuance of a building permit pursuant to the City Municipal Code, or the establishment of a land use that does not require a building permit but is still subject to a City Business License.

b. Plot Plan Review Applications

The following information is required for Plot Plan Review:

- i. Completed planning application form and required fee and attachments.
- ii. Five (5) copies of accurately scaled drawings using a standard engineer's scale (approval necessary for use of scale smaller than 1:30, i.e., 1:40 or 1:50), neatly and accurately prepared, that will enable ready identification and recognition of submitted information (folded to nine inches (9") by twelve inches (12') size) showing:
 - a. The location, exterior boundaries, and dimensions of the entire property that is the subject of the application. The scale of the drawing and a north arrow shall be indicated. An area location map showing the proposed project site and its distance from nearby cross streets and natural or manmade landmarks, as necessary to readily locate the site, may be included,

- b. The location, name, width and pavement type of adjacent street(s) or alley(s), as well as the locations of existing or proposed curbs, gutter or sidewalk improvements, if any,
 - c. The locations, dimensions and use of all existing and proposed structures on the property, including accessory structures, trash enclosures, decks, balconies, fences, walls, exterior lighting structures, signs, and other structural elements that protrude into yard areas. When the use of a proposed structure is not certain at the time of application, the occupancy-type, as defined by the Uniform Building Code, may be submitted for use.
 - d. The locations, dimensions and type of existing and proposed utilities, including water supply, sewage disposal facilities, electricity, gas, or other utilities. Existing and proposed public and private easements shall be shown.
 - e. The locations and dimensions of existing or proposed driveways and parking areas (enclosed or open), including type of surfacing materials, parking spaces, aisles and identification of any driveway grades over ten percent (10%). The flow of traffic should be noted by arrows.
 - f. The generalized locations of any major topographic or manmade features on the site, such as rock outcrops, bluffs, streams and watercourses, or graded areas. A topographic map may be required by the Community Development Director and/or Building Official, and
 - g. The locations of all existing trees and major shrubs, with specific specifications as to which plants are to be removed or retained.
- iii. Five (5) blueprints of a grading plan and drainage plan (folded to nine inches (9") by twelve inches (12") size), ***if found necessary by the Community Development Director, Building Official or City Engineer,***
 - iv. Five (5) blueprints of preliminary floor plans (folded to nine inches (9") by twelve inches (12") size), drawn using standard engineer's or architect's scale, for each story of each building or structure, showing the following:
 - a. Location of walls, doors and windows,
 - b. Identification of activity areas, and
 - c. Placement of window and door locations on floor plans in coordination with the elevations.
 - v. Preliminary landscape plan prepared by a licensed landscape architect or as approved by the Parks and Recreation Director, ***if found necessary the Community Development Director.*** The number of copies of such plans to be submitted shall be ***established by the Community Development Director.*** The Building Department may require submission of amendments to an application before, during or after its review period to reflect more detailed information reasonably necessary for staff to make its determination. If a new structure or an addition to existing structure is proposed, where the addition or new structure will be located within the dripline of an oak or landmark tree, a site plan shall be submitted which depicts the location of all mature trees on the site, including the type of tree and diameter of the tree. ***At the discretion of the Parks Department,*** an arborist report may be required for any trees on the site which may be affected by the proposal in order to determine whether the proposal will damage the existing tree(s).

c. Appeals

Any affected person may appeal the decision on a plot plan review to the Planning Commission. The appeal period is **fifteen (15) days** from the plot plan review determination. The Planning Commission decision may be appealed to the City Council, in accordance with

the Municipal Code. Once an appeal is filed, issues are limited to the original reason stated for the appeal. The Planning Commission or City Council may review and take action on all determinations, interpretations, decisions, judgments, or similar actions taken on the application or project, and are not limited to the reason stated for the appeal. Appeals must be in writing on a form obtained from the City Clerk. The appellant shall state the specific reasons for the basis of the appeal. Appeal applications shall include the required fee and mailing labels for property owners within **three-hundred feet (300')** of the project being appealed.

C. Uses Permitted Subject to Plot Plan Review

If the Community Development Director, or designee, determines that **all the following** circumstances exist regarding a development proposal, a plot plan review application shall be required rather than a conditional use permit. *If there are no structural additions, and the proposed project meets the requirements below, the Community Development Director may waive the requirement for a plot plan review application.*

1. The project will be occupying an existing building or will require an addition to an existing structure that will not result in an increase of more than **twenty-five percent (25%) of the floor area of the structure before the addition**, or **one-thousand (1,000') square feet**, whichever is less; and
2. The proposed use is the same or similar in character to the existing use, as determined by the Community Development Director, or designee. Exceptions may be allowed if the Community Development Director determines that the new use is less intensive than the existing use; and
3. The project is exempt from CEQA review and there is no possibility of a significant impact on the environment.

D. Uses Permitted Subject to Obtaining a Conditional Use Permit

The following uses are permitted subject to obtaining a conditional use permit:

1. Manufacturing Uses

- a. Manufacture, processing and packing of beverages (except distilleries);
- b. Food or food products completely within a structure or processing and packing of food products when the major operation takes place in unenclosed structures and where products, materials and equipment are stored in the open;
- c. Other manufacture, assembly, processing and packaging or industrial operations within a building where all resulting dust, dirt, cinders, fumes, gases, smoke or offensive odor shall be confined to the premises or so disposed of as to avoid air pollution;
- d. Manufacture, repair, sale, lease or storage of farm and general agricultural tools, equipment and vehicles where repairs are conducted within a building or within an area enclosed by a solid **eight foot (8')** fence;
- e. Laboratory, research and development facilities; and
- f. Food and beverage products packaging, cooling and freezing plants.

2. Wholesale and Warehouse Uses

- a. Wholesaling, storage and warehousing completely within an enclosed structure.

3. Commercial and Services Uses

- a. Office of manufacturers' representatives, brokers, business and professional services or consultation;
- b. Printing, publishing, book-binding and blueprinting services. Retail sales as an accessory to these uses and within the same building;

- c. Testing and analysis of scientific equipment and instrumentation;
- d. Retail sales as an accessory to permitted uses and within the same building shall not exceed ten percent (10%) of the gross floor area;
- e. Retail commercial uses such as restaurants, service stations and convenience stores designed to serve the industrial area; and
- f. Auto, truck, boat, trailer sales and rental. Service facilities for these uses when conducted entirely within a building or within an area enclosed by a solid **eight-foot (8')** fence.

4. Residential Uses

- a. Residential uses for caretakers in conjunction with permitted uses but not including any other residential use.

5. Similar Uses to Above

Any other use which the Planning Commission finds similar to other uses in this district based on the criteria in Municipal Code §17.02.05 (B).

E. Manufacturing Uses Not Allowed

The following manufacturing uses are not allowed:

- 1. Production or mixing of asphalt, cement, charcoal and fuel briquettes, including those of a portable or temporary type.
- 2. Production of coal, coke and tar products, including use in manufacturing.
- 3. Production of dry fertilizers, gelatin, animal glue and sizing.
- 4. Production of turpentine, matches and paint.
- 5. Stockyards, slaughterhouses including poultry, animal feeding or sales yards, slag sites.
- 6. Storage and manufacturing of fireworks or explosives.
- 7. Brick yards, cement pipe and block manufacturing, pottery manufacturing, and other kiln fired products.
- 8. Production of herbicides and pesticides, and
- 9. Solid waste recycling, re-processing, storage or distribution. (Ord. 596 §1 Exh. A, 1998: Ord. 587 §1 Exh. A (part), 1996)

F. Accessory Buildings And Uses Permitted

- 1. Accessory buildings are permitted only if constructed simultaneously with or subsequent to the main building on the same lot.
- 2. Accessory uses which are normally incidental to uses permitted. (Ord. 587 §1 Exh. A (part), 1996)

G. Standards

(Also reference Chapter 5 for Design Standards.)

1. Maximum Building Height

No building shall be more than **three (3) stories**, or more than **thirty feet (30')** in height (not including roof-mounted equipment which must be screened and/or painted to coordinate with building architecture). However, the height limit may be increased upon first securing a CUP if the building is equipped with a fire sprinkler system meeting the requirements of all applicable state laws, rules and regulations, as well as all applicable city ordinances, specifically including but not limited to ordinances adopting by reference uniform building,

plumbing and fire codes, set forth in Chapter 12.04 of this Municipal Code. (Ord. 587 §1 Exh. A (part), 1996)

2. Minimum Building Site

Table 1

| | |
|----------------------------------|-------------------------|
| a. Minimum Building Site: | 30,000 square feet |
| b. Minimum Lot Width: | One hundred (100') feet |
| c. Minimum Lot Depth: | One hundred (100') feet |

3. Maximum Building Site Coverage

The maximum coverage of a lot by all structures may be **sixty percent (60%)**. (Ord. 587 §1 Exh. A (part), 1996)

4. Minimum Yards Required

Following are the minimum building setbacks:

Table 2

| | |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Front Yard: | Abutting public or private street: 20 feet, provided the structure is not greater than 20 feet in height. For structures greater than 20 feet in height, the front yard setback is 40 feet. |
| b. Side Yard: | 10 feet for single story structures not exceeding 20 feet in height, otherwise the side yard setback shall be 20 feet. |
| c. Rear Yard | |
| i. Interior Lot | 10 feet for residential structures not exceeding 20 feet in height, otherwise the rear yard setback shall be 20 feet. |
| ii. Corner lot | Same as front yard setback. |

Chapter 5: DESIGN STANDARDS

A. Introduction

The Design Standards are intended to preserve the integrity of development in the East Ranch Business Park Specific Plan area. The Design Standards for East Ranch Business Park and individual parcels will help ensure the implementation of a quality development and maintain the concept of a strong master-planned industrial community.

B. Design Review Process (Architectural Review Process)

The architectural review procedures set forth in Title 17 of the King City Municipal Code shall apply to all commercial, office, and industrial properties in the Specific Plan area. *Elevations, site plans, and landscaping plans* shall be approved by the Planning Commission, if a CUP is required, ***prior to the issuance of any building permits***. If a CUP is required, the process should occur concurrently. If a Plot Plan review is required instead of a CUP, elevations, site plans and landscaping plans, and other required architectural review items, shall be reviewed and approved by staff.

C. Architectural Features

1. Projects shall utilize at least three (3) coordination colors. Minor variations will be subject to review and approval by the Community Development Department.

All surfaces visible from the adjacent streets will be finished according to these standards.

2. Mansard roofs, parapets, overhangs, and awnings will be decorative and coordinated with the architecture and colors of the building. Visible roofing materials on these features will be tile or architectural metal. ***Composition, tar and rock roofing materials are not acceptable for visible roofing.***
3. Site and roof-mounted equipment shall be painted and screened from adjacent public street visibility and shall coordinate with architectural features of the building. Well maintained antenna towers and satellite dishes may be left unpainted. These details must appear on elevations submitted for architectural review.
4. Windows and main entrance doors will be bronze glass for appearance and energy conservation.
5. Wind barriers consistent with the architecture and colors of the building may be built to a maximum height of **thirty feet (30')** and not to exceed the height of the building.
6. Electrical and mechanical apparatus and fixtures located on exterior walls shall be concealed from street visibility in a manner consistent with the architectural design of the building.
7. Dumpsters and trash collection areas must be enclosed or suitably screened from street visibility. ***(Reference Exhibit 9)***

D. Landscaping

1. Concept

The basic objective of the ***Landscape Concept*** is to create a strong sense of project identity throughout the East Ranch Business Park Plan Area. The intent of the Landscape Concept is to establish a park-like setting which creates not only a strong landscape framework for the buildings, but also provides a pleasant pedestrian circulation system along the major San Antonio Drive arterial.

The selection of plant materials shall be made with water conservation and low maintenance characteristics as considerations. The aesthetic qualities of landscaping and plant material shall blend with the native plant material in the King City area.

Landscaping should be used on sites to define areas such as entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties

(buffering), provide screening for outdoor storage, loading and equipment areas, and soften the industrial hardscape of the business park.

Exhibit 3
Example Use of Shrub to Hide Fence/Wall

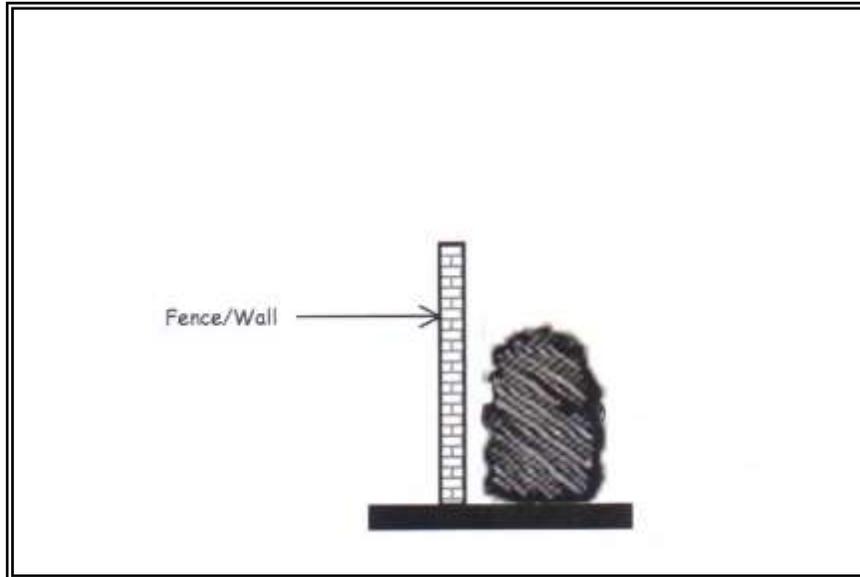
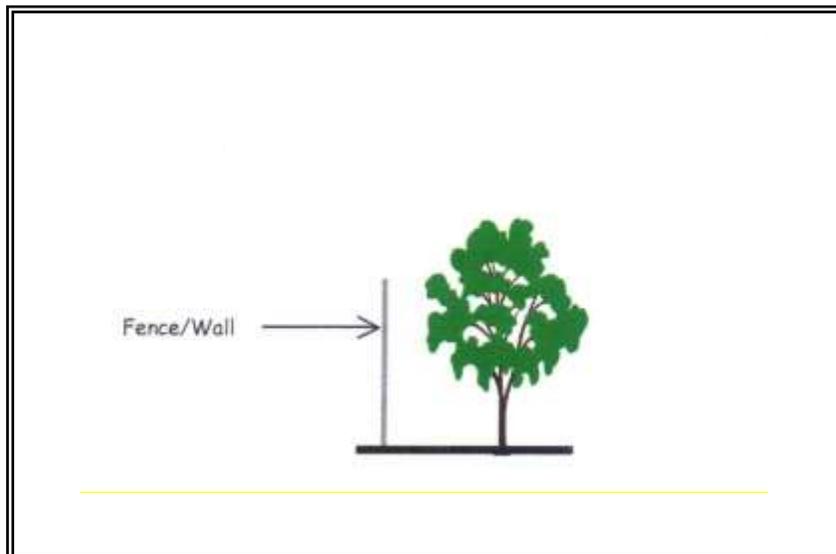


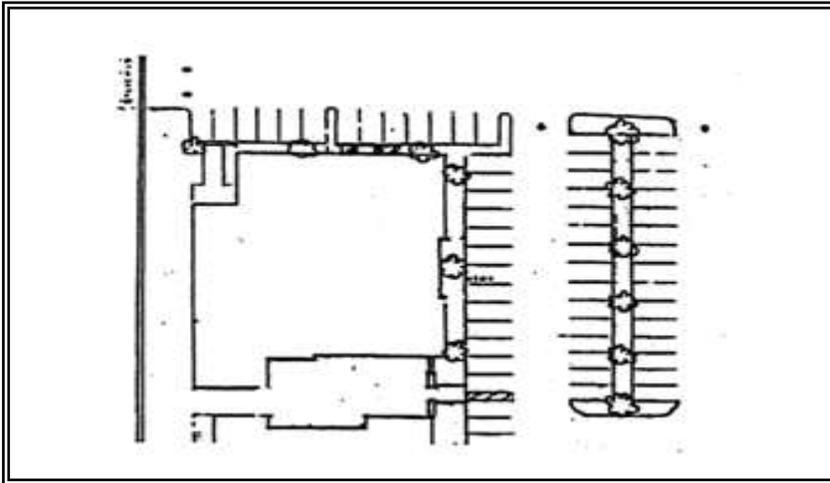
Exhibit 4
Example Use of Trees to Hide Fence/Wall



2. Standards

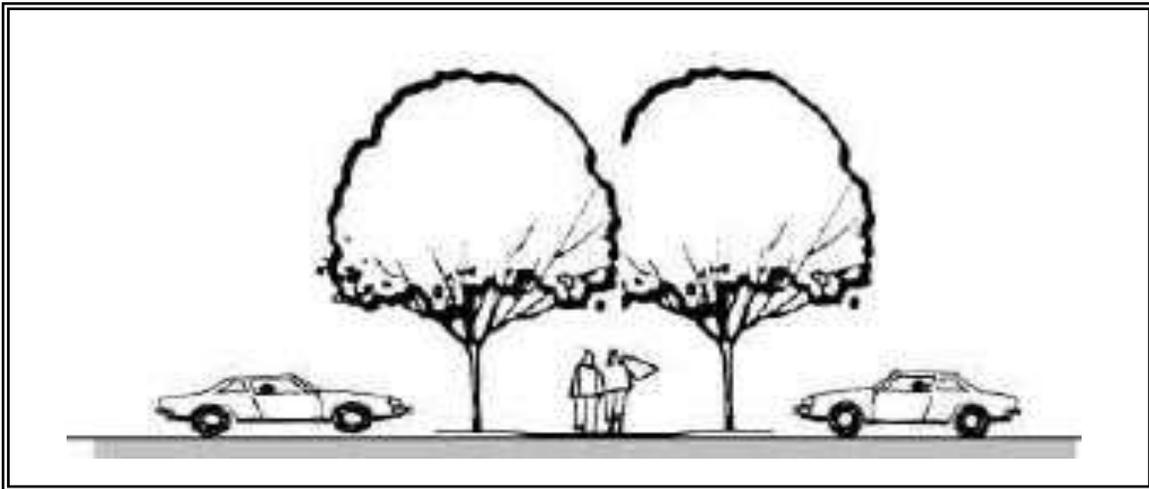
- ✓ The types of trees and vegetation shall be consistent with the City's Master List.
- ✓ Landscaping should be in a scale with adjacent buildings and be appropriate size at maturity to accomplish its intended purpose.

- ✓ Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure and the view of the structure from the public right-of-way.
- ✓ The use of native vegetation is encouraged in landscape designs and materials.
- ✓ Drought-tolerant landscaping is encouraged.
- ✓ Use berming at the edge of the building in conjunction with landscaping to reduce the apparent height of the structure and its mass, especially along street frontages. The landscaping will be undulating mounds with grass or groundcover vegetation with a minimum of **two (2) approved trees** not more than **ten feet (10')** apart.
- ✓ Landscaping is required for the parking lot and front of the building in an amount equal to **ten percent (10%) of the gross area** required for parking. (**Reference Exhibit 5, below.**) Trees are to provide shade for vehicles in the summer. (**Reference Exhibit 6**)



**Exhibit 5
Example
Landscaping for
Parking Lots**

Exhibit 6
Example Landscaping for Parking Lots



3. Landscaping Areas

All developments will be required to landscape a **twenty-foot (20')** front yard and **twenty-foot (20')** side yard setback from the property line which is **adjacent to a public or private street, unless otherwise approved by the Community Development Department.**

Special attention should be given to on-site landscaping in the following areas:

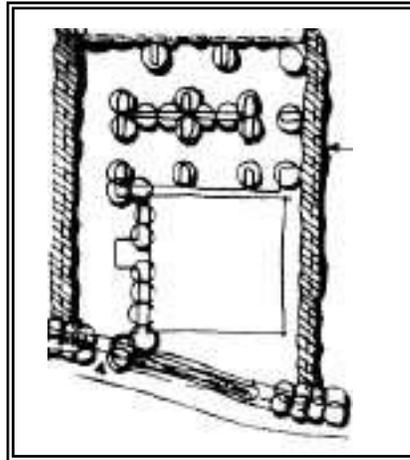
- a. **Property Line Planting** – Off sides of the property line shall be landscaped with trees, shrubs and vegetation.
- b. **Parking Lot Planting** – A minimum of **five percent (5%)** of the total area of parking lot shall be devoted to landscaping. Landscaping in parking lots should be located and maintained so there is no driver view blockage.
- c. **Building Perimeter Planting** – Planting areas around the building shall integrate with the building design and enhance the appearance of the building.

It is intended that individual owners have the flexibility to express their own landscape design concepts while being consistent with the overall landscape concept.



**Exhibit 7
Existing Landscape
Setback Along San
Antonio Road**

**Exhibit 8
Example
Property Line
Planting**



4. Lighting

Landscape lighting, with no visible light source may be used for accenting the following conditions:

- ✓ ***Shrub masses***
- ✓ ***Focal elements***
- ✓ ***Trees (up-lights)***

5. Irrigation

- a. All irrigation systems shall be fully automatic.
- b. Low-volume irrigation equipment shall be required for all planted areas within the individual sites.
- c. Irrigation water shall not overthrow onto walks, common areas, or onto any architectural walls.
- d. Utility cabinets and irrigation hardware should be screened by shrubs.

6. Wall and Fences

Industrial uses often require large outdoor areas for production activities, screen docking, parking and/or storage. Well-designed walls and fences provide an important visual element of a site. **(Reference Exhibits 3 and 4)**

- a. Walls or fences shall be required as a means of screening when landscaping materials alone are insufficient. Walls or fences shall not be allowed within **twenty feet (20')** of driveways in City right-of-way, or as required to provide for safe visibility. A site distance study by a registered engineer shall be required on walls and fences and shall be submitted with application, unless determined not necessary by the Community Development Department and City Engineer.
- b. Solid walls and fences required for screening loading and outdoor storage areas shall be at least **six feet (6') high**. A wall up to a maximum of **twelve feet (12')** high may be permitted subject to a CUP.
- c. Walls constructed within the required front setback areas shall not exceed **three feet (3')** in height.
- d. With walls taller than **six feet (6')**, it may be appropriate to have a stepped design wall, which allows for the creation of a planter area between wall components. The use of trailing vines or groundcovers in these planters is encouraged.
- e. Walls shall be constructed of masonry or concrete materials consistent with, and complementary to, the building architecture.
- f. Landscaped block walls with suitable returns are required for screening purposes along the front yard setbacks. Maximum **eight-foot (8')** high chain link fencing with adequate landscape screening shall be allowed along the side and rear property lines of interior lots where not visible from the public right-of-way. It is the applicant's responsibility to demonstrate that chain link fencing is not visible from the public right-of-way. Walls, fencing and landscape screening shall be subject to Community Development Department review and approval.
- g. Walls or fences shall not be required between separate lots unless deemed necessary for security or screening purposes. Such walls located on property lines between lots shall not exceed **six feet (6')** in height.

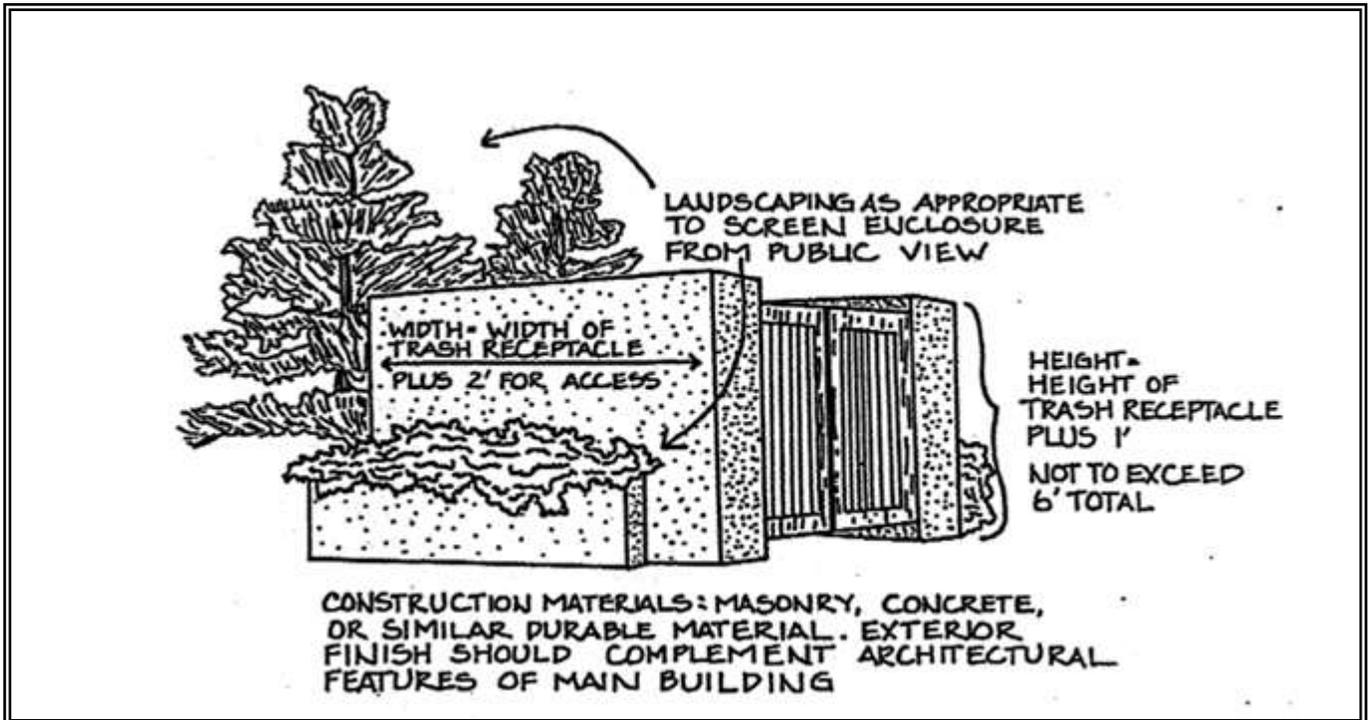
7. Monument Entry/Gateway Streets Zone

The Entry Zone sets the image for the Specific Plan area and occurs at the major entrances off San Antonio Drive. The landscape character should consist primarily of turf and a backdrop of approved trees.

E. Trash Enclosures and Transformers

1. Outdoor trash areas shall be visually screened by a minimum **six-foot (6')** high, noncombustible enclosure constructed of the same materials and finishes as the adjacent building. **(Reference Exhibit 9)**
2. Trash enclosures shall be designed and located so as not to be highly visible from adjacent streets and property.
3. Transformers and emergency generators, where required, shall be screened by walls or dense landscaping.
4. Above-ground transformers and trash enclosures shall not be permitted within the "front" street-side building setback. Transformers located in the "front" street-side setback shall be underground.
5. Above-ground switching devices, installed as a part of the backbone utility system, shall be screened from view from adjacent streets by shrub elements as provided for in the streetscape design and shall not be permitted in the "front" street side setback.

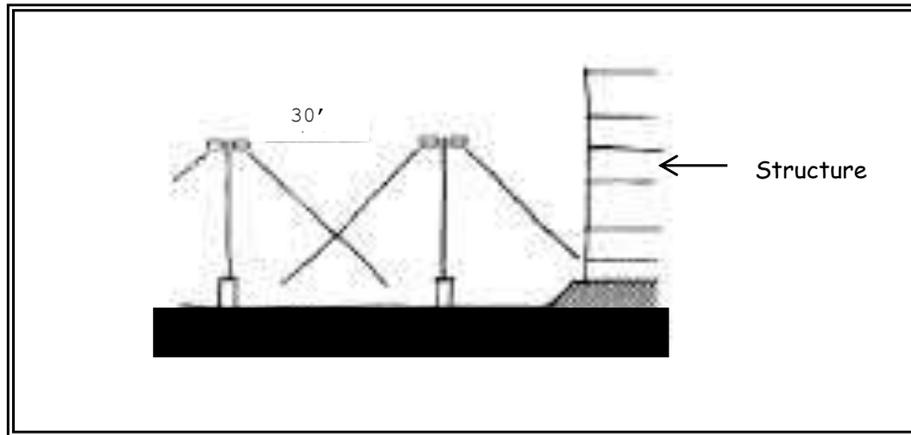
Exhibit 9
Example Trash Enclosure



F. Lighting

1. Lighting shall be used to provide illumination for security and safety of parking, loading, and access areas. Security light fixtures shall not project above the fascia or roofline of the building.
2. All lighting shall be shielded (cut off) to keep light spread within the site boundaries.
3. Pole light fixtures in parking areas shall not exceed **thirty feet (30')** in height. **(Reference Exhibit 10)**
4. Exterior building lighting shall be used to reinforce the architectural design. Emphasis shall be placed on entries, landscaping elements, architectural features, etc.
5. Lighting shall be directed toward the building (wall wash), not adjacent properties.
6. Service area lighting, if any, shall be contained within the service area and shall be a 90-degree cutoff-type fixture.

**Exhibit 10
Example
Parking Lot
Lighting Direction**



**Exhibit 11
Existing Street Light Pole in East Ranch Business Park**



G. Roof Screening

1. All rooftop equipment or devices including vents, louvers, hoods, and mechanical equipment shall be painted to match the building color.
2. Roof-mounted mechanical equipment shall not extend above the highest architectural element or be mounted on any exterior building elevation. No such equipment shall be visible from the public right-of-way.
3. Any screening device shall be constructed of the same materials as the supporting building or closely matching materials.

H. Parking

The following are general design guidelines for parking facilities, including bicycle parking. With the exceptions shown in this document, parking requirements for layouts, sizes, and ratios shall comply with Chapter 17.52 of the King City Municipal Code.

1. General Design Principles

Parking areas should be designed to serve pedestrian and bicyclist needs as effectively as vehicle parking needs.

- a. Shared parking arrangements are encouraged by the City. Parking areas on adjoining parcels should be connected to allow continuous vehicle, bicycle, and pedestrian access. Pedestrian linkages between parcels should be located separately from vehicle path of travel where possible and clearly differentiated from vehicle travel ways.
- b. Pedestrian path of travel and Americans with Disabilities Act (ADA) access must be incorporated into all parking areas. ADA pedestrian ways must connect parking areas to streets.
- c. Pedestrian path of travel should be incorporated in parking lots, where practical, using elements such as accented paving, stamped concrete, trellises and lighting.

2. Parking Space Access

Access shall be approved by the City Engineer and Building Official. Parking spaces may be offsite within three hundred feet (300') of the subject property, upon approval of the approving City entity/individual and City Engineer.

3. Parking Space Requirements

Parking space requirements shall comply with the Zoning Code, unless specified below.

Table 3

| USE | PARKING SPACE REQUIREMENT |
|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Manufacturing | Minimum of two (2) spaces for every three (3) employees on largest shift, but not less than one (1) space per two thousand (2,000') square feet of gross floor area. |
| b. Warehousing and Wholesale | Minimum of two (2) spaces for every three (3) employees on the largest shift, but not less than one (1) per three thousand (3,000') square feet of gross floor area. |
| c. Mini-warehouse | One (1) space per thousand (1,000') square feet of gross floor area. |
| d. Contractor Yards | One (1) space per thousand (1,000') square feet of gross floor area. |
| e. Office | One (1) space per employee, but not less than one (1) space per two-hundred and fifty (250') square feet of gross floor area. |
| f. Retail and Commercial | One (1) space for every one-hundred and fifty (150') square feet of gross sales floor area in addition to the requirements for the primary use. |
| g. Restaurant/Cafe Sit Down Drive Thru and Take Out | 1 parking space per two-hundred and fifty (250) square feet of net floor dining area. (No parking requirement for outdoor seating.) 1 parking space per fifty (50) square feet of net carry-out floor area, but not less than five (5) spaces, plus six (6) spaces per external teller or customer service window designed for drive-in service. |

Handicapped parking shall comply with the latest Uniform Building Code ("**UBC**") requirements. For any use not specifically set forth in the above section or Municipal Code, the approving

entity/individual shall determine the amount of required parking based upon similar uses, or evidence of actual demand based on traffic engineering or planning data, prepared by a licensed professional engineer. The applicant shall provide the necessary data and background information.

4. Common Parking Facilities

Common parking facilities may be provided in lieu of individual requirements if the total number of parking spaces is the sum of the requirements for individual uses and the parking facilities are located within **five hundred feet (500')** of the associated use.

- a. The total parking requirement may be reduced to **eighty percent (80%)** of the required standard for shared uses; or **seventy percent (70%)** of the required standard for shared uses if a parking study, prepared by a licensed engineer or architect, can clearly show that the shared uses have different hours of operation and would not conflict in their time of use.
- b. As a condition of allowing common parking facilities, parties using common parking facilities shall provide evidence of such joint use by a proper legal agreement approved by the City Attorney. Such agreements when approved shall be filed with the Building Department and City Clerk and recorded with the County Recorder.

5. Loading Facilities

Loading bays are key elements of the function of many industrial buildings, but can be a problem in the overall building design that is attractive from public view.

- a. To **alleviate** the **unsightly** appearance of **loading** facilities for industrial uses, these areas **should not** be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear or side of the building where special screening may not be required.
- b. When it is not possible to locate loading facilities at the rear of the building, **loading** docks and doors should not dominate the frontage and must be screened from the street and adjacent property. Loading facilities should be offset from driveway openings.

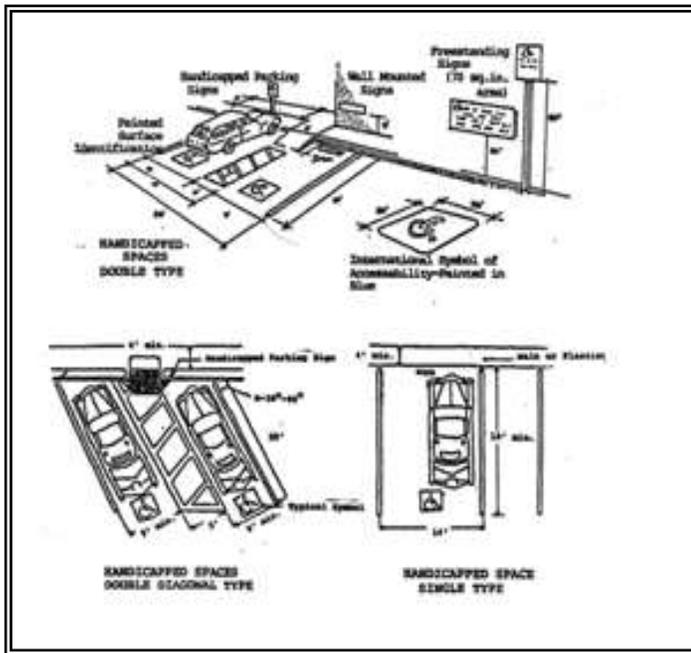
6. Bicycle Parking

Adequate onsite facilities for bicycle parking is required for projects. Each new commercial or industrial project shall provide bicycle racks or other secure bicycle parking to accommodate **four (4) bicycles** per the **first fifty thousand (50,000) square feet** of nonresidential development and **one (1) bicycle** per **each additional fifty thousand (50,000) square feet** of nonresidential development. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the Community Development Department.

Each bicycle rack should stand a minimum of **thirty inches (30')** from ground level and support each bike in a stable position by providing at least two (2) vertical contact points for a bicycle frame. The rack should be coated with or constructed of a durable material that prevents rust and corrosion.

7. Motorcycle Parking

One (1) motorcycle space shall be provided for each **twenty (20) vehicle spaces**. Motorcycle spaces shall be **four feet (4') wide by eight feet (8') long**.



**Exhibit 12
Example Dimensions of
Handicapped
Parking Spaces**

I. Signs

Each structure should be designed so adequate signage can be provided onsite. Provisions for sign placement, sign scale in relation to building scale, and the readability of the sign should be considered in developing the overall project's signage concept.

1. General Principles

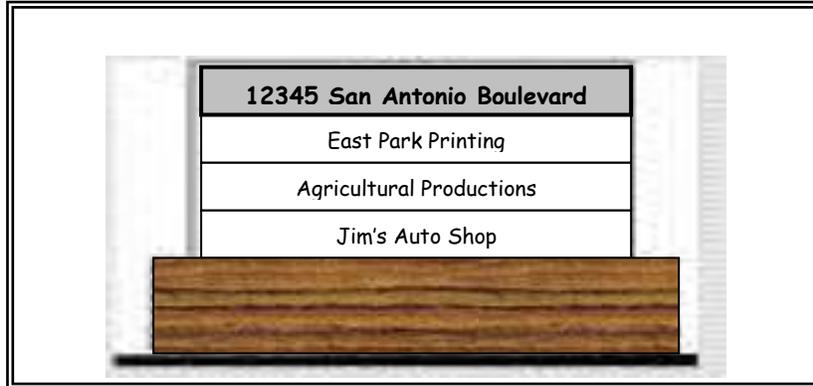
- a. All signs should be compatible with the structure and site design relative to color, material and placement.
- b. Monument-type signs are preferred for business identification signs. Where several tenants occupy the same site³, individual wall-mounted signs are appropriate in combination with a monument sign identifying the complex and address.
- c. The use of individually cut letter signs is encouraged.
- d. The industrial site should be appropriately signed to give directions to loading and receiving areas, visitor parking and other special areas.
- e. All signs shall be placed to provide adequate sight distance and safe visibility at driveways. A site distance study by a registered engineer shall be required on walls and fences and shall be submitted with application, ***unless determined not necessary by the Community Development Department and City Engineer.***

2. Standards

Projects shall adhere to the sign standards in the Municipal Code.

³ Projects or buildings containing more than three businesses or enterprises should have a Master Sign Program.

**Exhibit 13
Example
Monument Sign**



**Exhibit 14
Existing Sign in East Ranch Business Park**



J. Access

1. Public Streets

The existing network of Public Streets consists of San Antonio Road, Don Bates Way, Bitterwater Road, and Metz Road. In the event that additional public streets are required, the streets and right-of-ways shall be dedicated to the City and individually developed to City Standards.

Any work in existing street pavement shall be repaired to match the existing pavement section or six inch (6") AC over sixteen inch (16") Class 11 aggregate base, whichever is greater. Any construction in public easements and/or right-of-ways will require an encroachment permit.

2. Private Streets

There are no private streets within the Specific Plan area. It is anticipated that new development in the Specific Plan area will provide private streets.

In the event that private streets are required, the private streets shall be developed and maintained by the individual developer/owner of the parcels that are served by the private street.

To ensure that private streets are constructed in a manner which will not create access hazards, future maintenance problems, or other undesirable situations, the following shall be applied to approvals:

- a. *Private streets shall be cul-de-sacs and/or minor local streets not carrying through traffic.*
- b. *Private streets shall be permitted only when access is provided from a public right-of-way.*
- c. *An irrevocable offer of dedication may be required of the developer at his expense prior to recordation.*
- d. *Private streets shall be constructed to the same standards as comparable local public streets in industrial areas, and shall include a minimum of forty-four feet (44') of paving between curbs adopted to the City Engineering Design Standards, **or as deemed acceptable by the Community Development Director and City Engineer.** Any construction in public easements and/or right of ways will require an encroachment permit.*

3. Private Driveways and Vehicle Access

All new development shall provide private driveways and vehicle access.

To insure that driveway(s) and vehicle access are constructed in a manner which will not create access hazards, future maintenance problems, or other undesirable situations the following shall be applied to approvals:

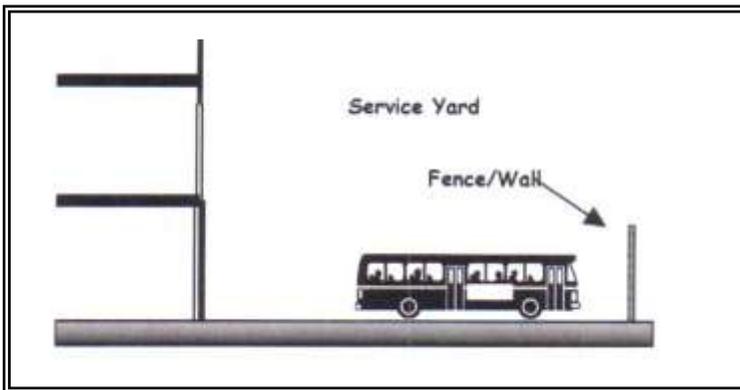
- a. *All driveways and vehicle access shall be constructed to City Standards and be ADA compliant. The individual developments may propose alternate driveways/connections to Public Streets, subject to review and approval by the City Engineer, and Community Development Department.*
- b. *All vehicle access shall be a minimum of twenty-four feet (24') wide for two-way traffic. Additional width may be required depending on the type and volume of traffic anticipated. A soils report that includes a pavement design shall be done by a licensed professional engineer for any proposed development (3" AC over 8" CI 11 aggregate base minimum).*
- c. *Any construction in public easements and/or right of ways will require an encroachment permit.*

All new driveways shall incorporate stamped or colored concrete that blends with the Project architecture, **unless another entrance treatment is approved by the Community Development Department.**

4. Pedestrian Access

The network of sidewalks and walkways in the Specific Plan area shall be constructed, extended, upgraded, and/or repaired to provide five-foot (5') wide sidewalks generally adjacent to each side of public streets within the Specific Plan area, and in accordance with the following policies:

- a. *Any proposed development shall construct, extend, upgrade and/or repair sidewalks generally adjacent to public and or private street curbs along full street frontage. All sidewalks shall be five feet (5') wide and shall be per City Standards, and/or ADA compliance.*
 1. **San Antonio Drive:** *Construct five-foot (5') sidewalks on northerly side road, and update/repair as required on south side as required by the City Engineer.*
 2. **Don Bates Way:** *Construct five-foot (5') sidewalks on each side and through cul-de-sac bulb.*
 3. **North Side Bitterwater, and East Side Metz Roads:** *Construct five-foot (5') sidewalks where missing and update/repair as required by the City Engineer.*
- b. *Individual developments may be required to construct, extend, upgrade, and/or repair sidewalks in street frontages within one-hundred feet (100') of individual development project sites.*
- c. *Private on-site walkways will be required on individual project sites. Private/internal walkways shall be separated from vehicular drives with a curb, berm or other appropriate means, and shall connect at safe and convenient points with sidewalks and street crossings with public right-of-ways. All developments shall have ADA-compliant walkways and access.*
- d. *Pedestrian walkways shall directly link each building in the development project with parking areas, other buildings, and off-site areas.*



**Exhibit 15
Example Service Yard
Screening**

**Exhibit 16
San Antonio Drive**



K. Grading and Drainage

All development projects within the Specific Plan area shall provide grading and drainage. The grading and drainage shall comply with City Standards and the following:

1. Grading

- a. *A soils report by a licensed professional engineer shall be required, and all grading and earthwork shall be constructed per the grading specifications in soils report.*
- b. *At all times during construction and until final completion, the developer shall prevent the formation of an airborne dust nuisance by watering and/or treating the site of the work in such a manner that will confine dust particles to the immediate surface of the work.*
- c. *All grading shall be done to NPDES Standards and requirements. The grading and project construction shall incorporate Best Management Practices, A Notice of Intent, and Storm Water Pollution Prevention Plan, if required.*

2. Drainage

- a. *All drainage shall conform to City Standards, and be reviewed and approved by the City Engineer prior to plan approval.*
- b. *All drainage shall be collected and directed to City Storm Drain system. No surface flows shall be directed over city sidewalks. No drainage shall be across private property lines, unless in a privately maintained storm drain system as approved by the City Engineer.*
- c. *Any construction in public easements and/or right-of-ways will require an encroachment permit.*
- d. *All drainage shall be done to NPDES Standards and requirements. The drainage during and after construction shall incorporate Best Management Practices.*

Drainage of surface parking parcels and roof areas shall terminate at an underground storm drain system or approved street flow system.

L. Utilities and Communications Devices

1. All new utilities, including those for rehabilitation building construction, shall be installed and maintained underground.
2. Utilities shall be designed and installed to minimize disruption of off-site activity during construction.
3. Temporary overhead power and telephone facilities shall be permitted only during construction.
4. Any device for transmission or reception of communication signals shall be screened with compatible material and finishes as utilized in the building.

Chapter 6: IMPLEMENTATION AND FUNDING SOURCES

A. Introduction

This section presents the funding sources and mechanisms available for implementing the capital improvements proposed in the Specific Plan. The Specific Plan will be implemented through a combination of public and private actions and investments. The private sector will be responsible for on-site buildings, parking, landscaping, local employee open space and maintenance. Together, the public and/or private sector will provide the infrastructure and other capital improvements of the plan. These include roads, water, sewer and storm drainage improvements, railroad crossing improvements, electrical undergrounding, public street lighting, public transportation, bicycle lanes, entry points, special intersections, special streetscapes, open space, public art and sculpture, street furniture, and maintenance.

B. Implementation

The following lists the capital improvements proposed in the Specific Plan area. Each section indicates whether each improvement is to be funded publicly, privately, or as a joint public/private venture, and presents the potential funding source(s) for these improvements.

The cost of these capital improvements is provided, if available.

- 1. Roads** – The existing network of public roads are suitable to serve the Specific Plan area. Individual developments within the East Ranch Business Park Specific Plan shall connect to the existing public road network. If any development is proposed with unusual traffic volumes, vehicle size, weight, or access requirements, additional review and approval will be required.

The roads should be publicly maintained with appropriate patches, repairs, and as funding becomes available. A one-and-one-half inch (1.5") (minimum) AC Overlay should be provided.

- 2. Public Pedestrian Access** – The existing network of public sidewalks generally provides a loop along the south side of San Antonio Road, east side of Metz Road, and north side of Bitterwater Road. The sidewalk network needs to be expanded, updated, and repaired.

As individual developments occur, the sidewalk along the developments frontage must be constructed where sidewalks are missing, updated and/or repaired where sidewalks are in disrepair and/or not to current ADA standards.

As funding becomes available, developed property frontages can have the sidewalks constructed, updated, and/or repaired.

- 3. Water** – The King City water supply system is owned and operated by California Water Services Company (Cal Water), a public utility regulated by the State Public Utilities Commission. This system relies upon six wells that draw from the groundwater basin, which is recharged by the Salinas River. The Cal Water system has a maximum production capacity of 3 million gallons per day. A 250,000-gallon storage tank with 2,000 gallon/minute pump provides ample water pressure throughout the city. The City owns a well that irrigates the Municipal Golf Course.

The water system appears to be generally adequate for existing development; as new development replaces agricultural uses, the net new water demand is much less. A new well site is needed as additional development occurs in the future under General Plan buildout. No significant deficiencies are known to exist with respect to water pressure, volume, or quality. Improvements to the system will be on an incremental basis by Cal Water as needed, and additional demand is expected to be met by improving water conservation and expanded pumping from groundwater.

- 4. Sewer** – The City sanitary sewer collection system is adequate for anticipated flows.

Individual developments shall connect to the City sanitary sewer system as a part of the

development. If any development is proposed with unusually high flows, or unsuitable discharges, additional review and approval will be required. Public and/or capital improvements are not anticipated for the area.

5. **Drainage** – The City storm drain collection system is adequate for anticipated drainage flows. Individual developments within the East Ranch Business Park Specific Plan shall connect to the storm drain system. If any development is proposed with unusual drainage discharge flows, or unsuitable discharges, additional review and approval will be required. Public and/or Capital improvements are not anticipated.
6. **Public Street Lighting** – The City street lighting system is adequate for current street lighting. If additional streets are constructed these streets must provide additional street lighting to current standards. Public and/or capital improvements are not anticipated.
7. **Bicycle Lanes** – San Antonio Road currently has Class III Bike routes. The **forty-eight foot (48') wide** street can be re-stripped for Class II Bike lanes – **three (3) twelve foot (12') lanes** (two-way traffic plus center turn lane) and six foot (6') bike lanes on each side.

As funding becomes available or as the City maintains/re-stripes its streets, San Antonio Road can be re-stripped to provide Class II Bike lanes along each side of the road.

C. Potential Funding Sources

This section of the Specific Plan presents a discussion of the potential funding sources available for the implementation of the Specific Plan area.

A variety of funding sources is available for the implementation of the improvements proposed in the Specific Plan. These improvements fall into the following categories:

- √ *King City Capital Improvements Program*
- √ *King City Redevelopment Funding*
- √ *Reimbursement Agreements and Districts*
- √ *Assessment Districts*
- √ *Special Assessment Districts*
- √ *Mello-Roos*
- √ *Public Capital Facilities*
- √ *City-wide Impact Fee*
- √ *Developer Financing*

1. Capital Improvements Program

The City of King City has a capital budget composed of funds from a variety of sources. All capital improvements must be approved as part of the City's annual budget. Some of the proposed capital improvements for the Specific Plan area may be funded in this manner.

2. Community Redevelopment

The California Community Redevelopment Law (“**CCRL**”) allows communities to utilize tax increment financing to carry out redevelopment activities, by applying tax increments obtained in the project area to finance planning, administrative, acquisition, and improvement activities. The CCRL permits a redevelopment agency to finance land acquisition for public purposes, construction of public facilities, such as roads, parks and sewers, and administrative, legal, planning, and engineering costs related to the project. A redevelopment agency designates a project area and prepares a redevelopment plan. The agency then would issue bonds to finance project area improvements and administrative costs and would supply the tax increments derived in the project area to pay the debt service on the bonds. Tax increments are those tax revenues received during the base year preceding adoption of a Redevelopment Plan.

The King City Redevelopment Project Area ("**Project Area**") was adopted on November 25, 1986 by the City Council by Ordinance Number 500 for the Community Development Agency ("**CDA**") of the City of King City. The Project Area consists of two (2) noncontiguous areas and includes portions of the older central business district and residential neighborhoods and commercial and industrial areas oriented towards the railroad right-of-way or the King City Municipal Airport.

The King City Redevelopment Plan has been amended twice since 1986. The first amendment, adopted on December 13, 1994 by the City Council by Ordinance Number 580, amended the time limits contained in the Redevelopment Plan to bring them into compliance with California Community Redevelopment Law (Cal. Health and Safety Code §33000 et sq.). The second amendment, adopted January 26, 1999 by Ordinance Number 604, extended the CDA's authority to acquire property by eminent domain (excluding property on which residents reside). The current time and financial limits in the Redevelopment Plan are as follows:

- √ **Plan Effectiveness: Plan expires thirty-five (35) years from date of adoption (November 25, 2021)**
- √ **Debt Establishment: Ten (10) years from termination of Plan effectiveness (November 25, 2031)**
- √ **Debt Repayment/Collection of Tax Increment: Ten (10) years from termination of Plan effectiveness (November 25, 2031)**
- √ **Tax Increment Limit: \$45 million**
- √ **Bonded Indebtedness Limit: \$17.5 million**
- √ **Eminent Domain Authority: Expires January 26, 2011**

The CDA has undertaken a number of activities in implementing the Redevelopment Plan, including the issuing of bonds and unsecured notes. There are three (3) series of bonds outstanding, issued in 1994, 1996, and 1998. Projects implemented include contributions to the cost of improvements to the Broadway/U.S. Highway 101 interchange; development of portions of the East Ranch Business Park in the industrial area of the City; development of the Royal Coach Park subdivision, which includes affordable single-family and multi-family housing units; and the development of the Town Square Project, a mixed-use commercial/retail project in the downtown area.

The CDA is currently amending the Redevelopment Plan. The purpose of the proposed Third Amendment is to effect the following changes to the Redevelopment Plan:

- √ **Increase the tax increment limit**
- √ **Increase the bond debt limit**
- √ **Extend the duration of the Plan and the period for the collection of tax increment and repayment of debt**

The changes to the Redevelopment Plan proposed in the Third Amendment would generate additional tax increment for both the CDA's future Housing Set-Aside obligations and discretionary projects and programs. All tax increment generated over the next five year period is anticipated to be dedicated to debt payment and meeting past Housing Set-Aside obligations, and no new projects or programs have been identified.

3. Reimbursement Agreement and Districts

In the case of reimbursement districts, the developer enters into an agreement with the City whereby he will provide certain public improvements, at his expense, in the initial stages of the project. As further development occurs, the City will assess the new projects which benefit from the original public improvements and reimburse the original developer.

Under Articles 5 and 6 of the California Subdivision Map Act (as amended in January 1987), fees can be collected to cover the costs of public improvements including roads, bridges,

drainage and sanitary sewer facilities. Under these provisions, the City could enter into an agreement with the developer to reimburse him or her for that portion of improvement costs equal to the difference between the amount it could have cost the developer to install improvements to serve his or her property only and the actual cost of such improvements. The City would then reimburse the developer by levying a charge on any real property similarly benefited or by establishing and maintaining a local benefit district to levy and collect charges or costs from other benefited properties. It is possible, under this approach, to defer payment of charges or costs by other benefited properties until such property is developed.

4. Assessment Districts

California law authorizes a variety of assessment procedures which could be employed to finance Specific Plan area improvements. These assessment procedures potentially can be applied to finance construction of roads, grade-separated crossings, flood protection facilities, storm drainage facilities, and open space. They can also be used to provide maintenance service or other specialized services, such as transit.

In an Assessment District, the costs and expenses of the capital improvements are apportioned and spread amongst the benefited properties within boundaries of the designated Assessment District area. The cost and expenses of the district can be directly proportioned in accordance with the special and direct benefits that each parcel receives from the works of improvement. Assessment liens are taken against the property(ies) within the Assessment District and are financed through the issuance of bonds, payable over a period of years, thus providing the advantage to the property owners of a loan of deferred funding for the improvements.

In the case of an Assessment District, liens are taken out against the properties upon which capital improvements are proposed. The bonds are held against these properties. Funds from the bonds are used to construct the capital improvements. As development occurs, the developers are assessed to repay the debt on the bonds.

5. Special Assessment Districts

The following are considered to be Special Assessment Districts that provide for a variety of clearly defined improvements. The use of the **1915 Bond Act** is required in all three types of Special Assessment Districts to allow for the issuance of bonds. Section 5101 of the Streets and Highways Code Improvements Act of 1911, Division 7 of the Code, sets out specifically the kind of work that is authorized for construction under Assessment District proceedings. The **Municipal Improvement Act of 1913**, Division 12 of said Code, incorporates this section and also allows the acquisition of those improvements that can be constructed. The list is extensive and the section should be analyzed to clearly understand the kinds of improvements authorized.

A general classification of improvements would include the following:

Grading, sidewalks, sanitary sewers, drains, lighting, fire protection, flood protection, water supply, gas supply, retaining walls, ornamental vegetation and stabilization of land.

Because of the overwhelming factor that relates to the cost of money, the majority of projects today are developed under the proceedings of **1913 Act**. Also, because of the difficulty with issuance of bonds for large parcels under the **1911 Act** in excess of \$50,000, it would be advantageous to use the 1915 Act bond process in conjunction with the 1913 Act. This would fit in with the concept of the larger parcels of undeveloped land that exist within the Specific Plan that may be included into an Assessment District and subdivided into smaller parcels for development and reduce the problem for the bonds.

Assessment District proceedings can be initiated by a petition of the property owners within the boundaries of the area to be designated for the Assessment District, or the legislative body can initiate by direct action without the necessity of a filed petition, for the proceedings to begin on an Assessment District. For legal reasons, it is necessary to comply with the

steps and provisions of the "Special Assessment Investigation, Limited and Majority Protest Action of 1931." This is found with Division 4 of the Streets and Highways Code of the State of California. These proceedings can be undertaken by a legislative body to initiate the proceedings without the necessity of petitions. The 1931 Act also contains certain provisions and procedures for waiving the necessity of its steps.

Several roles need to be identified to develop the Assessment District. These roles involve design engineer, assessment engineer, bond counsel, financial consultant, and an underwriter. From this, one can see the importance of the determination by the people and/or owners within the Assessment District to concur with the process to proceed. Several proceedings must be followed precisely to complete the Assessment District Act as outlined within the code.

The ***Landscaping and Lighting Act of 1972***, added by the State Legislature in 1972 and starting with Streets and Highways Code §22500, allows for the construction and planting of landscaping, lighting systems and materials along with all ancillary items of work that are necessary for the performance of the landscaping or lighting.

The ancillary work that can be provided is quite diverse and can include full street improvements as an example. This Act allows for the construction and installation of all necessary improvements as well as the ongoing cost of operation and maintenance. If it is used for construction activities, a bond may be issued under the Improvement Bond Act of 1915.

A district may be formed pursuant to this Act under the same general petition or counsel instituted actions as with other acts. The key feature with this act, however, is that it does allow for continued assessments for the maintenance and operation costs. An annual engineer's report is prepared in May of each year and presented to the legislative body. Subsequent to the public hearing held by the legislative body, assessments are confirmed and placed on the tax rolls for the following year for the cost of the operation and maintenance of the facility.

6. Mello-Roos

The ***Mello-Roos Community Facilities Act of 1982*** provides for the establishment of a Community Facilities District as a governmental entity to be formed by local agencies for the purpose of providing certain designated additional public services. Also, it is empowered to finance a broad range of public capital facilities through the levy of special taxes against the area where the services and/or facilities are being provided. Bond authorization is available for assisting in the financing of the public capital facilities, but is not available for financing any of the public services. Any authorization relating to the levy of the special tax and/or the bond authorization is subject to a favorable 2/3 vote of the qualified electorate of the Community Facilities District. The local agency can be defined as any city, county, special district, school district or joint powers entity. This law provides an alternate method of financing and is generally applicable for assistance in developing areas or areas undergoing rehabilitation. The district may include areas that are noncontiguous.

The ***Community Facilities District*** Area can provide both services and construction facilities. Examples of these services and facilities are as follows:

Police protection, fire protection, ambulance and paramedics, a recreation program, operation and maintenance of parks and parkways, flood and storm protection services including operation and maintenance.

These services can only be provided to the extent they are in addition to those provided in the district before the district was created and the Act may not be used to replace existing services.

7. Public Capital Facilities

The State of California authorizes the purchase, construction, expansion or rehabilitation of

any real or other tangible property within an estimated useful life of five (5) years or longer which is deemed necessary to meet increased demands placed upon local agencies as a result of development or rehabilitation occurring within the district. The law sets forth a listing of specific, although not exclusive, authorizations including the following: *Local park, recreation or parkway facilities, elementary and secondary school site structures, libraries, natural gas, telephone, and electrical facilities for new areas.*

The Community Facilities District Act also indicates that governmental facilities, which the legislative body is authorized by law to construct, own and operate, may also be constructed through the Community Facilities District. The Community Facilities District is authorized to contract with the regulated public utility to provide these services.

The proceedings for establishing a Community Facilities District may be instituted at any time by a motion by a legislative body and the proceeding shall be initiated when any one of the following occurs: A written request for the establishment of a district signed by two (2) members of the legislative body, a petition requesting the initiation of the proceedings signed by not less than ten percent (10%) of the registered voters residing within the proposed district or by owners of not less than ten percent (10%) of the area proposed to be included within the district. The establishment of the district should include and describe the district boundaries of the territory proposed to be included and state the types of facilities and/or services to be provided.

8. City-wide Impact Fee

King City has adopted a set of development impact fees to finance capital improvements. The fee structure requires the payment of fees, **prior to issuance of a building permit**. In 2001, the City prepared a Nexus Study (AB 1600) that established development impact fees for:

- √ ***Law Enforcement Facilities, Vehicles and Equipment***
- √ ***Fire Suppression Facilities, Vehicles and Equipment***
- √ ***Circulation Improvements (Streets, Traffic Signals and Bridges)***
- √ ***Storm Drainage Facilities***
- √ ***General Facilities, Vehicles and Equipment***
- √ ***Public Library***
- √ ***Community Center Facilities***
- √ ***Aquatic Center***
- √ ***Parkland Acquisition and Development***

The City is currently considering updating these fees to meet the demands for future growth. An updated impact fees study should be complete by December 2007.

9. Developer Financing

Direct developer/builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing, and other improvements.

Other financing mechanisms may be utilized, including the creation of private districts or associations to fund maintenance of certain facilities within the Specific Plan. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations would be detailed in separate Specific Plan development agreements.

Acres, Gross

The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private rights-of-way, public open space, and floodways.

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on prime or improved pasture land.

Buildout; Build-Out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Capital Improvements Program (CIP)

A program administered by a city or county government and reviewed by its Planning Commission, which schedules permanent improvement, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

Commercial

A land use classification which permits facilities for the buying and selling of commodities and services.

Compatible

Capable of existing together without conflict or ill effects.

General Plan

A compendium of City or County policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code §65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven mandatory elements (Circulation, Resource Conservation, Housing, Land Use, Noise, Open Space, Safety, and Air Quality), and may include any number of optional elements (such as Economic Development, Community Design, Public Facilities and Services).

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Industrial

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development, and less intensive warehousing and manufacturing.

Infrastructure

The basic components of a city, such as streets, sewers, drainage, sidewalks, curbs and gutters,

⁴ Reference the Municipal Code for other definitions.

street lights and water systems.

Jobs/Housing Balance

The jobs/housing ratio divides the number of jobs in an area by the number of employed residents.

Ordinance

A law or regulation set forth and adopted by a government authority, usually a city or county.

Policy

A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a government agency sets to follow, in order to meet its goals and objectives before undertaking an action program.

Program

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how," and "when" for carrying out the "what" and "where" of goals and objectives.

Public and Quasi-Public Facilities

Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit or quasi-public organizations.

Shall

That which is obligatory or necessary.

Should

Signifies a directive to be honored, if at all possible.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Sound Level

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

Specific Plan

Under Article 8 of the California Government Code, a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code requires that general plans spell out the objectives, principles, "standards," and policies of the general plan.

Examples of standards might include the number of acres of park land per one thousand (1,000) population that the community will attempt to acquire and improve, or the "Traffic Level of Service (LOS)" that the plan hopes to attain.

(2) Requirements in a zoning ordinance that govern building and development as distinguished from the use restrictions.

Street Furniture

Those features associated with a street that are intended to enhance the street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

Structure

Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin – often from home, but not always) and one "attraction end" (destination).

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generation of households is correlated with destinations that attract household members for specific purposes.

Truck Routes

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Vacant

Lands or buildings which are not actively used for any purpose.

Viewshed

The area within view from a defined observation point.

Watercourse

Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include man-made channels, ditches, and underground drainage and sewage systems.

Watershed

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake or reservoir.

Zoning

The division of a city or county into areas, or zones, that specify allowable uses for real property and size restrictions for building within these areas; a program that implements policies of the

General Plan.

Zoning District

A designated section of the city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning Map

Government Code permits a legislative body to divide a county, city, or portions thereof, into zones of the number, shape, and areas it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

Mitigated Negative Declaration and Initial Study

INITIAL STUDY AND CHECKLIST

I. PROJECT INFORMATION

Project Title: East Ranch Business Park Specific Plan (ERBPSP)

Case Number: SP 2007-002

Lead Agency: City of King City Phone: 831-386-5934
 212 S. Vanderhurst Avenue Fax: 831-385-8387
 King City, CA

Project Applicant: City of King Phone: 831-385-3281

Project Landowner: Various Property Owners Phone: N/A

Project Designer N/A Phone: N/A

Project Description: The East Ranch Business Park Specific Plan (ERBPSP) addresses planning goals which are relevant to property owners, future tenants, developers and the City of King City. The Specific Plan defines the development framework, establishes the development and design standards, and identifies implementation measures to accommodate a well-planned business park. The East Ranch Business Park, which consists of approximately 107 acres of Industrial and related uses is located in the northeast portion of King City, and is an important component of the King City's economy. Manufacturing and other industries can locate in the East Ranch Business Park and operate away from the restricting influences of non-industrial uses, while maintaining an environment free from offensive or objectionable noise, dust, odor or other nuisances.

Project Location: The Specific Plan is bordered by Metz Road to the west, Bitterwater Road to the south, and Airport Drive to the east. San Antonio Road dissects the East Ranch Business Park.

Assessor Parcel Number(s): Various

General Plan Designation: Light Industrial

Zoning: M-1 Industrial

| 1. AESTHETICS: Would the project: | 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 Impact Discussion:

Future development will need to analyze potential aesthetic impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

- 1(a). **Not Significant:** The King City General Plan does not designate any scenic resources within the ERBPSP Area.¹
- 1(b). **Not Significant:** The ERBPSP Area is not visible from any state scenic highway.
- 1(c). **Not Significant:** The ERBPSP Area has been identified in the King City General Plan as an appropriate location for urban development. The Specific Plan would provide guidance to business owners, property owners and developers, and assist in the upgrading of existing properties and design standards for new development, consistent with General Plan policies.
- 1(d). **Not Significant:** New Development within the ERBPSP Area has the potential to create a new source of substantial light or glare. However, the surrounding area is already urbanized and it is anticipated that lighting from new development will be consistent with that of other commercial and industrial businesses in the area. Furthermore, prior to issuance of a building permit, a Lighting Plan, that is consistent with the King City General Plan and standard conditions of approval for similar projects shall be submitted for review and approval.

¹ Reference: General Plan Conservation, Open Space, and Safety Elements, Section 2.12 - Visual and Scenic Resources

| 2. AGRICULTURAL RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| 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? | | | | X | |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | X | |
| 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? | | | | X | |

Agricultural Resources Impact Discussion:

- 2(a). **Not Significant:** New development within the ERBPSP Area would not convert farmland since none exists within the ERBPSP Area.
- 2(b). **Not Significant:** The ERBPSP Area is not zoned or used for agricultural purposes and is not designated as agricultural preserve by the Williamson Act. There are no Williamson Act contracts in the ERBPSP Area.
- 2(c). **Not Significant:** The ERBPSP Area would not convert farmland since none exists within the ERBPSP Area.

| 3. AIR QUALITY: Would the project: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | | | X | | |
| b. Exposure of sensitive receptors to substantial pollution concentrations (emissions from direct, indirect, mobile and stationary sources)? | | | X | | |
| c. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | | X | | |
| 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)? | | | X | | |
| e. Create objectionable smoke, ash, dust or odors affecting a substantial number of people? | | | X | | |

Air Quality Impact Discussion:

Future development will need to analyze potential air quality impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

North Central Coast Air Basin: The ERBPSP Area is located within the Monterey Bay Unified Air Pollution Control District (MBUAPCD), in the North Central Coast Air Basin. As of March 2006, the North Central Coast Air Basin was in non-attainment for Inhalable Particulates (PM₁₀) and nonattainment-transitional for ozone (O₃) - 1 hour, under applicable state air quality standards. However, neither hourly nor 8-hour ozone, nor PM¹⁰ state or federal standards have been exceeded at the California Air Resources Board monitoring station located in King City at 750 Metz Road. The ERBPSP Area is in an attainment or unclassified area for all other state monitored pollutants. Development within ERBPSP Area has the potential to cause localized emissions that exceed MBUAPCD thresholds and cumulatively impact the Air Basin.

Air Quality Standards: Pursuant to the Clean Air Act, the U.S. Environmental Protection Agency (EPA) Office of Air Quality Planning and Standards (OAQPS) has set National Ambient Air Quality Standards (40 CFR part 50) for pollutants considered harmful to public health and the environment. 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 North Central Coast Air Basin. State law assigns local air districts the primary responsibility for control of air pollution from stationary sources while reserving to the CARB control of mobile sources. MBUAPCD is responsible for developing regulations governing emissions of air pollution, permitting and inspecting stationary sources, monitoring air quality and air quality planning activities. MBUAPCD has adopted CEQA Air Quality Guidelines (revised June 2004) to facilitate the review and evaluation of air quality impacts for projects which are subject to CEQA. The Guidelines include mitigation measures for construction-related emissions of PM₁₀ and stationary source emissions². The 2004 Air Quality Management Plan contains the steps that will be taken to come into attainment with state and federal standards, including the adoption of five stationary source control measures³. MBUAPCD guidelines are updated over time to reflect current technologies and basin conditions.

Short-term Construction Activities: Construction activities (e.g., excavation, grading, on-site vehicles) which directly generate 82 lb/day or more of PM₁₀ may have a significant impact on air quality when they are located nearby and upwind of sensitive receptors.

Long-term Operations: Emissions from long-term operations generally represent any future development's most substantial air quality impact. An exceedance of any threshold would represent a significant impact on local or regional air quality. If a development project within the ERBPSP Area emits 137 pounds per day or more of direct and indirect VOC emissions, 137 pounds per day or more of direct and indirect NO_x emissions, or 82 pounds per day PM₁₀ emissions at the development site, the project would generate substantial emissions and have a significant impact on regional air quality.

Indirect Sources: Indirect sources that could significantly impact regional air quality if not mitigated, based on the VOC and NO_x thresholds, include 1.04 million square feet of industrial or 675,000 square feet of office park.

² Reference: CEQA Air Quality Guidelines - Monterey Bay Unified Air Pollution Control District (June 2004)

³ Reference: 2004 Air Quality Management Plan for the Monterey Bay Region District

Stationary Sources: MBUAPCO regulates new and modified stationary sources through Rule 207 which incorporates state and federal requirements and requires application of Best Available Control Technology when a source would emit 25 lb/day or more of VOC or NO_x emissions.

Less than Significant Activities: Air emissions are not significant if they meet the existing standard for a pollutant [CEQA Guidelines §15064(h)]. Thus, stationary source emissions that comply with MBUAPCD regulations are presumed to be less than significant under most circumstances. The current MBUAPCD threshold for construction is 82 pounds per day or more of PM₁₀. 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 lb/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., volatile organic compounds (VOC) or oxides of nitrogen (NO_x)), 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 AAQS. However, MBUAPCD should be consulted regarding emissions from non-typical equipment, e.g., grinders, and portable equipment.

3(a-e). **Potential Significant and Mitigated:** Individual projects from new development within the ERBPSP Area could exceed air quality standard thresholds during construction and/or operations. Future development will need to analyze potential air emissions based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development. Applying the appropriate regulations, guidelines, and mitigation measures to individual projects would reduce air quality impacts to less than significant.

Mitigation Measure 1: Air Quality Standards: All new development activities in the ERBPSP Area must comply with all Federal, State, Regional, and local air quality standards. State law requires any facility which has the potential to emit air contaminants to apply for a permit from MBUAPCD. If development within the ERBPSP Area includes other sources that are exempt from MBUAPCD permit authority (e.g., indirect sources, fugitive area sources), all direct and indirect emissions should be compared to the appropriate threshold(s) of significance. When net emissions from a new or modified facility exceed State thresholds, the increase must be offset.

| 4. BIOLOGICAL RESOURCES: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| Would the project: | | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California department of Fish and Game or U.S. Fish and Wildlife Service? | | | X | | |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of fish and Game or U.S. Fish and Wildlife service? | | | | X | |

| | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|----------|--|
| 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? | | | | x | |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | | x | |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | x | |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | | | | x | |

Biological Resources Impact Discussion:

Future development will need to analyze potential biological resource impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

The Specific Plan area includes disturbed sites with landscaping and structures or has been previously graded for industrial and commercial land uses. Most roadsides and vacant lots support typical assemblages of ruderal weeds or no vegetation at all. Prior to its development as an urban area, natural vegetation of the ERBPSP Area was probably dominated by grassland with scattered areas of oak savannah and chaparral. Over the past 100-150 years, the original native grasses have been replaced almost entirely by non-native, annual species. Most of the original habitat has been replaced or altered by urban or agricultural uses, while most of the remaining undisturbed wildlife habitat exists in the foothills and mountains to the west and east of the City. The closest riparian woodland and streamside vegetation occurs outside the ERBPSP Area, to the southeast, along the banks of the San Lorenzo Creek.

The species search area for the ERBPSP Area and vicinity is located on the Thompson Canyon and San Lucas U.S. topographic quadrangles. A search of the California Natural Diversity Database (CNDDDB), a publicly available biological resource computerized database, was conducted on May 30, 2007. Additionally, a Biotic Resources Assessment in the vicinity was prepared by EMC Planning, dated May 2005. The results of the study indicate there were no special status plant species likely to occur in the vicinity given a lack of suitable habitat. Four special-status animal species were identified as possibly occurring in the vicinity: 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 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).

Western Burrowing Owl: The CNDDDB lists known occurrences of burrowing owls about one mile north of King City, just north of the central portion of the Mesa Del Rey Airport landing Strip and in two locations south of Lonok Road, 6.3 and 7 miles northeast of King City. Grassland habitat occupies a limited amount of the ERBPSP Area, however burrowing owl habitat could occur where ground squirrels are present.

Southwestern Pond Turtle: The CNDDDB indicates that the riparian corridor along San Lorenzo Creek provides a potential migration corridor for the Western Pond Turtle if it is present.

Bank Swallows: The CNDDDB contains a historic record from 1987 of a bank swallow nesting colony on the road cuts above Metz Road (Occurrence #185). The bank swallow was reported to be nesting along Metz Road, north of the Specific Plan area⁴. 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 on the site; therefore, the occurrence of bank swallows appears minimal.

San Joaquin Kit Fox (SJKF): The CNDDDB 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, approximately 10 miles northeast of the ERBPSP Area, 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.

4(a). **Potentially Significant and Mitigated:** While not expected, disturbance or harm to any federal or state threatened or endangered species, or state fully protected species during development activities would be a significant impact.

Mitigation Measure 2: Biological Resources: Future development will need to analyze potential biological resource impacts based on the specific location and proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development. If any federal or state threatened or endangered species, or state fully protected species be encountered during construction activities, the California Department of Fish and Game shall be consulted before initiation of any construction activities and appropriate mitigation measures shall be developed by a qualified biologist. Any impacts to such species shall be mitigated according to the guidelines set forth by the California Department of Fish and Game.

If **San Joaquin kit foxes** are detected on a project site, the California Department of Fish and Game shall be consulted before initiation of any construction activities. Any impacts to the San Joaquin kit fox shall be mitigated according to the guidelines set forth in the California Department of Fish and Game’s most current Staff Report on San Joaquin kit fox mitigation.

If **burrowing owls** are detected on a project site, the California Department of Fish and Game shall be consulted before initiation of any construction activities. Any impacts to burrowing owls shall be mitigated according to the guidelines set forth in the California Department of Fish and Game’s most current Staff Report on Burrowing Owl Mitigation.

4(b). **Not Significant:** There is no known riparian habitat or other sensitive natural communities in the ERBPSP Area. Therefore, new development within the ERBPSP Area is not expected to 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.

4(c). **Not Significant:** There are no wetlands in the ERBPSP Area. Therefore, new development within the ERBPSP Area would not have a substantial adverse effect on federally protected wetlands.

⁴ Reference Bank Swallow Report prepared by Pacific Biology on the Silva Eastern Extension, dated November 28, 2006

- 4(d). **Not Significant:** Development within the ERBPSP area is not expected to 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.
- 4(e). **Not Significant:** The ERBPSP does not include the removal of any trees or vegetation. Therefore, new development within the ERBPSP Area is not expected to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- 4(f). **Not Significant:** The ERBPSP does not conflict with the 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? | | | X | | |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | | | X | | |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | | X | | |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | | | X | | |

Cultural Resources Impact Discussion:

5(a-d). Potential Significant and Mitigated:

According to the Historic Resources Map prepared by Monterey County on April 29, 2003, there are no known historic resources in the ERBPSP Area. There are no known archaeological resources in the ERBPSP Area. According to the Archaeological Sensitivity Map prepared by Monterey County on April 29, 2003, the entire city is located within an area of low archaeological sensitivity. There are no known paleontological resources or unique geologic features in the ERBPSP Area. According to the Paleontological Resources Map prepared by Monterey County on April 29, 2003, the City of King City is not considered to be a significant paleontological locality. There are no known human remains or burials in the ERBPSP Area. Furthermore, there are no known historical buildings within the ERBPSP Area.

According to a review of literature, data maps, and historic period maps by the Sonoma State University Northwest Information Center (NWIC) on July 10, 2007, the project contains one recorded native American archeological resource; a deeply buried (2.46m) habitation site. Furthermore, the NWIC report indicated that given environmental factors (broad, flat alluvial valley north of San Lorenzo Creek and bounded to the north by a former creek) and the known ethnographic sensitivity of the area, there is a high likelihood that unrecorded Native American cultural resources exist in the proposed ERBPSP project area. According to the NWIC report, there are no Native American resources in or adjacent to the proposed project area referenced in the ethnographic literature. State and Federal inventories list no historic properties within the proposed project area. Review of historical literature and maps gave no indication of any historic

period building within the project area although the 1949 USGS Thompson Canyon 7.5' quadrangle map indicated one historic period gas well/tank within the project area. With this in mind, there is a low possibility of identifying historic-period archeological resources, according to the NWIC report.

Mitigation Measure 3: Cultural Resources: If subsurface archaeological, or prehistorical, or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately. Project personnel should not collect cultural resources and should avoid altering the materials and their content until a cultural resource consultant has evaluated the situation. Furthermore, a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, mitigation measures to reduce any archaeological impact to a *less-than-significant* level before construction continues. Any identified cultural resources should be recorded on DPR 523 historic resource recordation forms available online from the Office of Historic Preservation. In the event human remains are discovered during excavation, work must stop immediately and the county coroner must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the Native American Heritage Commission, protection of Native American remains, and notification of most likely descendants. SB 447 (Chapter 404, Statutes of 1987) also protects Native American remains or associated grave goods.

| 6. GEOLOGY /SOILS: Would the project: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | 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 area 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 Impact Discussion:

The Specific Plan is located on the Salinas Valley floor, which consists of alluvium or sand and gravel sediments deposited by the Salinas River. Future development will need to analyze potential soil impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

6(ai). **Not Significant:** According to the Alquist – Priolo Earthquake Fault zoning maps and the May 1999 update of the Special Publication 42 (Fault-Rupture Hazard Zones in California), King City is not listed as a city affected by the Alquist – Priolo Earthquake Fault Zones.

6(aii). **Potential Significant and Mitigated:** According to the California Geologic Survey, the ERBPSP Area is located in an area with a 20 to 30 percent chance of ground shaking within a 50-year period. There are two known faults in the area including the Reliz/Rinconada fault which is approximately 7 miles to the west and the San Andreas Fault which is approximately 20 miles to the east. Structures for human occupancy cannot be placed over the trace of an active fault and must be set back from the fault (generally 50 feet).

Mitigation Measure 4: Seismic Requirements: All structures must be designed to meet the seismic requirements of CCR Title 24 and the 2001 California Building Code (CBC). Future development shall incorporate recommendations of the geotechnical report, if required, into the final building plans, subject to review and approval by the City Engineer and Building Official.

6(aiii). **Not Significant:** According to the Monterey County Central Salinas Valley Area Plan, a major earthquake in the Central Salinas Valley could trigger liquefaction and landslides of susceptible soils. Liquefaction is the loss of soil strength due to seismic forces acting on water-saturated granular soil. It is a common result of earthquakes in areas underlain by saturated, unconsolidated deposits such as those found along floodplains and river terraces. There are no soil types within King City that are known to be subject to liquefaction, with the exception of riverine soils along the San Lorenzo Creek which is located outside the ERBPSP Area to the southeast.

6(aiv). **Not Significant:** There are no known parcels within the ERBPSP Area that are susceptible to landslides.

6(b). **Not Significant:** Development in the ERBPSP Area is not expected to result in a substantial loss of top soil. Soil erosion would be limited to the construction period. While there will be minor site grading during construction, this would be controlled by standard grading practices. Furthermore, adequate on-site drainage facilities will be required. Future Development will require a grading permit and dust and soil erosion and sediment control measures before, during, and after the construction phase of development, including Best Management Practices (BMPs).

6(c). **Not Significant:** Given the distance from the nearest active fault, strong seismic ground shaking, seismic ground failure, including liquefaction, and landslides are possible, but not likely. Building foundations are required to be compacted to minimize soil movement in the event of an earthquake. Furthermore, future development shall incorporate recommendations of the soils report, if required, into the final building plans, subject to review and approval by the City Engineer and Building Official.

6(d). **Not Significant:** The California Building Code shall be adhered to, thus minimizing the impact to people or structures. Thus, new development within the ERBPSP Area will not create a substantial risk to life or property.

6(e). **Not Significant:** The ERBPSP Area is served by an existing sewer system.

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

Future development will need to analyze potential hazardous material impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

Hazardous Materials Standards: All hazardous substances must be properly handled, used, stored, and disposed of, to prevent or minimize injury to human health or the environment in the event such substances are accidentally released. If hazardous substances are used onsite, a Hazardous Materials Business Plan shall be required as a condition of approval. The Hazardous Materials Business Plan shall contain a hazardous material inventory, emergency response plans and procedures, and training program information in accordance with California Government Code §§2729.2 - 2729.7, 2731, and 2732 respectively. A Risk Management and Prevention Plan (RMPP) and hazards operations analysis (HAZOP) shall be performed by the individual project sponsor, if specified quantities of approximately 30 acutely hazardous chemicals are used. Furthermore, disclosure statements must be filed by project applicants with the Monterey County Environmental Health Division (MCEHD) which includes a list of any toxic and/or flammable materials, the maximum amounts anticipated and how and where these materials are stored and used. Future development shall also comply with the King City Fire Department’s emergency plan in the event of an explosion or fire.

7(a-b). **Potential Significant and Mitigated:** Future development projects have the potential to use, store, or transport hazardous substances.

Mitigation Measure 5: Hazardous Materials Standards: All new development activities in the ERBPSP Area must comply with all Federal, State, Regional, and local hazardous material standards. Future development will need to analyze potential hazardous material impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

7(c). **Not Significant:** The ERBPSP Area is not located within one-quarter mile of an existing or proposed school.

7(d). **Not Significant:** No parcels within the ERBPSP Area are listed on the Department of Toxic Substances Control Hazardous Waste and Substances Sites (Cortese) List.

7(e). **Not Significant:** Future development projects will be required to comply with any adopted emergency response plan(s) or emergency evacuation plan(s).

7(f). **Not Significant:** Development within the ERBPSP Area is not expected to expose people or structures to a significant risk of loss, injury or death involving wildland fires because new development must incorporate safety measures required by the Uniform Building Code and the Uniform Fire Code. Furthermore, City permitting requirements are expected to reduce any physical public safety impacts. As required for similar projects, the applicant will pay a Fire Protection development impact fee pursuant to Ordinance No. 622, prior to issuance building permit.

| 8. HYDROLOGY/WATER QUALITY: Would the project: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| 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. | 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 |
| i. | Inundation by seiche, tsunami, or mudflow? | | | | | x |

Hydrology/Water Quality Impact Discussion:

The Specific Plan area is located within a developed urbanized area with existing infrastructure to accommodate existing drainage patterns. Future development will need to analyze potential hydrology/water quality impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

Water Quality Standards: A water quality standard defines 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. 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 a 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.

8(a,f). **Potential Significant and Mitigated:** There is a potential that new development within the ERBPSP Area will violate water quality standards or waste discharge requirements.

Mitigation Measure 6: Hydrology/Water Quality Standards: In the event that wastewater is generated, authorization under Waste Discharge Requirements (WDR), National Pollutant Discharge Elimination System (NPDES), or local permitting will be sought as appropriate. 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. The applicant shall comply with Environmental Health Standard Title 22 regulations and the Central Coast Regional Water Quality Control Board.

8(b). **Not Significant:** New development within the ERBPSP Area is not expected to 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.

8(c-d). **Potential Significant and Mitigated:** Future development within the ERBPSP Area will increase the amount of land covered with impervious surfaces and may therefore alter drainage patterns on individual project sites. Minor increases in soil erosion and the volume and rate of water runoff from infrastructure improvements and development should be temporary (i.e., during the construction period) and would be controlled by standard grading practices and the required BMPs.

Mitigation Measure 7: Drainage and Erosion Control Plans: New Development will be required to submit a drainage and erosion control plan to the City Engineer and the City Public Works Director for review and approval.

8(e). **Potential Significant and Mitigated:** New development within the ERBPSP Area has the potential to create or contribute to substantial additional sources of polluted runoff. The City's Storm Water Management Program provides control measures and associated BMPs to form a comprehensive programmatic framework that reduces pollutants in stormwater to the maximum extent practicable and establishes a program to control the discharge of pollutants from construction sites greater than or equal to one (1) acre in size within its permitted jurisdiction.

Mitigation Measure 8: Stormwater Pollution Prevention Plan: For projects greater than or equal to one (1) acre in size, storm water from new development will be accommodated in a project's stormwater design. **Prior to any construction**, a stormwater pollution prevention plan ("SWPPP") will be required to be submitted to the City Engineer for review and approval. Furthermore, no construction is allowed to begin until the developer obtains a General Construction Storm Water Permit. 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(g-i). **Not Significant:** The ERBPSP Area is not located in the 100-year flood plain or near an ocean or lake for a seiche or tsunami to occur. Mudflows are unlikely given the flat terrain of the ERBPSP Area. Storm drainage facilities have been developed within the City in order to minimize 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? | | | | X | |
| 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? | | | | X | |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | | | | X | |

Land Use And Planning Impact Discussion:

The ERBP Specific Plan will remove barriers to General Plan development, and must be consistent with the goals and policies outlined in the Land Use Element. The General Plan encourages high-quality businesses in the Specific Plan area. In particular, **General Plan Policy 4.1.1.3** states the City will revise the Zoning Ordinance with higher standards and improved flexibility for proposed uses within the East Ranch Business Park. The Specific Plan accomplishes the intent of this Policy. Once adopted, the Specific Plan is the City's principal tool for evaluating public and private projects and municipal service improvements within the East Ranch Business Park. Future development will need to analyze potential land use and planning impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

- 9(a). **Not Significant:** The ERBPSP Area is encompassed entirely within the M-1 (Industrial) zoning district and will therefore not physically divide an established community.
- 9(b). **Not Significant:** The ERBP Specific Plan does not conflict with any existing land use plans or policies. In conformance with the City's General Plan and Zoning Ordinance, the Specific Plan regulates the use of land, buildings, and other structures, and ensures design standards are met. Additionally, all construction must comply with all other applicable federal, state and local laws.
- 9(c). **Not Significant:** The ERBP Specific Plan does not conflict with any applicable habitat conservation plan or natural community conservation plan.

| 10. NOISE: Would the project: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| a. Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | | X | | |
| b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels? | | | X | | |
| c. 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? | | | X | | |
| d. Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | | X | | |

Noise Impact Discussion:

The ERBP Specific Plan will remove barriers to General Plan development, and must be consistent with the goals and policies outlined in the Noise Element. Future development will need to analyze potential noise impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

10(a-b). **Potential Significant and Mitigated:** Construction activities from new development in the ERBPSP Area would create noise on a short-term basis from heavy equipment and related construction activities. For noise less than 75 dBA, the General Plan states that new construction or development is not subject to adverse noise impacts and does not require special noise attenuation features. However, average noise levels associated with the use of heavy equipment at construction sites may exceed 75 dBA depending upon the types of equipment in operation at any given time and the phase of construction.

Mitigation Measure 9: Reduction of Short-term Noise: Short-term construction activities should be conducted in a manner consistent with allowable construction hours per the Building Official. Furthermore, no vibrations shall be permitted as to cause a noticeable tremor, measurable without instruments at the lot line. One method to reduce construction activity noise is to use quieter equipment such as sound-shielded or muffled jackhammers and pavement breakers. Means to reduce construction noise other than quieting of equipment are included in the King City General Plan Noise Element.

10(c-d). **Potential Significant and Mitigated:** Major existing noise sources in the ERBPSP Area include State Route 101, the railroad, American Star Co-generation facility, the municipal airport, and other commercial and industrial activities. Increased vehicular traffic resulting from new development may incrementally increase ambient noise levels on adjacent streets. Truck traffic will generate the highest levels of noise and may pose significant impacts for surrounding residences and commercial uses.

Mitigation Measure 10: Long Term Noise Standards: The King City Municipal Code §17.56.030 regulates sound pressure levels. The maximum permitted sound at the lot line is 68 dBA for the Industrial District. Furthermore, no vibrations shall be permitted as to cause a noticeable tremor, measurable without instruments at the lot line. Structures shall be designed to meet these standards.

| 11. POPULATION AND HOUSING: 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? | | | | X | |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | X | |
| 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)? | | | | X | |

Population And Housing Impact Discussion:

- 11(a-b). **Not Significant:** The ERBPSP Area is encompassed entirely within the M-1 (Industrial) zoning district and will not displace any people or housing.
- 11(c). **Not Significant:** New development in the ERBPSP Area has the potential to encourage localized daytime population growth by providing additional jobs that would otherwise locate elsewhere. However, increases in population are expected to occur gradually over time as public improvements and development progresses, and be within the anticipated population levels identified in the City’s General Plan.

| 12. PUBLIC SERVICES: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| 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: | | | | | |
| a. Fire protection? | | | | X | |
| b. Police protection? | | | | X | |
| c. Schools? | | | | X | |
| d. Parks or other recreational facilities? | | | | X | |
| e. Other governmental services? | | | | X | |

Public Services Impact Discussion:

The ERBPSP Area is currently adequately served by governmental services. The City’s General Fund and other special collections, state school funds and developer fees provide the financial support to achieve basic safety, school, library, and park services. Future development will need to analyze potential public service impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

- 12(a). **Not Significant:** A Fire Protection development impact fee pursuant to Ordinance No. 622 is required for new development prior to issuance of a building permit.
- 12(b). **Not Significant:** A Law Enforcement development impact fee pursuant to Ordinance No. 622, is required for new development prior to issuance of a building permit.
- 12(c). **Not Significant:** The ERBPSP Area is encompassed entirely within the M-1 (Industrial) zoning district and will not have adverse physical impact on schools.
- 12(d). **Not Significant:** A Recreation development impact fee pursuant to Ordinance No. 622, is required for new development prior to issuance of a building permit.
- 12(e). **Not Significant:** A General Facilities development impact fee pursuant to Ordinance No. 622, is required for new development prior to issuance of a building permit.

| 13. RECREATION: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| Would the project: | | | | | |
| 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? | | | | X | |
| b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | | | | X | |

Recreation Impact Discussion:

13(a-b). **Not Significant:** A Recreation development impact fee pursuant to Ordinance No. 622, is required for new development prior to issuance of a building permit.

| 14. TRANSPORTATION/CIRCULATION: | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| Would the project: | | | | | |
| 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:

Future development will need to analyze potential transportation/circulation impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

14(a). **Not Significant:** The Specific Plan helps to promote job/housing balance within King City. The additional employment provided within the area will reduce the work commute travel to other regions and the addition of new businesses (e.g., restaurants) will reduce the need for employees to travel outside the area for workday needs (e.g., meals). Existing infrastructure is adequate to support traffic generated by infill development within

the ERBPSP Area. However, there will be a temporary increase in traffic during the construction phase of new development. Short-term construction activities shall be conducted in a manner consistent with allowable construction hours per the Building Official.

- 14(b). **Not Significant:** The General Plan Circulation Element analyzed future land use changes anticipated with buildout of the General Plan. Average daily traffic was determined to grow moderately, and bailout traffic operating conditions on street segments and Highway 101 will operate at a stable condition (level of service C or better) with average delays at General Plan buildout. A Traffic Impact fee pursuant to Ordinance No. 622, is required for new development prior to issuance of a building permit.
- 14(c). **Not Significant:** The ERBP Specific Plan does not propose any activities that would affect air traffic patterns. However, new development may require a Grant of Avigation Easement and Release to be recorded by the applicant against the property. Furthermore, the applicant may need to file FAA Form 7460-1 with the Federal Aviation Administration.
- 14(d). **Not Significant:** The public streets within the ERBPSP Area have no sharp curves or dangerous intersections. The incorporation of safety measures required by the Uniform Building Code and the Uniform Fire Code and City permitting requirements are expected to reduce any physical public safety impacts from new development within the ERBPSP Area. In addition, landscaping improvements and the installation of street lights are planned in order to upgrade the appearance and safety of area roadways. A Line of Sight Analysis will be required for any structures (e.g., pole signs) that may interfere with a driver's line of sight.
- 14(e). **Not Significant:** All new development in the ERBPSP Area will be required to have adequate emergency access before issuance of a building permit.
- 14(f). **Not Significant:** All new development in the ERBPSP Area will be required to have adequate parking capacity before issuance of a building permit.
- 14(g). **Not Significant:** The ERBP Specific Plan does not conflict with adopted policies supporting alternative transportation. New development within the ERBPSP Area will be required to provide bicycle racks.

| 15. UTILITIES & SERVICE SYSTEMS: | | Significant | Unknown Potential Significant | Potential Significant And Mitigated | Not Significant | Impact Reviewed in Previous Document |
|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| Would the project: | | | | | | |
| a. | Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | | X | |
| b. | Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | | X | |
| c. | 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? | | | | X | |

| | | | | | | |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|---|--|
| d. | 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? | | | | X | |
| e. | Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | | X | |
| f. | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | | X | |
| g. | Comply with federal, state, and local statutes and regulations related to solid waste? | | | | X | |

Utilities & Service Systems Impact Discussion:

Future development will need to analyze potential utility and service system impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

15(a-c). **Not Significant:** King City is served by a system of sewer lines throughout the community which provides collection, treatment, and disposal of both domestic and industrial wastes. Separate systems are provided for domestic and most industrial uses. The domestic wastewater treatment and disposal facility has a capacity of approximately 1.2 million gallons/day ("**mgd**") domestic flow, and can accommodate a peak flow of 3.0 mgd. The collection system, which has two sewer interceptors to convey wastewater, also has some additional capacity. The existing domestic flows into the headworks facility are approximately 0.8 mgd.

15(d). **Not Significant:** The City's Master Drainage Plan provides a framework of (offsite) drainage detention ponds and storm drain piping for both existing development and future growth areas. Storm drainage facilities have been developed that serve the ERBPSP Area, and also the developments to the west of the Specific Plan area. The construction of new storm water drainage facilities for new development will be subject to approval by the City Engineer and Public Works Department and is not expected to cause significant environmental effects. A Storm Drainage Facilities development impact fee pursuant to Ordinance No. 622, is required for new development prior to issuance of a building permit.

15(e). **Not Significant:** King City's water supply system is owned and operated by California Water Services Company (Cal Water), a public utility regulated by the State Public Utilities Commission. This system relies upon six (6) wells that draw from the groundwater basin which is recharged by the Salinas River. The Cal Water system has a maximum production capacity of 3,000,000 gallons per day. A 250,000 gallon storage tank with 2,000 gallon/minute pump provides ample water pressure throughout the city. The City owns a well that irrigates the Municipal Golf Course, not connected to the Cal Water system. The water system appears to be generally adequate for existing development. No significant deficiencies are known to exist with respect to water pressure, volume, or quality. However, a new well site is needed as additional development occurs in the future under General Plan buildout. Improvements to the system will be on an incremental basis by Cal Water as needed, and additional demand is expected to be met by improving water conservation and expanded pumping from groundwater.

15(f-g). **Not Significant:** Solid Waste from King City is collected by a private franchise company, King City Disposal Company, which hauls to the Jolon Road Sanitary Landfill site about five (5) miles south and 0.5 miles west of Jolon Road. This 450-acre site is considered adequate for anticipated volumes of solid waste from King City and the surrounding area for General Plan buildout. It is operated in full compliance with applicable State and Federal requirements, and appears to have sufficient site area for capacity expansion where necessary. New Development will be required to comply with federal, state, and local statutes and regulations related to solid waste

IV. INFORMATION SOURCES:

A. County/City/Federal Departments Consulted:

County Environmental Health Department

B. General Plan

| | |
|-------------------------------------------------------------------|----------------------------------------------------------|
| <input checked="" type="checkbox"/> Land Use Element | <input checked="" type="checkbox"/> Conservation Element |
| <input checked="" type="checkbox"/> Circulation Element | <input checked="" type="checkbox"/> Noise Element |
| <input checked="" type="checkbox"/> Seismic Safety/Safety Element | <input type="checkbox"/> Local Coastal Plan and Maps |
| <input checked="" type="checkbox"/> Zoning Ordinance | <input checked="" type="checkbox"/> Housing Element |

C. Other Sources of Information

| | |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <input type="checkbox"/> Field work/Site Visit | <input type="checkbox"/> Ag. Preserve Maps |
| <input type="checkbox"/> Calculations | <input type="checkbox"/> Flood Control Maps |
| <input type="checkbox"/> project Plans | <input type="checkbox"/> Other studies, reports |
| <input type="checkbox"/> Traffic Study | <input type="checkbox"/> Zoning Maps |
| <input type="checkbox"/> Records | <input type="checkbox"/> Soils Maps/Reports |
| <input type="checkbox"/> Grading Plans | <input type="checkbox"/> Plant maps |
| <input type="checkbox"/> Elevations/architectural renderings | <input type="checkbox"/> Archaeological maps and reports |
| <input type="checkbox"/> Published geological maps | <input checked="" type="checkbox"/> (Others) |
| <input type="checkbox"/> Topographic maps | <input checked="" type="checkbox"/> Proposed East Ranch Business Park Specific Plan |

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 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-------------------------------------|-----------------|--------------------------------------|
| Potential to degrade: 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 | |
| Cumulative: 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 | |
| Substantial adverse: Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | | | | X | |

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: _____

Project Evaluator: Cynthia McCormick

Signature

Initial Study Date

Printed Name

Lead Agency

**Mitigation Measures and Mitigation Monitoring Program
Case No. SP 2007-002
East Ranch Business Park Specific Plan**

OVERVIEW

This Mitigation Monitoring Program (“MMP”) fulfills the requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines for monitoring and/or reporting of implementation of mitigation measures imposed under CEQA. This Program is intended to guide project-specific mitigation monitoring and/or reporting programs and sets forth responsibilities, timing, funding, and verification of various aspects of mitigation monitoring, reporting, and enforcement in order to ensure full compliance with conditions of project approval.

Where a particular CEQA mitigation measure or condition of project approval recommended by another agency is imposed, the recommending responsible agency shall be primarily responsible for ensuring that the mitigation measure or condition of approval is fully implemented in accordance with the procedures and timelines, if any, specified in the MMP adopted at the time of project approval.

COMPLIANCE

In the event an applicant has not fully complied or refuses to comply with a mitigation measure or condition of approval within the timeline specified in the MMP adopted as a condition of project approval, or within a reasonable time if no deadline is specified, King City staff shall begin appropriate actions to remedy the violation (e.g., a Stop Work Order, a Notice of Violation, and/or a notice of intent to pursue a Code Enforcement action). A Project applicant shall be provided with detailed information about the mitigation measure, the basis for finding that the applicant has failed to comply with the mitigation measure, and how compliance could be achieved within a specific date or schedule.

MITIGATION MEASURES

Mitigation Measure 1: Air Quality Standards: All new development activities in the ERBPSP Area must comply with all Federal, State, Regional, and local air quality standards. State law requires any facility which has the potential to emit air contaminants to apply for a permit from MBUAPCD. If development within the ERBPSP Area includes other sources that are exempt from MBUAPCD permit authority (e.g., indirect sources, fugitive area sources), all direct and indirect emissions should be compared to the appropriate threshold(s) of significance. When net emissions from a new or modified facility exceed State thresholds, the increase must be offset.

| | |
|------------------------|-----------------------------------------------------|
| Responsibility: | Applicant |
| Timing: | Ongoing |
| Funding: | Applicant |
| Verification: | Monterey Bay Unified Air Pollution Control District |

Mitigation Measure 2: Biological Resources: Future development will need to analyze potential biological resource impacts based on the specific location and proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development. If any federal or state threatened or endangered species, or state fully protected species be encountered during construction activities, the California Department of Fish and Game shall be consulted before initiation of any construction activities and appropriate mitigation measures shall be developed by a qualified biologist. Any impacts to such species shall be mitigated according to the guidelines set forth by

the California Department of Fish and Game.

If **San Joaquin kit foxes** are detected on a project site, the California Department of Fish and Game shall be consulted before initiation of any construction activities. Any impacts to the San Joaquin kit fox shall be mitigated according to the guidelines set forth in the California Department of Fish and Game's most current Staff Report on San Joaquin kit fox mitigation.

If **burrowing owls** are detected on a project site, the California Department of Fish and Game shall be consulted before initiation of any construction activities. Any impacts to burrowing owls shall be mitigated according to the guidelines set forth in the California Department of Fish and Game's most current Staff Report on Burrowing Owl Mitigation.

| | |
|------------------------|------------------------------------------------------------------|
| Responsibility: | Applicant |
| Timing: | Prior to Construction and/or Grading, whichever occurs first |
| Funding: | Applicant |
| Verification: | City Building Department; California Department of Fish and Game |

Mitigation Measure 3: Cultural Resources: If subsurface archaeological, or prehistorical, or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately. Project personnel should not collect cultural resources and should avoid altering the materials and their content until a cultural resource consultant has evaluated the situation. Furthermore, a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, mitigation measures to reduce any archaeological impact to a *less-than-significant* level before construction continues. Any identified cultural resources should be recorded on DPR 523 historic resource recordation forms available online from the Office of Historic Preservation. In the event human remains are discovered during excavation, work must stop immediately and the county coroner must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the Native American Heritage Commission, protection of Native American remains, and notification of most likely descendants. SB 447 (Chapter 404, Statutes of 1987) also protects Native American remains or associated grave goods.

| | |
|------------------------|--------------------------------------------------------------------------------------------------------|
| Responsibility: | Applicant |
| Timing: | During Excavation and Construction |
| Funding: | Applicant |
| Verification: | City Building Department, Qualified Archaeologist, County Coroner, Native American Heritage Commission |

Mitigation Measure 4: Seismic Requirements: All structures must be designed to meet the seismic requirements of CCR Title 24 and the 2001 California Building Code (CBC). Future development shall incorporate recommendations of the geotechnical report, if required, into the final building plans, subject to review and approval by the City Engineer and Building Official.

| | |
|------------------------|----------------------------------------------------------------------------|
| Responsibility: | Applicant |
| Timing: | Prior to Issuance of Building Permit or Issuance of Final Occupancy Permit |
| Funding: | Applicant |
| Verification: | King City Engineer and Building Official |

Mitigation Measure 5: Hazardous Materials Standards: All new development activities in the ERBPSP Area must comply with all Federal, State, Regional, and local hazardous material standards. Future development will need to analyze potential hazardous material impacts based on the specific proposed operations and construction and provide any required mitigation based on the thresholds and mitigation requirements in place at the time of development.

Responsibility: Applicant
Timing: Ongoing
Funding: Applicant
Verification: King City Public Works and Monterey County Environmental Health Division

Mitigation Measure 6: Hydrology/Water Quality Standards: In the event that wastewater is generated, authorization under Waste Discharge Requirements (WDR), National Pollutant Discharge Elimination System (NPDES), or local permitting will be sought as appropriate. 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. 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. The applicant shall comply with Environmental Health Standard Title 22 regulations and the Central Coast Regional Water Quality Control Board.

Responsibility: Applicant
Timing: Ongoing
Funding: Applicant
Verification: King City Public Works and California Office of Emergency Services

Mitigation Measure 7: Drainage and Erosion Control Plans: New Development will be required to submit a drainage and erosion control plan to the City Engineer and the City Public Works Director for review and approval.

Responsibility: Applicant
Timing: Prior to Issuance of Building Permit and/or Issuance of Final Occupancy Permit
Funding: Applicant
Verification: City Engineer

Mitigation Measure 8: Stormwater Pollution Prevention Plan: For projects greater than or equal to one (1) acre in size, storm water from new development will be accommodated in a project's stormwater design. **Prior to any construction**, a stormwater pollution prevention plan ("SWPPP") will be required to be submitted to the City Engineer for review and approval. Furthermore, no construction is allowed to begin until the developer obtains a General Construction Storm Water Permit. 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.

Responsibility: Applicant
Timing: Prior to, During, and After Construction
Funding: Applicant
Verification: City Engineer

Mitigation Measure 9: Reduction of Short-term Noise: Short-term construction activities should be conducted in a manner consistent with allowable construction hours per the Building Official. Furthermore, no vibrations shall be permitted as to cause a noticeable tremor, measurable without instruments at the lot line. One method to reduce construction activity noise is to use quieter equipment such as sound-shielded or muffled jackhammers and pavement breakers. Means to reduce construction noise other than quieting of equipment are included in the King City General Plan Noise Element.

Responsibility: Applicant
Timing: During Excavation and Construction

Funding: Applicant
Verification: City Building Department

Mitigation Measure 10: Long Term Noise Standards: The King City Municipal Code §17.56.030 regulates sound pressure levels. The maximum permitted sound at the lot line is 68 dBA for the Industrial District. Furthermore, no vibrations shall be permitted as to cause a noticeable tremor, measurable without instruments at the lot line. Structures shall be designed to meet these standards.

Responsibility: Applicant
Timing: Ongoing
Funding: Applicant
Verification: City Building Department