

## APPENDIX A – COMMUNITY OUTREACH



**PLANNING COMMISSION AGENDA  
REGULAR MEETING**

Tuesday May 19, 2015, 6:00 P.M.  
Council Chambers, City Hall  
212 S. Vanderhurst Avenue, King City, Ca  
<http://www.kingcity.com>

**COMMUNITY WORKSHOP**

PLANNING COMMISSION WILL ADJOURN FROM THEIR REGULAR MEETING TO A  
COMMUNITY WORKSHOP TO DISCUSS HOUSING NEEDS FOR THE DRAFT 2015 HOUSING  
ELEMENT UPDATE

Tuesday May 19, 2015, 6:15-7:15 P.M.  
Council Chambers, City Hall  
212 S. Vanderhurst Avenue, King City, CA

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Planning Commissioners

David Nuck, Chairperson	David Mendez, Vice Chairperson	Michael Barbree, Commissioner	Margaret Raschella, Commissioner	Ralph Lee Commissioner
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1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Oral Communications -Public Comments**  
*Any person may comment on any item not on the agenda. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD. Action may not be taken on the topic, unless deemed an urgency matter by a majority vote of the Planning Commission. Topics not considered an urgency matter might be referred to City staff and placed on a future agenda, by a majority vote of the Planning Commission.*
  - a. **Administration of Oath of Office** by Michael Powers, City Clerk, to newlyappointed Planning Commissioner Ralph Lee.
5. **Consent Calendar**  
*All matters listed under the Consent Calendar are considered routine and may be approved by one action of the Planning Commission, unless any member of the Planning Commission wishes to remove an item for separate consideration.*
  - a. **Approval of Minutes:** April 21, 2015



**DATE: MAY 19, 2016**

**TO: PLANNING COMMISSION CHAIR NUCKS AND PLANNING COMMISSIONERS**  
**FROM: DOREEN LIBERTO-BLANCK, AICP, COMMUNITY DEVELOPMENT DIRECTOR**  
**RE: HOUSING ELEMENT - COMMUNITY WORKSHOP**

**I. RECOMMENDATION**

Recommend the Planning Commission conduct a Community Workshop on the Housing Element being updated.

**II. DISCUSSION**

The City is in the process of updating the Housing Element. (Attachment 1 provides an overview of the project.) The Housing Element is one of seven (7) mandated elements of the General Plan. It is the only General Plan Element that must be reviewed by the State Housing and Community Development Department ("HCD").

The City adopted, and the HCD certified the 2007-2014 Housing Element in 2010.

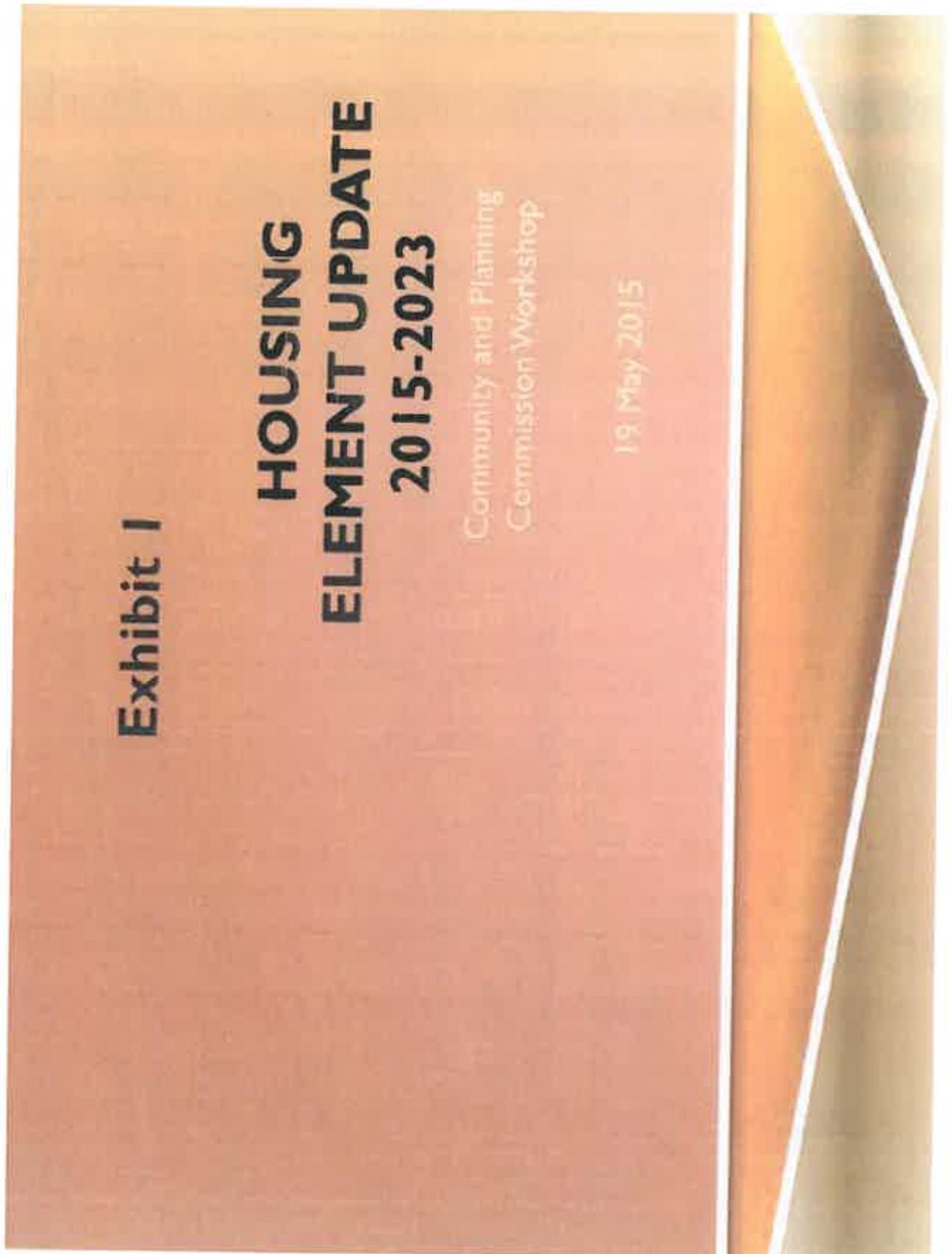
The eight (8) year timeframe, as set by State Law, for the fifth cycle Housing Element update runs from 2015 - 2023. The City's Housing Element must be adopted by the City no later than December 2015. After adoption, the document is submitted to HCD for certification.

- ▶ Fifth cycle Housing Element, 2015-2023
- ▶ Fourth cycle Housing Element, 2007-2014

Review by California Department of Housing and Community Development ("HCD") for compliance with State law.

The purpose for the Community Meeting is to gain public input prior to finalizing the public draft Housing Element.

**Attachments:**  
Exhibit 1 - PPT



# AGENDA

## Presentation

- ▶ Housing Element Overview
- ▶ Regional Housing Needs Allocation
- ▶ Key Facts
- ▶ Community Survey

# HOUSING ELEMENT REQUIREMENTS

One of seven (7) mandated elements of the general plan

New eight (8) year timeframe, set by State Law.

- ▶ Fifth cycle Housing Element, 2015-2023
- ▶ Fourth cycle Housing Element, 2007-2014

Review by California Department of Housing and Community

Development (“HCD”) for compliance with State law.

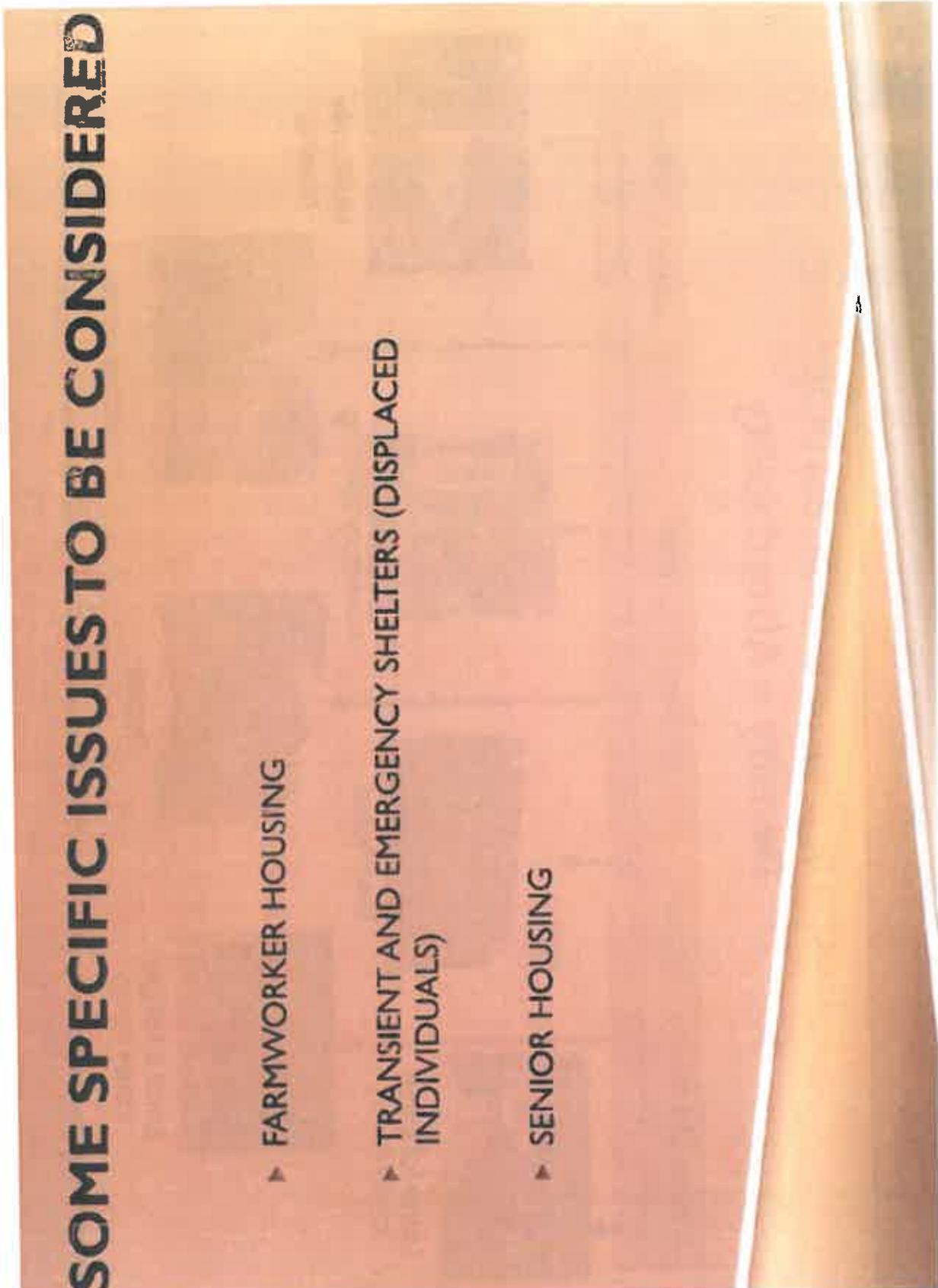
Plan to meet existing and projected housing needs of all economic segments of the community.

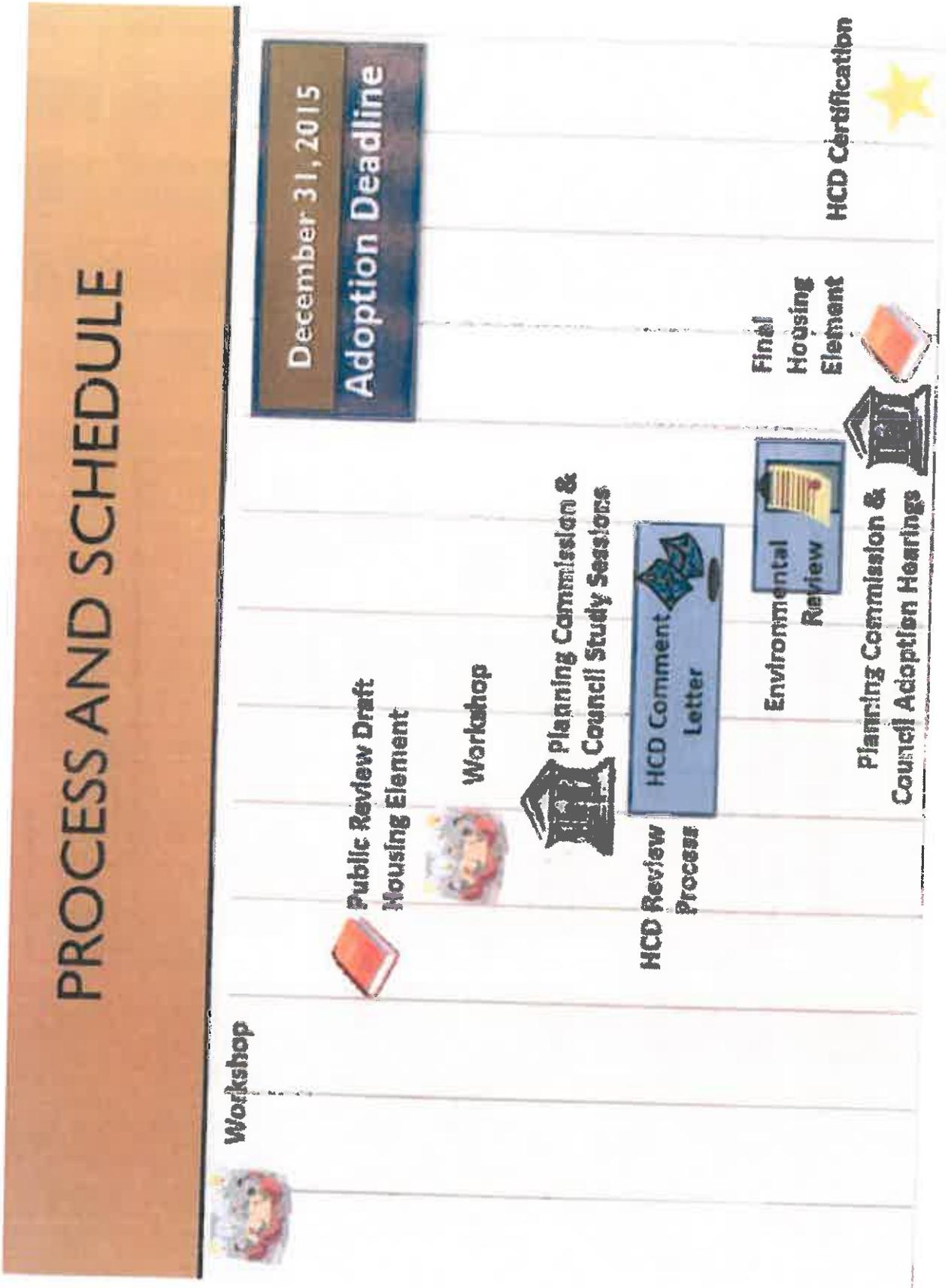
# REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

AMBAG Region	10,430	2,515	1,640	1,900	4,375
Monterey County	7,386	1,781	1,160	1,346	3,099
Carmel-By-The-Sea	51	7	5	5	13
Del Rey Oaks	27	7	4	5	11
Gonzales	293	71	46	53	123
Greenfield	363	87	57	56	153
King City	180	43	28	33	76
Marina	1,306	315	205	238	550
Monterey	650	157	102	113	272
Pacific Grove	115	28	18	21	48
Salinas	2,229	538	350	406	935
Sand City	55	13	9	10	23
Seaside	393	95	62	72	164
Soledad	191	46	30	35	80
Balance Of County	1,551	374	244	282	651

# Housing Element basic assumption: Density = Affordability









# Housing Element Questionnaire

1. What are the top housing issues that need to be addressed in the Housing Element? Please provide a brief description of the issue, including the geographic area, housing type, and any other relevant information.

[Empty text box for response to question 1]

2. What are the barriers to affordable housing in the City of King?

[Empty text box for response to question 2]

3. What steps are being taken to address these barriers?

[Empty text box for response to question 3]

Please provide a brief description of the issue, including the geographic area, housing type, and any other relevant information.

**DISTRIBUTION LIST**Housing Element Public Workshop on May 19<sup>th</sup>:

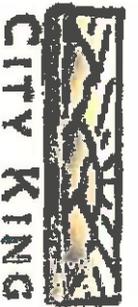
Name	Mailing Address	City	State	Zip
Mayor Rob Cullen	212 S. Vanderhurst Ave	King City	CA	93930
Mayor Pro-Tem Karen Jernigan	212 S. Vanderhurst Ave	King City	CA	93930
Councilmember Darlene Acosta	212 S. Vanderhurst Ave	King City	CA	93930
Councilmember Belinda T. Hendrickson	212 S. Vanderhurst Ave	King City	CA	93930
Councilmember Mike LeBarre	212 S. Vanderhurst Ave	King City	CA	93930
Planning Commission Chair David Nuck	211 S. Mildred Ave	King City	CA	93930
Planning Commission Vice-Chair David Mendez	503 N. Mildred Ave	King City	CA	93930
Commissioner Michael Barbree	212 Kings Place	King City	CA	93930
Commissioner Margaret Raschella	333 N. Vanderhurst Ave	King City	CA	93930
Recreation Committee Chair Sharlene Hughes	106 River Drive	King City	CA	93930
Rec Commissioner Ken Kline	237 Beverly Court	King City	CA	93930
Rec Commissioner Victor Cortez	540 San Antonio Drive	King City	CA	93930
Rec Commissioner Ricky Humphreys	106 River Drive	King City	CA	93930
Airport Advisory Chair John McElmoyl	P.O. Box 3516	Greenfield	CA	93930
Airport Advisory Member Kenneth Erickson	46160 Pine Meadow Dr	King City	CA	93930
Airport Advisory Member Jeff Francis	P.O. Box 1108	King City	CA	93930
Airport Advisory Member Mark LaMascus	62901 Argyle Rd	King City	CA	93930
John M. Baucke, AICP, CNU	1812 Overlook Lane, Suite 100	Santa Barbara	CA	93103
Mike Nino, Nino Development	P.O. Box 1180	Tres Pinos	CA	95075
Wesley Beebe, Architect	P.O. Box 1743	King City	CA	93930
Big Valley Labor, LLC	102 Broadway Street	King City	CA	93930
Roger Borzini	218 Bassett Street	King City	CA	93930
John Buttgerreit	121 N. Vanderhurst Ave	King City	CA	93930
Chris Davis	121 N. Vanderhurst Ave	King City	CA	93930
King City Rustler	522 B. Broadway Street	King City	CA	93930
Mee Memorial Hospital	300 Canal Street	King City	CA	93930
Mee Memorial King City Clinic	210 Canal Street	King City	CA	93930
Tom Pettitt	121 N. Vanderhurst Ave	King City	CA	93930
Salinas Valley Fairgrounds	625 Division Street	King City	CA	93930
CalWater	1301 Broadway Cir	King City	CA	93930
PG&E	118 S. Third Street	King City	CA	93930
E&E Property Management Group	124-B N. Russ Street	King City	CA	93930
Tom Salcido	415 Broadway Street	King City	CA	93930
Rykai & Associates (King City Shopping Center)	15200 W. Sunset Blvd #204	Pacific Plsds	CA	90272
Debra Cobb, Property Management Meyer Operations	P.O. Box 606	King City	CA	93930
King City Chamber of Commerce	200 Broadway Street	King City	CA	93930
King City Union School District	800 Broadway Street	King City	CA	93930
Kathy Handley, The Lander Management Co	P.O. Box 1531	Salinas	CA	93902
Vince Lopez	815 Broadway Street	King City	CA	93930
Byron Lynn, Lynns Too	1137 Broadway Street	King City	CA	93930
Rava Business Park	P.O. Box 1600	King City	CA	93930
David Gill	1051 S Pacific Avenue	Oxnard	CA	93930
AMBAG	P.O. Box 809	Marina	CA	93933
Kate McKenna, AICP, Executive Officer LAFCO	132 W. Gabilan St #102	Salinas	CA	93901
TAMC	55 Plaza Cir	Salinas	CA	93901
Christopher Lopez, Chief of Staff to Monterey County Super	168 West Alisal Street, 3rd Floor	Salinas	CA	93901
Andrew Ausonio	11420 A Commercial Parkway	Castroville	CA	95012
Property Owners	P.O. Box 6874	Stockton	CA	95201
Oro Financial of Ca Inc	2304 West Shaw Ave,	Fresno	CA	93711
Chang Sheng & Min Mey Chang	1140 Singing Wood, DR	Arcadia	CA	91006
Manager, Holly Sugar Corporation	P.O. Box 581	Brawley	CA	92227
Jose Rodriguez	122 So. First Street	King City	CA	93930
Suzanne Rava	700 Airport Drive	King City	CA	93930
David Gill, Gills Onions/Rio Farms	48450 Lonoak Rd	King City	CA	93930
Joanna Garcia, Garcia's Mini Mart/Greyhound station	316 S. First St	King City	CA	93930
Bacciarini Reno Et Al	414 Fairview Drive,	King City	CA	93930
Andrew Ausonio/Queen Motel	702 S. First St	King City	CA	93930
Dr. Cheyne, King City Veterinary	890 S. First St	King City	CA	93930

International Tires	403 S. First Sreet	King City	CA	93930
Property Owners	103 Bassett St	King City	CA	93930
Property Owners	218 A North Street	King City	CA	93930
King City Pallet Co	401 N. First St	King City	CA	93930
CalWaters	620-H Broadway Street	King City	CA	93930
State Dept of Transportation Caltrans	850 S. First St	King City	CA	93930
Grove Mobilehome Park	111 Division St,	King City	CA	93930
College Ville Farm Workers Inc;	P.O. Box 6874	Stockton	CA	95201
Michael Gilles		King City	CA	93930
Larry Trevino	920 S. First St	King City	CA	93930
Amardeep Chahal	430 S. First Street	King City	CA	93930
Ray's Garage & Grocery Store	730 S. First St	King City	CA	93930
Lone Oak Land Company, LLC	1051 S Pacific Avenue	Oxnard	CA	93030
Reynolds Land & Cattle Company	439 Spring Creek Rd	Rexford	MT	59930
Rava Ranches	P.O. Box 1600	King City	CA	93930
Detels Partners, LP	4215 Roma Court	Marina Del Rey	CA	90292
Matt Kelley, Gill Ranch Company	S 1st Street AT Lonoak Road	King City	CA	93930
Bob Martin, Rio Farms	404 S. First Street	King City	CA	93930
Alfred Diaz-Infante, CHISPA	295 Main Street, Suite 100	Salinas	CA	93901

Meeting Sign In

Meeting Subject: Community Meeting Date: 02/11/16  
 Meeting Location: City Hall Time: 6:30 PM

SEAT NO.	NAME	ORGANIZATION	TITLE	PHONE	EMAIL
1	David Greene	Riverview	Chair	313-241-1111	dg@riverview.org
2	Yvonne P. [unclear]	PROSTATE			
3	James [unclear]	Southwest			
4	SCOTT [unclear]	K.C.			
5	John [unclear]	K.C.			
6	David [unclear]	K.C.			
7	Margaret [unclear]	K.C.			
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## Housing Element Questionnaire

1. What are the major housing issues that should be addressed in the Housing Element?  
#1 - Affordable housing, affordable senior housing, affordable entry housing

We need to eliminate Substandard housing (Kemp's Court, Chateau Queen's Hotel & Thursday Apartments) & replace them with better low-income developments. Our goal is to see smaller units with smaller rents so that they can be affordable. All apartments & hotels need on-site maintenance as well as security cameras, gates & vigils.

2. What are the barriers to affordable housing in the City of King?

Land is expensive as are development costs. There are few appropriate locations for housing unless we fill in brown land using the existing & replace it with affordable housing such as King Station Apartments.

3. What can be done to address these major issues?

We need action to provide affordable senior housing as well as assisted living both subsidized & private pay. Bring in and encourage type of quality rental or other housing.

FOR MORE INFORMATION CONTACT THE CITY OF KING PLANNING DEPARTMENT AT 2111 E. BROADWAY, SUITE 1000, KING, WA 98148. TEL: 206.835.3333

Form # HSE-001-01-01-01



## Elemento de Vivienda Cuestionario

1. ¿Cuáles son los **principales problemas de vivienda** que se deben discutir en el Elemento de Vivienda (por ejemplo, la vivienda de los trabajadores agrícolas, viviendas de bajos ingresos para personas mayores, viviendas familiar y económicas)?

[Empty response box for question 1]

[Empty response box for question 1]

2. ¿Cuáles son las **barreras en viviendas de bajos ingresos** en la Ciudad del Rey?

3. ¿Qué se puede hacer para dirigir estas cuestiones y las barreras?

**Por favor envíe el cuestionario a:**

Maricruz Agullar Navarro, Planificador Asistente,  
Ciudad de King Departamento de Desarrollo Comunitario  
212 S. Calle Vanderhurst  
King City, CA 93928  
Correo electrónico: [maguilar@kingcity.com](mailto:maguilar@kingcity.com)

[Empty response box for question 3]

**MONTEREY+ PACIFIC**  
**Applied Agricultural Technologies**

Dear City Council Members;

I am writing in regard to the lack of farmworker housing in the King city community.

Agriculture is woefully lacking places to house its workforce in south Monterey County. As such we continue to have a shortage of workers in our vineyard labor pool.

I would very much appreciate the opportunity to participate in the development of land use policy that would provide remedies for this serious deficit. Our company has been in business now for 22 years and a viable workforce is paramount to our existence.

Sincerely,



Steve McIntyre, President

40410 Arroyo Seco Rd. Soledad, CA. 93960 Phone: (831) 678-4845 Fax: (831) 678-4846 [smcintyre@montereypacific](mailto:smcintyre@montereypacific)

**Rava Ranches**  
700 Airport Drive  
King City, CA 93930

May 19, 2015

**City of King Planning Commission**

**RE: Housing Issues 2015**

The agriculture community faces many challenges, with a big labor shortage at the top of everyone's list. A major reason for the shortage is a lack of affordable housing, for either farmworkers and/or families. The existing housing is becoming old and in need of repair and updates, and is also in very short supply, creating high rents and unsafe living conditions throughout the city.

The cost of new housing is a formidable challenge to both farmers and commercial developers. The bigger challenge and primary barrier to new or remodeled housing is the Planning and Building process in California. It is not only very costly, but extremely time-consuming. A project that ties up financial and labor equity for one to three years makes most developers walk away from a project, and deem the project a bad investment.

The zoning and planning processes must be modified to allow a project to move forward in a reasonable time frame. The burden placed on the economy by the planning process, along with many state bureaucratic regulations is choking our industry, along with the viability of our area. We must all come together to fix this problem, and it starts with allowing our economy to thrive by removing the choke-hold.

Regards,

Suzanne Rava for Rava  
Ranches



## APPENDIX B – VACANT LAND SUMMARY

### VACANT LAND SUMMARY

Vacant	APN#	Zoning District	General Plan Designation	Acres
<b>C-2 (General Commercial)</b>				
Yes	026-242-002	C-2 (General Commercial)	GC (General Commercial)	1.08
Yes	026-261-027	C-2 (General Commercial)	GC (General Commercial)	0.35
Under Utilized	026-261-021	C-2 (General Commercial)	GC (General Commercial)	2.05
Under Utilized	026-261-001	C-2 (General Commercial) & R-4 Multi Family Residential	GC (General Commercial)	2.91
<b>Total C-2 Acres</b>				<b>6.39</b>
<b>C-N (Neighborhood Commercial)</b>				
Yes	026-561-001	C-N (Neighborhood Commercial)	NC (Neighborhood Commercial)	1.06
Yes	026-501-006	C-N (Neighborhood Commercial)	NC (Neighborhood Commercial)	0.69
<b>Total C-N Acres</b>				<b>1.75</b>
<b>R-3 (Medium High Density Residential)</b>				
Yes	026-071-070	R-3 (Medium High Density Residential)	MHDR (Medium High Density Residential)	0.48
Yes	026-071-073	R-3 (Medium High Density Residential)	MHDR (Medium High Density Residential)	0.47
<b>Total R-3 Acres</b>				<b>0.95</b>
<b>R-4 (Multiple Family Residential)</b>				
Yes	026-531-019	R-4 (Multiple Family Residential)	HDR (High Density Residential)	0.34
Yes	026-531-025	R-4 (Multiple Family Residential)	PD (Planned Development)	13.27
Yes	026-531-023	R-4 (Multiple Family Residential)	PD (Planned Development)	5.4
<b>Total R-4 Acres</b>				<b>19.01</b>

## APPENDIX C - SOURCES

**U.S. Department of Commerce, American Fact Finder :** 2000, 2010 Census, American Community Survey Estimates 2009 – 2013

**U.S Department of Labor:** Bureau of Labor Statistics, annual farmworker income

**California Department of Housing and Community Development (HCD):** Pre-Approved Housing Needs Assessments

**California Department of Housing and Community Development (HCD) :** State Income Limits for 2014, Memo February 28, 2014

**California Department of Finance (DoF):** Table E-5 Population and Housing Estimates January 2011- January 2014

**California Department of Housing and Urban Development (HUD):** Quick Query Tool, Low Income Households

**California Department of Developmental Services (DDS):** Development Disabilities  
[www.dds.ca.gov](http://www.dds.ca.gov)

**California Employment Development Department (EDD):** Historical Employment

**Association of Bay Area Governments (AMBAG):** Regional Housing Needs Allocation (RHNA) for Monterey and Santa Cruz Counties 2015-2023

**Housing Authority, County of Monterey:** Assisted Housing [www.hamonterey.org](http://www.hamonterey.org)

**California State University Monterey Bay (CSUMB):** Homeless Point-In-Time Census and Survey, Comprehensive Report 2015, [www.csUMB.edu](http://www.csUMB.edu)

**City of King Housing Element:** 2007-2014 Approved Housing Element, June 2010.

**City of King General Plan:**

**City of King Zoning Ordinance:**

**City of King Chamber of Commerce:** Major Employers 2015

**City of King:** Community Development , Building and Safety and Police Departments

**City of King Windshield Survey:** Housing Conditions

**Insight Center for Economic Development:** Self Sufficiency Standard, Monterey County,  
[www.cced.org](http://www.cced.org)

**Federal Financial Institutions Examination Council:** Loan application results, HMDA Data, 2013, [www.feic.gov](http://www.feic.gov)

**Monterey County Association of Realtors:** MLS Listings, Market Statistics, [www.mcar.com](http://www.mcar.com)

**Loop Net Commercial Real Estate:** Commercial Real Estate Listings, [www.loopnet.com](http://www.loopnet.com)

**Trulia:** Real Estate Market Trends for King City, CA, [www.trulia.com](http://www.trulia.com)

**Zillow:** King City, CA Home Prices and Home Values, [www.zillow.com](http://www.zillow.com)

**Craftsman Books:** 2014 National Building Manual, 38<sup>th</sup> Edition , construction and land development costs

**Building –Cost.net** single and multi family construction costs

## **Exhibit 2: Land Use Element Amendment**



Exhibit No.

2

# The City of King

## Land Use Element Amendment



Public Review Draft

15 February 2016



**Public Review Draft (Feb. 15, 2016)  
City of King General Plan Land Use Element  
November 1998 (original)  
2016 General Plan Amendment**

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## CHAPTER 1

### INTRODUCTION

Under State law, cities are required to prepare and periodically update a "*comprehensive, long-term general plan for the physical development of the city...*" which is to be "an intergraded, internally consistent and compatible statement of policies." The law requires a general plan include seven "elements", each with specified content. The Land Use Element is one of these seven elements; the other six (6) are the circulation, housing, open space, conservation, noise, and safety elements.

The State has also adopted General Plan Guidelines that spell out the manner in which a general plan is to be prepared and adopted. Basic requirements are a general plan must consist of diagrams and text, which establish the community's long-range goals and objectives regarding physical development. Both the statutes and the guidelines give broad flexibility to each community as to how these elements are to be organized, however.

Taken as a whole, the seven (7) mandatory elements and one (1) optional element (Economic Development) of the general plan are to function as a sort of "constitution" for the community. A general plan sets forth the direction of future growth and development over a long-term time horizon, typically about twenty (20) years. The general plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, and small-scale plans ("*Specific Plans*") be consistent with the general plan.

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*\* Note: A draft of each of these 6 elements is also being prepared at this time. These elements will be considered separately from the Land Use Element, and will be consolidated with it to form a comprehensive, internally consistent general plan.*

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This Land Use Element is considered by many to be the most important element, because it establishes the overall density and land use type for the several districts of the community. The Land Use Element defines the character of each of the city's residential, commercial, and industrial neighborhoods, and proposes the direction of future expansion of the City's boundaries. In a sense, the Land Use Element provides the physical "vision" of the community.

Good planning and a sound vision is a prerequisite for orderly development. In today's competitive world, a prosperous economy is possible only when a community is well planned. Economic progress only occurs when private entrepreneurs have confidence in City governance. A solid community planning process, with full participation by all those affected, is one of the best ways to obtain that confidence.

The City of King is a member of the Association of Monterey Bay Area Governments ("*AMBAG*"). AMBAG is governed by a twenty-four (24) member Board of Directors comprised of elected officials from each city and county within the region. The AMBAG region includes Monterey, San Benito and Santa Cruz counties. AMBAG serves as the federally designated Metropolitan Planning Organization ("*MPO*") and Council of

Governments ("**COG**"). AMBAG performs metropolitan level transportation planning on behalf of the region, and prepares regional housing, population and employment forecast.

In June 2011, AMBAG adopted A Blueprint for Sustainable Growth and Smart Infrastructure ("**The Blueprint**") and the Sustainable Communities Strategy ("**SCS**"). The Blueprint presents a vision for how the region might start to achieve the greenhouse gas targets issued by CARB through what is called the "Sustainable Growth Patterns" scenario. The Blueprint and SCS identify key characteristics of Sustainable Growth Patterns, which are:

- Coordinated regional plan for sustainable growth
- Medium to high residential and employment densities in Blueprint Priority Areas while maintaining existing average densities across the region
- New development with mix of different land uses
- More access to affordable/workforce housing in cities with large employment bases
- Multimodal focused transportation (streets for cars, buses, rail, bike and pedestrians)
- Most employment growth takes places in existing employment clusters
- Far less leapfrog development, mostly compact development
- Fiscal variances are tempered by some tax base sharing

Although not legally required to follow the Blueprint or the SCS, the 2015 Land Use Element amendment reflects many of these key characteristics and policies listed in The Blueprint and SCS.

The land use element is organized into two sections: The first section, the "Framework for Planning", provides background information needed to prepare the actual general plan proposals. It contains basic data about the community with respect to its population, economic base, neighborhoods, traffic patterns, environmental resources, and other physical characteristics.

The second section is where the City sets forth its goals, objectives, policies, and programs - specific actions by which the City intends to accomplish its vision of its future.

### **Regional Setting**

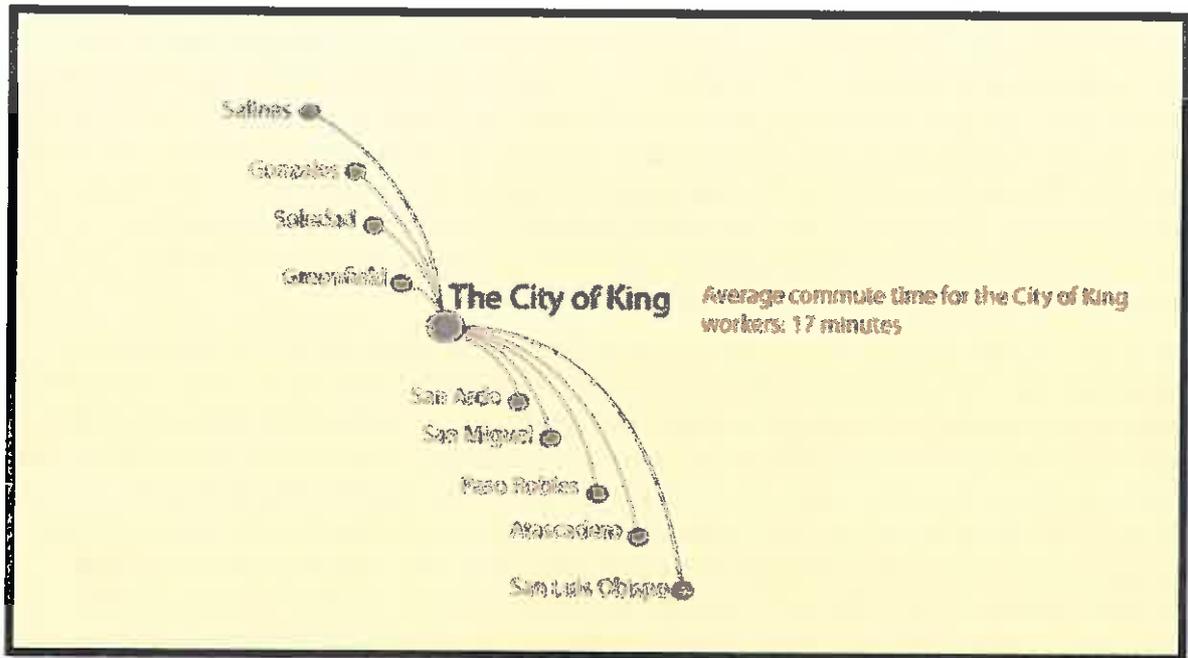
The City of King is located within southern Monterey County, surrounded by rich farmland along the Salinas River. (*Reference LUE 1 and LUE 2.*) Monterey County, in turn, lies in the Central Coast of California, just south of the rapidly growing nine-county San Francisco Bay Area. From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over five-thousand (5,000') feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucias are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the eastern edge of the Salinas Valley. To the east lie the Gabilan and Diablo Ranges, mostly privately owned with the singular exception of Pinnacles National Park. These mountains are primarily rolling, grass covered foothills interspersed with chaparral and occasional vineyards.



**FIGURE LUE 1**  
**MONTEREY COUNTY IN RELATIONSHIP TO CALIFORNIA**

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The combination of deep soils and the mild climate of the Salinas Valley provide the basis for much of the economic base of Monterey County. Agriculture lies at the heart of the community's economic and cultural life in the City of King.



**FIGURE LUE 2  
REGIONAL SETTING**

### **Historical Development**

The City of King has benefited from a compact physical layout dating from its origin in the nineteenth century. The city was originally incorporated in 1911 with 699 residents. Today, with approximately 12,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through the City of King rather than leave the route on the west side of the Salinas River. This key decision assured that the community would survive economically.

In recent years, visitor-serving and highway related development have added to the visibility of the community from Highway 101, shaped a new identity for the city, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center;

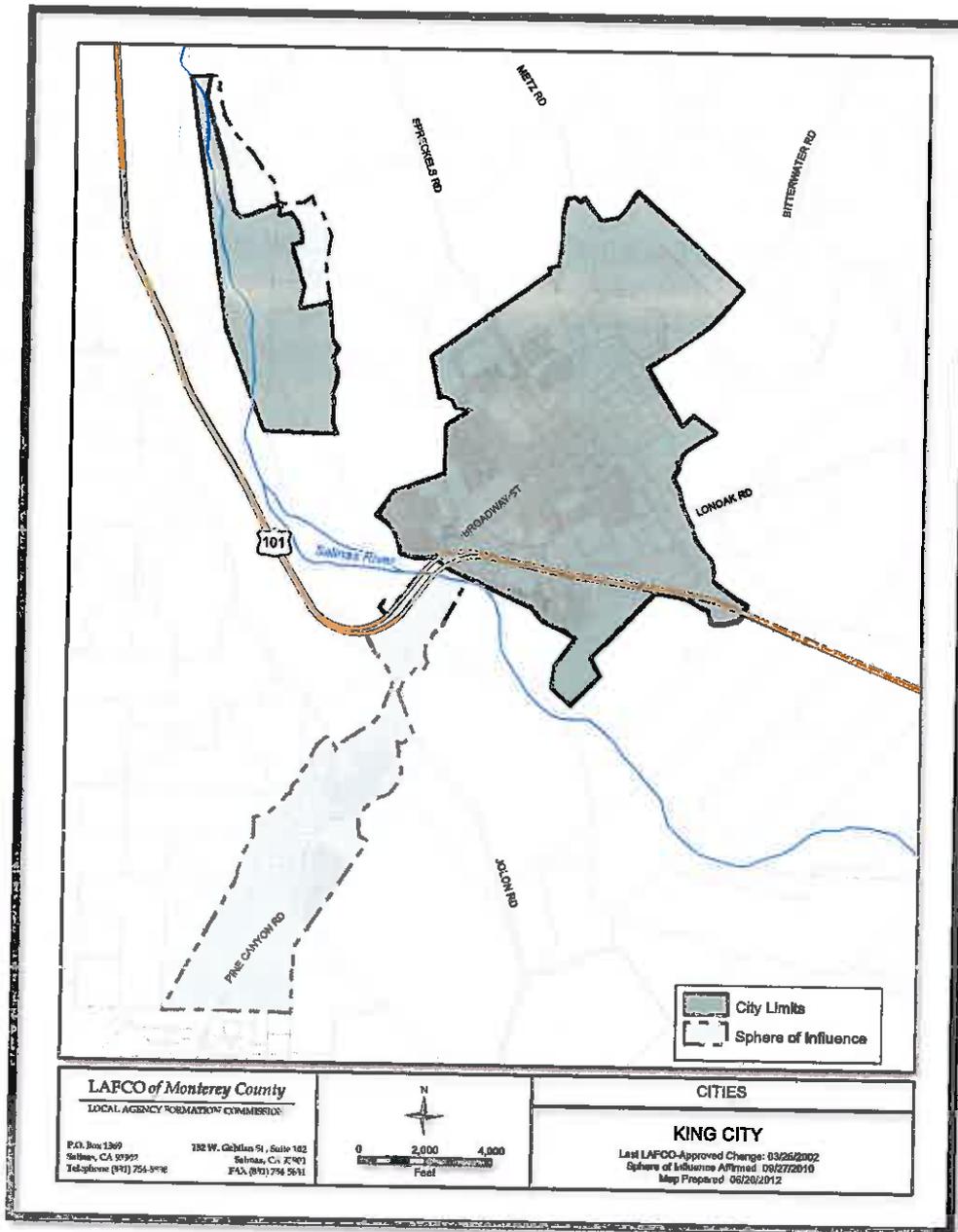
In the unincorporated area surrounding the City of King, Monterey County land use policies have generally kept parcel sizes large in order to encourage continued agricultural uses. One area where residential use has been permitted in the unincorporated area is the Pine Canyon area to the southwest, across U.S. 101 and the Salinas River from the city.

There are many beautiful historic buildings in the City. Within a few blocks of Downtown is one of the west's finest examples of Art Moderne architectural style, the King City High School Auditorium, also known as the Robert Stanton Theater. The theater was built in 1939 with financial assistance from Works Progress Administration funding. The building was designed by architect Robert Stanton of Carmel, California, in partnership with noted artist Joseph Jacinto Mora, who designed and executed the building's extensive sculptural elements. The theater was listed on the National Register of Historic Places on July 23, 1991. There are numerous other interesting historical buildings in and around the Downtown. Programs to protect and enhance these buildings are included in the Downtown Historic Corridor Revitalization Plan.

One of the first Europeans to see the Salinas Valley was Don Gaspar de Portolá who, on September 26, 1769, led a party of explorers down from Jolon into the Salinas Valley. On route, they encountered a village of more than two hundred native Americans. Portolá's party camped near the Salinas River at a site that would later become the City of King. The River was originally know variously as Rio Delfina (the Dolphin River) and Rio de Monterey (River of the King's Mountain), a name used by Juan Bautista de Anza in 1776 during his party's journey northward through the valley. The river was later renamed "Salinas." perhaps due to the salts near the mouth of the river north of Marina. Father Crespi, a chronicler for both the Portolá's exploration party and the de Anza party, recorded the first names used for the river and environs.

#### Planning Area Definition

This Land Use Element addresses a Planning Area, which encompasses the city limits and the area within the city SOI. **Figure LUE 3** shows the city limits and SOI. This area include the Pine Canyon area and the property around the City's wastewater treatment plant



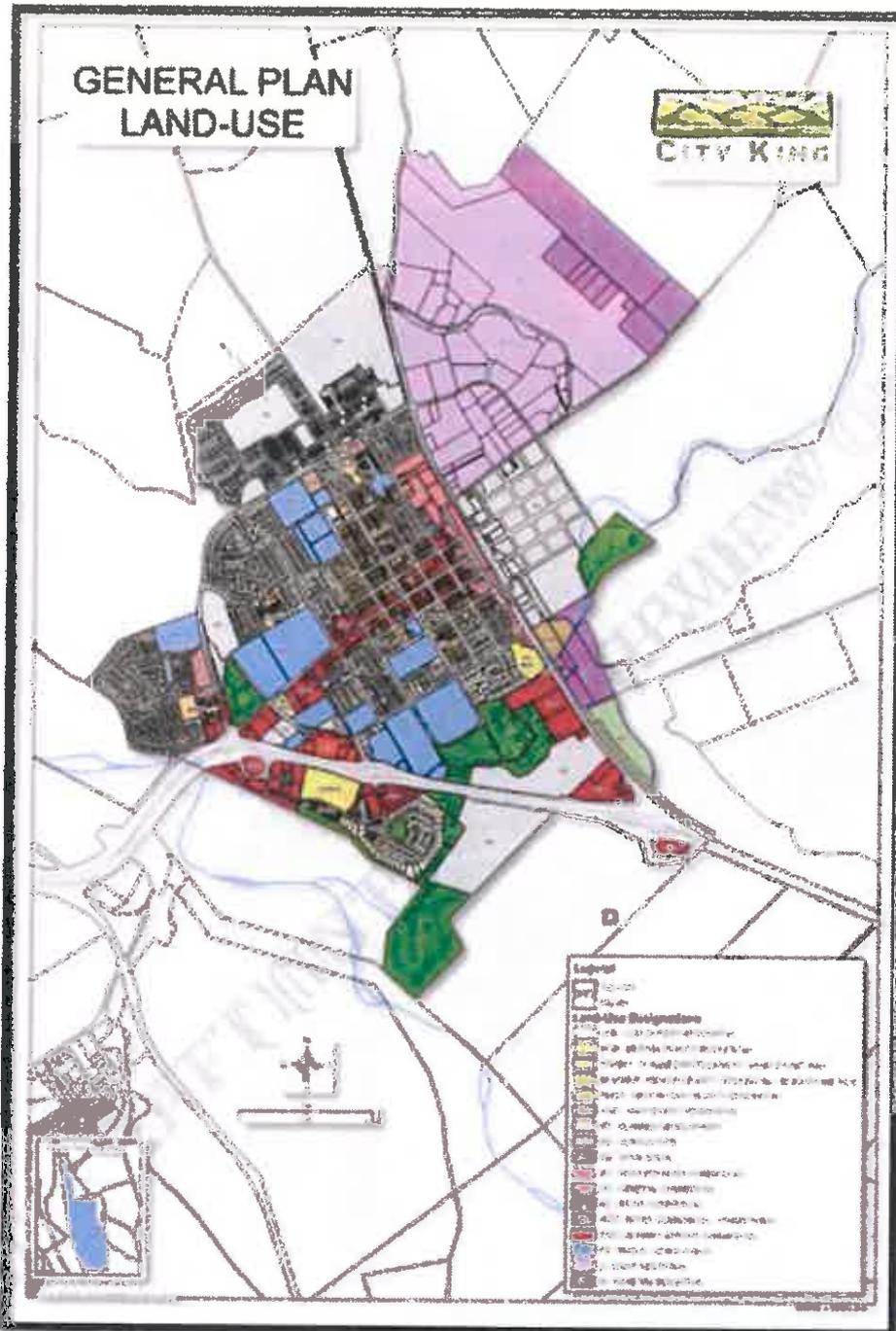
**FIGURE LUE 3**  
**CITY BOUNDARY AND SPHERE OF INFLUENCE**

It is important to note that the Planning Area boundary generally takes in land that is deemed to be related to, and impacted by, the planning within the City limits and "Sphere of Influence" of the City of King. The boundaries do not necessarily imply or suggest that the City considers the properties within them to be subject to neither annexation nor development.

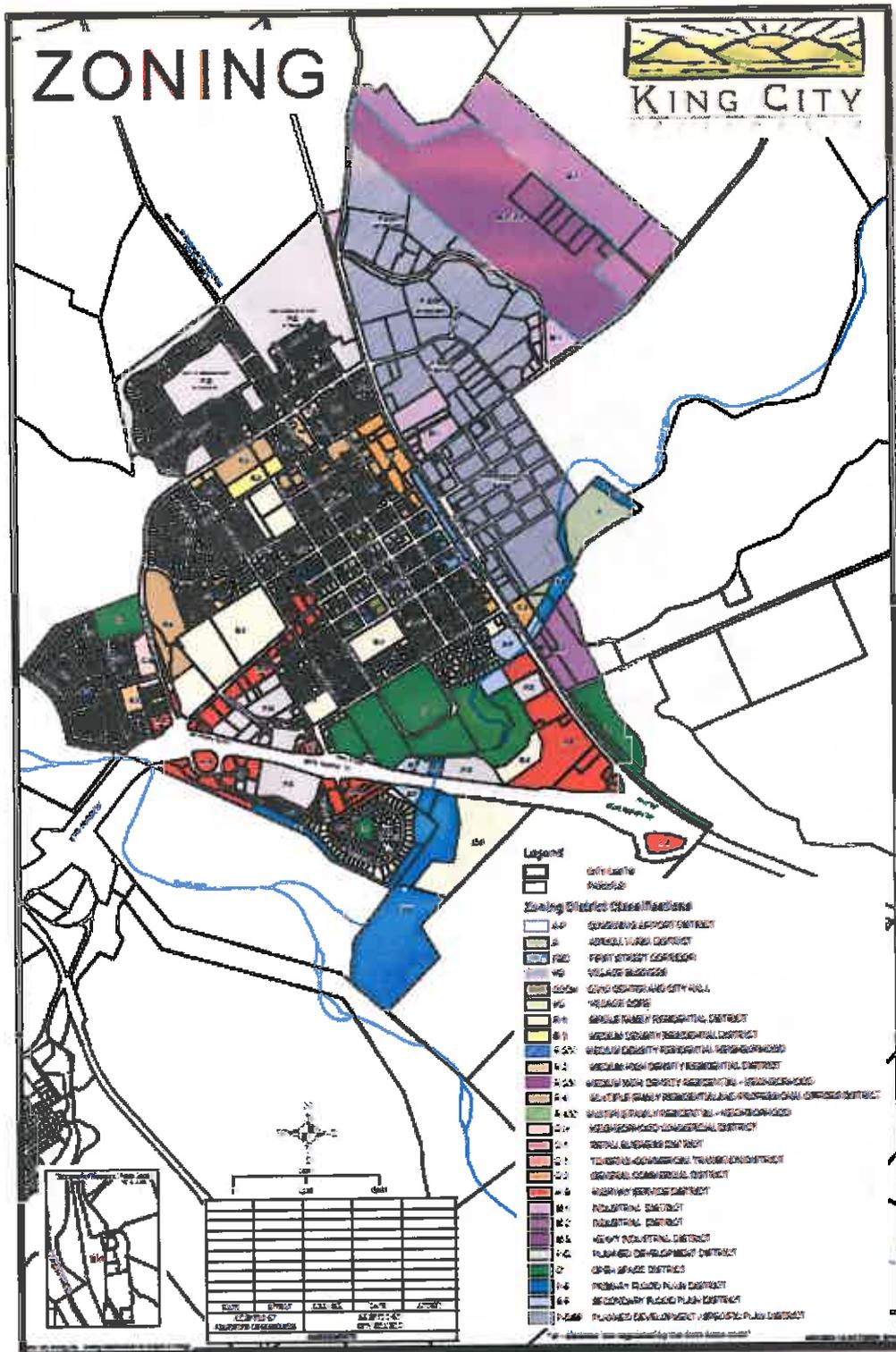
### Previous Adopted Land Use Elements

The first general plan Land Use Element for the City of King was adopted in 1973, along with the Circulation, Conservation, Open Space, and Scenic Highways Elements. Two (2) years later, the Safety, Noise, and Seismic Safety Elements were adopted. The Housing Element was first adopted in 1985, and subsequently updated in January, 1992, November 1998, June 2010 and December 2015.

Comprehensive updates to the Land Use Element and Circulation Element were adopted in 1988 and 1998. General Plan Amendments to the Land Use Element occurred as part of the Downtown Addition project and approved by the City Council in 2011. Amendments are being made in the 2016 update. (*Reference LUE-4 for the General Plan map and LUE-5 for the zoning map.*)



**FIGURE LUE 4  
GENERAL PLAN LAND USE DESIGNATIONS**



**FIGURE LUE 5  
ZONING MAP**

## Public Participation

### **1998 Update**

Copies of the draft 1998 Land Use Element were available for public review at city hall and at the library prior to each public hearing held in order to review the draft Land Use Element.

A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the Land Use Element, public comments were received at two planning commission hearings and one city council hearing. The dates of the public hearings are listed below:

- City of King Planning Commission: June 17, July 1, August), September 2, September 16, October 7, and October 21, 1997;
- City of King City Council: September 23 and October 28, 1997.

In addition, copies of the draft Land Use Element were distributed to local representatives of several community organizations for their review and comment.

### 2011 General Plan Amendment

There was a general plan amendment that was part of the Downtown Addition project (**Project**). The Project area was primarily designated Planned Development (**PD**). The 2011 General Plan Amendment implemented several General Plan policies. To be consistent with the General Plan, the entire Project site was designated P-D. The provisions of the P-D designation specifically calls for the use of a Specific Plan to implement the Goals, Policies and Programs of the General Plan. The Project went through several years of City Council and Planning Commission workshops and public hearings. Additionally, the developer conducted a charette to gain public input before the Project was finalized and submitted to the City for review.

### 2015 General Plan Amendment

The City Council authorized staff to update portions of the LUE and incorporate references to the Multimodal Transit Center and other current projects. The LUE was discussed as part of the Community Workshops conducted on the 2015-2023 Housing Element update. The Community Workshop was conducted on October 14, 2015 and a joint City Council/Planning Commission Workshop was conducted on October 20, 2015.



## CHAPTER 2

### SOCIAL AND ECONOMIC CONDITIONS

As it grows, the characteristics of the City of King's population are changing. These changes reflect trends that are occurring within Monterey County as a whole, and within the State of California.

This section of the Land Use Element presents current population trends and projections, employment base, housing and neighborhood change; and basic transportation data. Most of the data presented below is from the U.S. 2000 and 2010 Census, State of California Department of Finance ("*DoF*") and AMBAG.

#### Population Trends and Projections

Since the year 2000, the City and County have grown at approximately 1.4% per year. As of 2013, Monterey County had 425,756 citizens and the City of King had 13,116 citizens. By 2020, the County is expected to grow to approximately 446,258 citizens (CA DoF, Table P-1, 2014) (approximately 4.5%, 075% per year). Given this consistency with historical growth trends, it can be estimated that the City will also grow near historic trends, approximately 1.3% per year (7.8% by 2020) to a population of approximately 14,241.

(Reference *Tables 1 and 2.*)

**TABLE 1  
POPULATION GROWTH TRENDS**

Place	2000*	2010*	2014**	Average Annual Change	
City of King	11,094	12,874	13,211	151	1.3%
Monterey County	401,762	415,057	425,756	1,713	0.4%

Source: U.S.\* 2000 and 2010 Census (SF 1, DP-1), \*\*State of CA DoF E-5 Table Estimates, May 2014

The Regional Growth Forecast prepared by AMBAG shows 44.63% growth in the City of King's population between 2010 to 2035. During the same forecast period, the County of Monterey is projected to grow by 19.28%. (Reference *Table 2.*)

**TABLE 2  
POPULATION FORECAST**

Jurisdiction	2010	2020	2025	2030	2035	Compound Around Growth Rate	Change Over Forecast Period
City of King	12,874	14,568	16,398	17,759	18,620	1.49%	44.63%
Monterey County	415,057	447,516	463,884	479,487	495,086	0.71%	19.28%

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### Employment and Economic Base

The economic base of the City of King is concentrated on agriculture and agriculture-related services, primarily food processing and packaging. Over the last fifteen (15) years, substantial growth has occurred in this sector. Currently, the City is home to several food-processing plants, including Rio Farms/Gill Onions, Rava Ranches, Fresh Farms, and San Bernabe Vineyard.

AMBAG's Regional Growth Forecast, dated June 11, 2014, provides an employment forecast for the City of King until 2035. It is projected that the City of King's employment between 2010 and 2035 will increase by 32.64%, while the Monterey County's will increase by 22.05%. (Reference **Table 3**.)

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**TABLE 3**  
**EMPLOYMENT FORECAST**

Jurisdiction	2010	2020	2025	2030	2035	Compound Annual Growth Rate	Change Over Forecast Period
City of King	4,274	5,007	5,336	5,569	5669	1.14%	32.64%
Monterey County	182,000	205,977	211,218	216,486	222,137	0.80%	22.05%

Source: AMBAG's Regional Growth Forecast, June 11, 2014

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The Housing Element provides detail about population characteristics including family size, age, ethnicity, and other factors.

In addition, a co-generation power plant related to the city's major food processing plant has stimulated even more employment since its completion in 1990. These facilities are situated near the intersection of Metz Road and Airport Drive in the north of the City, and are highly visible from a distance of over two miles along Highway 101.

In addition to agriculture and tourism, a major local employer is the military, with two (2) large training facilities, Fort Hunter-Liggett (**FHL**) located west of King City and Camp Roberts located south of King City near San Miguel. King City provides both housing and commercial services for Fort Hunter-Liggett. There have been some changes in the composition of the economic base for Monterey County and for the City of King since the 1998 Land Use Element update. FHL has substantially expanded. FHL is the largest U.S. Army Reserve Command post with over 165,000-acres. Established in October 2005, the U.S. Army Combat Support Training Center has a mission to provide world-class training for Combat Support and Combat Service Support units. According to FHL the base population can increase to upward of ten-thousand (10,000) when rotation of different military personnel come for training. FHL has expressed a desire to have their military staff travel to the City of King via Amtrak service from San Jose rather than continue their current US Department of Defense (**"DOD"**) bus service from the FHL to San Jose, one-hundred and thirty (130) miles to the north. This service would reduce greenhouse gases

**("GHG")** and transportation costs for FHL. There is also an interest to use the rail line to load and unload military equipment, in a way that would be less expensive than using Camp Roberts to the south.

For most of the last decade , unemployment averaged less than fifteen (15%) percent. **(Reference Table 4.)** Toward the end of the decade, and continuing to the present, unemployment increased, peaking at approximately twenty-one (21%) percent in 2009 and 2010. Since that time unemployment has slowly decreased, currently averaging between seventeen (17%) percent and eighteen (18%) percent. During winter months (non-agricultural season) average unemployment is near twenty-one (21%) percent with prime agriculture season averaging approximately fourteen (14%) percent. *Source: CA EDD*

**TABLE 4  
LABOR FORCE, EMPLOYMENT, UNEMPLOYMENT  
2000-2014**

<b>Year</b>	<b>Labor Force</b>	<b>Employment</b>	<b>Unemployment</b>	<b>Unemployment Rate %</b>
2000	4,763	4,057	706	14.9
2005	5500	4800	700	12.6
2006	5400	4700	600	12.0
2007	5500	4800	700	12.3
2008	5700	4900	800	14.4
2009	5900	4800	1100	19.5
2010	6100	4800	1300	21.0
2011	6100	4900	1200	20.8
2012	6200	5000	1200	19.0
2013	6000	5000	1000	17.1
2014	6300	5200	1100	17.8

*Source: State of California Employment Development Department ("EDD"), 2015.*

Several of the County's industries have added jobs over the past twelve months: public education, construction, retail trade, non-durable wholesale trade, hotels and other lodging, and health care services. The State and national economies are currently in a slow but steady recovery, leading to hopes that Monterey County will also reduce its chronically high seasonal unemployment rate.

City of King is also making a strategic shift in its economic development plans for the future. The city has invested substantial sums in roads, bridges, and other infrastructure to improve access and services to its primary industrial area near the Airport, the East Ranch Business Park and. With this investment, the City intends to diversify its economic base by attracting more permanent and stable industries. By this means, the City plans to alleviate high rates of seasonal unemployment.

As the City's tourism industry continues to grow, agriculture and food processing will likely remain, however, as the economic lifeblood of City of King and surrounding communities in southern Monterey County. Several policies and programs of this Land Use Element are

designed to encourage new industries that will meet the community's high standards to locate within the City of King. These include such sectors as tourism, warehousing and distribution, "footloose" manufacturing, export-oriented firms, emerging technologies, and business services.

### Commercial Uses

The City of King has historically served as the retailing and service center for all of Southern Monterey County. Its strategic location along Highway 101 as well as its close proximity to Pinnacles National Park and Fort Hunter-Liggett assures that this role will continue.

It is also clear, however, that traffic patterns that dictate retail property values have shifted within the community over the last thirty (30) years. In the past, the central core of the community formerly was located at the upper, eastern end of Broadway Street. It now appears that more retail transactions take place at the lower, western end of this street. As developers create more retail centers on several large, vacant parcels near Highway 101 along Franciscan Way, this trend will accelerate.

Upper Broadway Street will probably continue as the more desirable location for specialty retailing, financial and insurance offices, and entertainment. Lower Broadway Street will probably expand in general retailing, freeway and visitor-oriented development, and medical offices and facilities related to Mee Memorial Hospital near the corner of Broadway Street and Canal Street.

Auto-oriented and service commercial development is found throughout many of the retail zones of the city, but particularly along First and Second Streets and in industrial areas east of the railroad tracks. Trucking facilities are located in proximity to the railroad and along Airport Drive and Bitterwater Road. The City is planning for a First Street Bypass for large vehicles using the industrial park. Right-of-way for a portion of the First Street Bypass was included in the Downtown Addition Specific Plan, which was approved in 2011. Additionally, as part of the Downtown Addition Specific Plan and the proposed Multi-modal Transit Center, Broadway Street is proposed to be extended across the railroad tracks.

Policies and programs are provided in this plan that will guide and direct commercial growth in the future in a manner that respects the existing pattern of retail activity. A primary goal of these policies is to retain the city's role as the retail hub of the South County.

### Housing and Neighborhood Composition

As in most small towns in a rural setting, the City of King is mostly single-family in character. The City of King is also relatively compact with respect to its overall densities, with over 2000 housing units per square mile (considering only the developed part of the city, and excluding much vacant acreage involved in the airport area or Smith-Hobson property to the north of First Street or Bitterwater Road). (Reference **Table 5.**) This figure compares to about 2,400 dwellings per square mile for the other three communities in South Monterey County (Soledad, Gonzales and Greenfield).

**TABLE 5  
COMPOSITION OF CITY OF KING HOUSING STOCK  
BETWEEN 2000 AND 2013**

	Units 2000		Units 2008		Units 2013	
Single Family Units	1,856	65%	1,994	66%	2,149	67%
Multi-Family Units	707	25%	725	24%	820	25%
Mobile Homes	292	10%	290	10%	253	8%
Total	2,855*		3,009*		3,222**	

Source: \* 2007 – 2014 City of King Housing Element,\*\* \*\*CA DoF E-5 Population and Housing Estimates January 2011 – January 2014 Note: ACS Table B25004 indicates 2996 total units for 2013 .

The majority of housing in the City of King (over 66%) was built between 1970 and 2010. Moreover, the period 1980 and the present saw more than one-half (51.7%) percent of all existing homes built. Nearly 850 homes (30.4%) were built prior to 1965, these exceed fifty (50) years in age. Approximately seventy (70%) percent of housing in the City is at least twenty-five (25) years of age.

**TABLE 6  
AGE OF HOUSING STOCK - OCCUPIED UNITS**

Year	Number	Percent
2010 or Later	7	0%
2000 to 2009	364	13.0%
1990 to 1999	461	16.5%
1980 to 1989	621	22.2%
1970 to 1979	401	14.4%
1960 to 1969	178	6.4%
1959 to 1959	189	6.8%
1940 to 1949	262	9.4%
1939 or earlier	309	11.1%
<b>Total</b>	<b>2,792</b>	<b>99.8%</b>

Source: ACS 2009 – 2013 Estimates, Table B25126. Note City of King Housing Element 2007-2014 identifies 2,855 existing units. These are total units. Table 25126 addresses **Occupied Units**. Percentages may not add up to 100 percent due to rounding.

**TABLE 7  
HOUSING UNITS BY TYPE**

Unit Type	Units 2000*		Units 2008*		Units 2013**		Change	
SF Detached	1,575	55%	1,712	57%	1,874	55%	299	19%
SF Attached	281	10%	282	9%	275	9%	(-) 6	(-)3%
2	151	5%	-	10%	-	-	-	-
3 or 4	136	5%	304	-	298	9%	11	4%
5 to 9	150	5%	-	14%	-	-	-	-
10 to 19	165	6%	-	-	-	-	-	-
20 to 49	83	3%	-	-	-	-	-	-
50 or more	22	1%	421	-	522	16%	102	24%
Mobile Home	292	10%	290	10%	253	8%	(-)39	(-)13%

Boat, RV, Van,	0	0%	0	0%			
<b>Total Housing</b>	<b>2,855</b>		<b>3,008</b>		<b>3,222</b>	<b>367</b>	<b>13%</b>

Source: \* 2007 – 2014 City of King Housing Element, \*\*CA DoF E-5 Population and Housing Estimates January 2011 – January 2014 Approved. Note: 2008 and 2013 Data combines 2 to 4 units and all structures over 5 units.

As seen in **Table 7**, multi-family attached housing (condominiums, townhomes, apartments) in projects larger than five (5) units increased at a faster rate than single-Family housing. Single -Family homes remained the primary form of housing (55%).

Some of the City's residential area, include:

- **Historic Downtown Area:** The "Old Town" area, or Historic downtown area surrounding Broadway Street is very mixed with several multiple units on small lots. This area was subdivided during the early part of the century, for the most part, with a gridded street system and rectangular blocks and lots. Numerous mature shade trees form the character of this neighborhood, although it is diminished in some blocks by the mix of densities.
- **Royal Coach Neighborhood Area:** The Royal Coach Park neighborhood south of San Antonio is also a newly developing neighborhood with smaller lots in the R-1 portion and some areas of higher-density PD and R-3 zoning.
- **First Street Corridor Area:** The First Street Corridor area in the eastern part of the City, which is characterized by a large Housing Authority project northeast of First Street. In addition, there is a large complex of apartments on First Street southeast of San Lorenzo Creek, occupied primarily by farm laborers and their families. In 2013, the City adopted the First Street Corridor Study ("**FSCS**"), a planning study, which addressed the City's long-range vision for this area. First Street provides one of the major gateways to both East and West Pinnacles National Park. In 2015, zoning for the C-2 District was amended to include the uses allowed in the First Street Corridor ("**FSC**") district, accommodating mixed residential and tourist commercial uses.
- **Arboleda and Mills Ranch Specific Plans Area:** In 2004, the City approved the **Arboleda Specific Plan**, located off of San Antonio and Spreckles. The project allows 400-residential units on approximately 115-acres. There are a range of housing types, including townhomes, cottages, single-family homes, large lot single-family homes, courtyard apartments, carriage apartments and lane homes. The project also includes affordable housing units. There are 8.6-acres of parkland, including a soccer park, baseball park and buffer area. Chalone Peaks Middle School (22-acres) is located within the specific plan area.
- **Mills Ranch Specific Plan Area:** This specific plan was approved in 2005. It includes four-hundred (400) residential units and a small commercial area on approximately nine-two (92) acres. The project contains different housing types, including garden apartments, single-family homes, and cottage homes. The project also includes affordable housing units. There are 7.5-acres of parkland and 1.1-

acres of open space.

The City's housing stock is discussed in more detail in the Housing Element. Within the Land Use Element, there are several policies designed to accommodate a diverse array of housing types consistent with the community's goals and policies for urban growth.

One other nearby residential neighborhood deserves note here: Pine Canyon. This enclave of a few hundred single-family homes lies directly southwest of City of King, across the Salinas River. It is only accessible by the U.S. 101 bridge and this unincorporated community relies on its own fire protection, water, and wastewater systems. Residents of Pine Canyon have rejected several previous attempts to be annexed into the City of King, although this community continues to be a part of the city's Sphere of Influence ("*SOI*") according to the County Local Agency Formation Commission .

### **TRANSPORTATION (INCLUDING MULTIMODAL TRANSIT CENTER)**

The economic base of City of King lies in its strategic position to serve as a transportation hub for both rail and trucking of the agricultural products of the southern Salinas Valley. The City has grown generally along the former route of Highway 101, Front Street and the main commercial street, Broadway Street.

With the existing alignment of the freeway, however; the transportation grid of the City of King has shifted toward the south. Most of City of King's vacant industrial lands are located in the northern reaches of the City particularly in the East Ranch Business Park area close to the Airport along Metz Road and Bitterwater Road. Linking this industrial land with Highway 101 is a major challenge for the City, since it is anticipated that most agricultural and industrial products will continue to be shipped by truck rather than by rail or air. Improvements to the accessibility of the City's industrial area are a key part of this general plan. The City has been planning for a First Street Bypass to accommodate the traffic from the industrial park area. The First Street Bypass would link to Highway 101 near Lonoak Road.

Additional discussion of the City of King street and transportation system is provided in the Circulation Element, also a part of this General Plan.

To summarize the existing land use pattern of the City of King, it may be characterized as a relatively compact and concentric in form. There are a few areas of vacant, developable acreage property, primarily in the perimeter of the city, in various land use categories.

### **Multi-modal Transit Center**

The City of King, California is developing a multimodal transportation center ("*MMTC*") to address the need to optimize transit connections for the transit dependent population, particularly for the low- income population in the King City area. Passenger and freight rail service was provided at the City of King railroad station for almost one hundred years. The MMTC concept includes re-establishing the historic 1886 passenger rail station "King's Station" as part of the new Coast Daylight and Coast Starlight train service to the City of King, with connections to the local transit service provided by Monterey-Salinas Transit. The MMTC will reestablish the City's historical regional rail and bus connection with communities located north and south of the City, improving air quality, reducing energy use and provide an affordable transportation network serving the community and region.

The local military base, US Army's Fort Hunter-Liggett, has also identified the Federal Necessity to be able to move a significant number of troops and their gear equipment from a re-established train station to their facility southwest of the City of King. As part of the US Army's Energy and Environmental Sustainability efforts, there is a Federal Interest in replacing the numerous shuttle buses between the Fort and the San Jose airport with Amtrak train service between San Jose and King City, thus providing a significant passenger draw for a King City station, beyond just the two Monterey-Salinas Transit ("**MST**") routes that would serve the MMTC. The Circulation Element discusses the MMTC in more detail.

The **Multimodal Transportation Center Development Strategy Report** dated January 2013 prepared by Hatch Mott MacDonald, discusses:

- FHL utilizing the underutilized spur tracks near the City of King that could be used by the military to load and unload military equipment from flatbed railcars at a lower cost than using the spurs at Camp Roberts.
- Department of Defense funding as a potential source of funds. The Railroads and Highways for National Defense Act is addressed as a possible source of funds.
- The proposed MMTC consists of the following components: A passenger platform, a passenger drop-off and loading zone, a small station building with restrooms and storage rooms, and four passenger shelter canopies.
- A parking lot for station patrons.
- A staging area for Fort Hunter Liggett. A bus stop accommodating Amtrak Thruway, Greyhound, and Monterey-Salinas Transit ("**MST**") bus service, Pinnacles National Park shuttle service, taxi service, and bicycle facilities.
- Improvements to First Street between Division Street and Broadway Street, including the introduction of street trees, center medians, bike lanes, parallel parking, as well as curb extensions, crosswalks and traffic signals at the intersections with Broadway Street, Bassett Street, and Pearl Street.
- The De Anza Trail extension south of Division Street to San Lorenzo Creek.

In February 2013, City Council approved the **First Street Corridor Master Plan**, which was funded through a Caltrans Environmental Justice Grant. The MMTC is part of this plan, as is a design concept plan called "City of King Station Design Concept". The concept plan identifies a drop-off area for military shuttles to pick up troops arriving by rail.

The **Railroad Corridor Safety Improvement Study** prepared by RailPros for the City of King recommended a new station west of the tracks between the proposed relocated grade crossing at Broadway Street and San Lorenzo Creek. The proposed platform is projected to be a single platform which pursuant to Amtrak standards must be no less than one-thousand and two-hundred (1,200') foot platform in length to accommodate the existing Coast Starlight service in the corridor. The City contracted with RailPros to finalize the King Station site design and nearby circulation system.

Additional discussion of the City of King street and transportation system is provided in the Circulation Element.

To summarize the existing land use pattern of City of King, it may be characterized as relatively compact and concentric in form. There are few areas of vacant, developable areas remaining within the City's boundary.

**Table 8** [on the following page provides a breakdown of the acreage in each of the various categories of the existing land uses within the community.

The next section will present various environmental factors important to the land use element and the general plan.

Land Use Category		City Limits			
		Number of Parcels	Total Area (sq ft)	Total Area (acres)	% of Total
AC	Agriculture	3	3,036,448.0	112.5	4.9%
CC	General Commercial	32	1,064,832.0	24.2	1.0%
HSC	Highway Service Commercial	66	3,673,294.0	85.1	3.4%
HDR	High Density Residential	234	2,147,346.0	50.0	2.1%
LI	Light Industrial	62	16,924,848.8	397.0	16.4%
GI	General Industrial	16	5,308,200.0	121.9	5.2%
LDR	Low Density Residential	1274	9,286,086.2	213.4	9.0%
MDR	Medium Density Residential	112	679,512.0	15.5	0.7%
MDR/MHP	Medium Density Residential/Mobilehome Park	1	87,792.0	2.2	0.1%
MHDR	Medium High Density Residential	340	1,231,257.0	29.4	1.2%
OS	Open Space	13	3,063,002.0	70.3	3.0%
PQ	Public-Quasi Public	32	26,324,084.0	603.3	26.0%
RC	Retail Commercial	126	1,356,735.0	31.3	1.4%
RCT	Retail Commercial/Transitional	13	346,021.0	8.4	0.3%
NC	Neighborhood Commercial	33	360,520.0	8.3	0.3%
PD	Planned Development	512	21,039,859.4	502.3	21.2%
PD/MHP	Planned Development/Mobilehome Park	2	871,380.0	20.0	0.8%
<b>Totals:</b>		<b>2,743</b>	<b>105,019,292.4</b>	<b>2,375.52</b>	<b>100%</b>
		<i>Parcels</i>	<i>Square footage</i>	<i>Acres</i>	<i>% Total</i>

**TABLE 8**  
**EXISTING LAND USE ACREAGE, CITY OF KING**

## CHAPTER 3

### ENVIRONMENTAL SETTING

The natural resources and character of City of King's physical setting are the primary reason that the community has been growing more rapidly than other cities within Monterey County.

This section of the Land Use Element will discuss some of these resources, including agriculture, historic and cultural sites, areas of potentially hazardous conditions, and biological sources within and near the community.

#### Agriculture

City of King is situated in the upper half of one of the nation's richest agricultural areas, the Salinas Valley. Here, the soil, climate, and abundant groundwater supplies are ideal for row crop production as well as wine grapes. The City of King is the northern part of the Central Coast celebrated wine country.

Farmers in the valley and ranchers in the surrounding foothills are very experienced and skilled in the production of a wide variety of crops and livestock products. These include lettuce, broccoli, grapes, cattle, tomatoes, onions, garlic, barley, beans, alfalfa hay, sugar beets, spinach, parsley, carrots, chili peppers, asparagus, and kohlrabi.

These agricultural pursuits are essential to the area's economic wellbeing; providing jobs and income to a large percentage of the city's labor force.

Protection of prime farmland in the Salinas Valley is a critical issue to be resolved within this general plan. The Land Use Element provides a framework for several policies that will address farmlands. Additional policies and programs may be found in the Conservation, Open Space, and Safety Elements, which are also a part of this general plan,

#### Historical and Cultural Sites

As with its economy, the history of the City of King is largely bound to its role as an agricultural center for the southern Salinas Valley. Today, this heritage is best represented in the Monterey County Agricultural and Rural Life Museum in San Lorenzo Regional Park.

Here, the city's agricultural roots are revealed in a working blacksmith shop, the restored Speckles farm house (1897), and the one room La Gloria schoolhouse (1887). The 1886 Southern Pacific City of King Train Depot was also relocated to this park. The Depot Baggage Room is used now as a conference and meeting room.

Within the developed area of the city, there are a few outstanding examples of early 20th Century commercial architecture along Broadway Street. City Hall itself is a contribution of Depression era masonry and was financed (along with many public buildings in the area) by the Federal Works Progress Administration ("**WPA**"). Its pleasant, one-story aspect is situated within a wide expanse of lawn area that features several statues and memorials. Within a few blocks of Downtown is one of the west's finest examples of Art Moderne architectural style is the King City High School Auditorium, also known as the Robert Stanton Theater. The theater was built in 1939 with financial assistance from Works Progress Administration funding. The building was designed by architect Robert Stanton of Carmel, California, in partnership with noted artist Joseph Jacinto Mora, who designed and

executed the building's extensive sculptural elements. The theater was listed on the National Register of Historic Places on July 23, 1991.

### **Hazards and Development Constraints**

Some of the issues that must be considered in siting new development are: Floodplains; noise exposure from such facilities as airports or railroads; areas of high fire hazards; seismic hazards; or areas subject to soil or geologic failure.

Compared to most other communities, City of King is situated in a relatively safe area with few hazards or constraints to urban development.

In City of King, the floodplain of San Lorenzo Creek and the Salinas River are the areas subject to the most significant hazard. The City and the County have regulated development within these floodplain areas for many years so as to prevent unsafe occupancy of the floodplain by residents or businesses. Accordingly, there are very few buildings or homes within the floodplain today that would be endangered by a one-hundred (100) year flood. Policies are provided in this Land Use Element that would continue these regulations in the future. In addition, the issue of flood hazard is addressed in more detail in the Safety Element.

Noise exposure is another critical consideration in land use planning. The primary noise sources within City of King are U.S. 101 and the railroad. Light airport traffic at the City of King Airport also occasionally creates noise for surrounding uses. Industrial uses near the railroad and along First Street also create seasonal noise patterns that could be a disturbance to a few surrounding residences during the peak of the harvest.

City of King has a noise ordinance and has regulated land uses in relation to known noise exposure for many years. For the most part, there have been very few complaints except for outdoor amplified sound events at the Salinas Valley Fairgrounds. This land use element calls for continuation of noise regulations and policies so as to avoid future noise problems from incompatible land uses. Noise issues will be discussed in more detail in the Noise Element.

Wildland fire hazard is of very limited concern for City of King, given its location well removed from dense forests or chaparral vegetation. Industrial and commercial areas-- particularly areas where new growth is likely to occur-- are well removed from residential areas. This separation of land uses is desirable with respect to control of urban fires. The issue of fire hazard, prevention, and mitigation is addressed in more detail in the Safety Element.

There are no areas known to be subject to seismic hazard or to soils or geologic failure within City of King. Liquefaction is a condition that may occur when areas of saturated soils are subject to seismic events, and can result in major damages to structural foundations. None of the soil types within City of King are known to be subject to liquefaction, with the exception of riverine soils along the Salinas River or in the primary floodplain of San Lorenzo Creek. These issues will also be addressed in the Safety Element.

### **Biological Resources**

Prior to its development as an urban area, the natural habitat of the City of King area was predominately grassland and oak savannah. Most of this original habitat has been replaced

by urban or agricultural uses.

The City of King planning area is bisected by San Lorenzo Creek, and bordered on the south and west by the Salinas River. Together, these two areas harbor a natural riparian ecosystem with seasonal and year-round wetlands. The City's Municipal golf course along San Lorenzo Creek manages most of the vegetation within the playing area, and the Monterey County Water Resources Agency maintains the floodway of the creek -- still in a relatively natural condition. At the confluence of San Lorenzo Creek and the Salinas River, native willows and other riparian vegetation are generally undisturbed by the nearby urban development, recreational uses, and cropland practices.

The Salinas River provides an historical migration corridor for steelhead from the upper watershed tributaries. The River also provides habitat for other rare and endangered species and is one of the most critical natural habitats in the region. In the past, during normal rainfall years, the river system naturally cleared the central portion of the channel during winter high flows, although this natural function has been affected by large dams on the Salinas, Nacimiento and San Antonio Rivers, necessitating occasional mechanical river vegetation management under programs administered by the Natural Resources Conservation Service ("*NRCS*") and Resource Conservation District ("*RCD*") of Monterey County, in cooperation with State Fish and Wildlife Department, Federal Fish and Wildlife Service, Central Coast Regional Water Quality Control Board, US Army Corps of Engineers and other agencies.

Along San Lorenzo Regional Park, the floodplain of the Salinas River is well preserved. The park receives high visitor use, particularly in the spring and fall, but few of these visitors venture onto the nearby levee to view the river; access is limited to streamside nature trails.

City of King also serves as the gateway to the Los Padres National Forest in the Santa Lucia Range to the west, and to the beautiful and popular Pinnacles National Park in the Gabilan Range to the east. These two areas provide substantial areas of mountain habitat and are quite popular for outdoor recreation such as camping, hunting, fishing, hiking and bird watching. Pinnacles National Park attracts many hundreds of thousands of visitors each year. The City is the primary gateway to both the West and East entrances to Pinnacles for visitors traveling from the south. A public-private collaboration has begun to work towards improving the appearance and land uses along the primary gateway corridors, including First Street, Broadway, Bitterwater and Metz Road.

Bikeways and walkways, including trails and sidewalks, need to be developed around the City. The First Street Master Plan, Historic Corridor Revitalization Plan, Downtown Addition Specific Plan, West Broadway Master Plan, Arboleda Specific Plan, East Ranch Business Park Specific Plan, Mills Ranch Plan and other plans for the City recommend pedestrian and bike lane improvements along major streets and as part of trail systems that skirt the edges of the City (such as in the Arboleda, and within the Downtown Addition planning areas). These bike and pedestrian facilities will connect the future Multi-Modal Transit Center proposed near First Street, providing regional connections to areas north and south of the City.

This Land Use Element contains policies designed to protect and preserve the natural

**biological resources in and near the City of King. Additional detail is provided about these resources in the Conservation and Open Space Elements within this general plan.**

**The next section presents the conditions and status of the community's public services and infrastructure.**

## CHAPTER 4

### PUBLIC SERVICES

One of the most important factors to consider in land use planning is the community's "infrastructure" --the services of local government now available and those that are planned for the future, City of King has a sound municipal government that has maintained a positive cash flow and stable fiscal structure even over the lean years of the early 1990's. This section describes the services provided by the City and other units of government.

#### **Local Government Administration**

City of King was incorporated in 1911 as a general law city, with a council/manager form of government. The city's administrative staff consists of the city manager, building official, recreation coordinator, police chief, volunteer fire chief, and related clerical and accounting personnel. The city contracts for the city engineer, community development director, finance director and city attorney.

Most of the City's functions are situated in the City Hall building on South Vandenhurst Avenue. The Police Department and Fire Station are located nearby on Bassett Street between Russ and Vandenhurst Avenues. The City's corporation yard is located on Industrial Way.

City Hall has adequate space for both the existing and future staff levels, particularly after the City's library is relocated to its new building on Broadway Street, acquired by the former Community Development Agency in 1995.

#### **Police Protection**

The City's Police Department provides primary public safety services within the city limits, and backup to the County Sheriff in nearby unincorporated areas. The City's police are headquartered in a 10,200 square foot facility that has capacity both for new and projected growth.

The Police Department is authorized for seventeen (17) sworn officers, and three (3) non-sworn personnel. The current authorized staffing includes the Chief of Police, Police Acting Commander (1), Police Sergeants (3), Part-time Investigator (1), Acting Captain (1) and Police Officers (10). Additionally, the department is in the process of hiring a Community Services Officer.

The department services include various police patrol services, vehicle abatement program, live scan fingerprinting, School Resource services, and crime prevention through environmental design.

The County Sheriff serves the unincorporated area around the City of King from a headquarters facility located within the general County offices on Franciscan Way. The California Highway Patrol provides additional service, with headquarters on Broadway Circle. The CHP provides law enforcement on all unincorporated roadways and State highways.

The City implements an impact mitigation ordinance (No. 490) that collects funding from new residential, commercial, and industrial development. Part of this funding is available for purchase of capital facilities required by the police department in order to

accommodate future population.

### Fire Protection

The City of King Fire Department is also situated in a relatively new building, centrally located to serve the entire community.

The City of King Fire Department has continued serving the community for thirty (30) years. The department is made up of approximately thirty (30) volunteer firefighters who train several times a month to learn skills pertinent to make sure they know their jobs to provide a professional service and return home safely to their family and loved ones. The Fire Department provides a wide array of services including, but not limited to: emergency medical services, fire protection and public services. King City Fire Department members take great pride in serving the community.

King City's volunteer fire department is equipped with three type-1 engines and a type-1 reserve engine. United Underwriters has designated King City with an insurance classification number of four. The Fire Department meets the first three Tuesdays of the month. First meeting is for department business; the next two are for training. Outside of the city limits, fire protection is provided by CSA No. 61, which contracts with the California Department of Forestry ("*CDF*"). Their station is located on Canal Street.

### Educational Facilities

King City Union School District has separate Elementary and High School Districts serve the City of King. The elementary schools serve both City of King and outlying unincorporated areas including Pine Canyon;

King City Union School District is a K-8 public school district with an enrollment of approximately 2600 students. Currently we have three K-5 elementary schools: Del Rey, Santa Lucia and King City Arts Magnet. Chalone Peaks is the middle school with grades 6-8th and the Phoenix Academy for grades 4th - 8th is our community day school.

Two (2) elementary schools are located on the north side of the community: Del Rey serves 860 K-6 grade students with a year-round curriculum. Santa Lucia School serves 540 K-5 students with a nine (9) month calendar. San Lorenzo Middle School on Pearl Street, south of Broadway, serves over nine-hundred (900) students in grades 6-8.

King City High School ("*KCHS*"), which opened in 1911, is one of two comprehensive high schools in the King City Joint Union High School District. KCHS serves the city of King and the surrounding rural areas of southern Monterey County-an attendance area of approximately 1875 square miles. The district also operates two continuation high schools, one adjacent to each of the comprehensive campus. The second high school opened in 1999 in a community about ten (10) miles north of the City of King and halved the student population of KCHS which now educated approximately nine-hundred and fifty (950) students on a campus in the center of King City. The bond election, which raised the funds for the construction of the second high school, also included resources to refurbish the KCHS facility. The school had qualified for facilities modernization funds and is in considerable student accessible technology. Students of Latino heritage comprise seventy one (71%) percent of the population, twenty-six (26%) percent are identified as white with the remaining three (3%) percent divided among various other ethnicities. Limited English Proficient students comprise seven (7%) percent of the student population and

about twenty-five (25%) percent students qualify for migrant education funding. The King City community, business, and civic organization have consistently supported their school, its students, and programs.

### Water Service

The City of King water supply system is owned and operated by California Water Services Company, a public utility regulated by the State Public Utilities Commission. This system relies upon six (6) wells that draw from the groundwater basin, which recharged by the Salinas River.

The Cal Water system has a maximum production capacity of three million (3,000,000) gallons per day; current daily usage is about 1.4 million gallons. A two-hundred and fifty (250,000) gallon storage tank with a two-thousand (2,000) gallon/minute pump provides ample water pressure throughout the city.

The City owns a well that irrigates the Municipal Golf Course and 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. Cal Water will make improvements to the system on an incremental basis as needed.

### Sewer Service

City of King is served by a system of sewer lines throughout the community that provides collection, treatment and disposal of both domestic and industrial wastes. Separate systems are provided for domestic and most industrial uses. The City of King Wastewater Treatment Facility is situated northwest of the city, downstream along the Salinas River.

The domestic wastewater treatment and disposal facility has a capacity of approximately one million-two hundred thousand (1.2) million gallons/day (mgd) domestic flow. The current flow capacity is about 2.4 mgd during peak session (May 1 - November 30) ; 1.1 mgd during off session (December 1 - April 30).

### Storm Drainage

Storm drainage facilities have been developed within the City in order to minimize flooding. The City's Master Drainage Plan provides a framework for both existing development and future growth areas.

Flooding problems that previously existed in the northeast, along Metz Road and First Street have been alleviated in recent years, with development of street and drainage improvements.

During the floods of early 1995, severe flood damage was inflicted upon the City's Municipal Golf Course by stormwaters that exceeded the San Lorenzo Creek floodway. Flooding in the area of San Lorenzo Regional Park near the newly developed Royal Coach Park community, was held in check by emergency crews. For the most part, structural flood damages from this severe one-hundred (100) year storm were minimal.

The City's impact mitigation ordinance No. 490 collects funding from all development for purposes of infrastructure improvements. The issue of storm drainage impacts and

mitigation is addressed in more detail in the Environmental Impact Report for this general plan.

### **Public Library**

The City of King public library is part of the Monterey County Free Library system. The Library is located on the corner of Broadway and Vandenhurst Streets. Additional or enhanced services are provided through funding from the Foundation for the Monterey County Free Libraries. These enhanced services include adult literacy tutoring, after school homework assistance, enhanced library book and material purchasing, technology services for public use and public access to the internet, and youth services program support for library staff training and for direct public service.

Monterey County Free Libraries operates seventeen branch libraries, two (2) bookmobiles, a library by mail program, deposit collections in local schools, and a number of special programs, including a literacy program which operates a literacy outreach vehicle focused on family literacy and kindergarten readiness. Free library services are provided to all residents of Monterey County.

### **Parks and Recreation**

The City has parkland distributed throughout the community. The existing parks and facilities include:

#### **City Park, Division Street and South Vanderhurst**

- Little League Field
- Softball Field
- Two (2) Tot Lot Playgrounds with swings, slide and play apparatus
- Covered Barbecue area with Pit
- Two (2) Horseshoe Pits
- Restrooms

#### **Forden Park, Rio Vista Drive and Forden Drive**

- Three acres
- Open Grass Area

#### **San Antonio Park, corner of San Antonio Drive and Bedford Drive**

- Tot Lot Playground with swings, slide and play apparatus
- Basketball Court
- Barbecue area
- Sand Volleyball Court
- Soccer Fields
- Softball/Baseball Field
- Restrooms

- Covered picnic shelter with electrical
- Skateboard Park

**Creekbridge Baseball/Softball Park, corner of San Antonio Drive and Mildred Street**

- Four acres
- Baseball/Softball Park
- Restrooms

**Creekbridge Soccer Park, Meyer Street and San Antonio Drive**

- Three (3) acres
- Restrooms

**King Street Pocket Park, Corner of King and Beech Streets**

- Sport Court
- Playground

The City's nine (9) hole municipal golf course is popular and heavily used.

The community and region also benefit from the County's Salinas Valley Fairgrounds on Division Street near the Golf Course.

In addition, the County's San Lorenzo Regional Park, lies just southwest of the City limits, with two-hundred (200) acres. That park accommodates the Agricultural and Rural Life Museum, with a working blacksmith shop, 19th Century schoolhouse and a historic farmhouse. The park also includes a gazebo, volleyball courts, soccer fields, softball areas, picnic and play areas, camping sites, and group facilities. Trails from the park venture into the beautiful and biologically diverse Salinas River corridor.

The City's recreation programs and facilities are open to non-residents for a fee. Currently, the facilities available to city appear to be adequate for the existing population. As additional growth occurs, new facilities will be needed in order to sustain current programs. Many of the existing facilities will also require renovation or modernization.

The City also has recreational opportunities at the nearby Pinnacles National Park as well as popular historical resources at San Antonio Mission, one of the most unique missions in California due to its location in an undeveloped area within Fort Hunter-Liggett. These sites as well as a burgeoning provide tourists and residents of the City with varied recreational opportunities helping to make the City a future heart for tourism on the Central Coast.

**Solid Waste Disposal Services**

King City encourages our residents to get involved in recycling. Recycling programs for King City residents are provided by the City's exclusive service provider for curbside services, King City Disposal and Salinas Valley Recycles.

Solid waste is hauled to the Jolon Road Sanitary Landfill site about five (5) miles to the south of the City of King. This four hundred and fifty (450) acre site is considered adequate for anticipated volumes of solid waste from City of King and the surrounding area for

many years into the future. It is operated in full compliance with applicable State and Federal requirements, and appears to have sufficient site area for capacity expansion where necessary.

#### **Health and Medical Services**

City of King is the home of George Mee Memorial Hospital which includes both outpatient and acute care facilities, emergency room, and ambulance services. The hospital provides full service primary care, a skilled nursing facility, as well as several in-house and visiting specialists. Clinica de Salud del Valle de Salinas, also located in City of King, provides family health care, dentistry, and other services with bilingual personnel.

These medical facilities, together with several private physicians and health professionals throughout the community, appear to provide adequate health and medical services to the community. The hospital will require, however, that the development of neighboring land uses be carefully managed to assure compatibility with the hospital. The next section of the Land Use Element will set forth proposed goals, objectives, policies, and programs for the plan.

## CHAPTER 5

### LAND USE PLAN.

This chapter of the Land Use Element, together with the proposed Land Use Element Map in **Figure LU 3** in Section One, establishes the "vision" for the future of City of King. This section will set forth the goals, objectives, policies and programs to achieve that vision.

#### I. OVERALL GOALS AND POLICIES

**OVERALL GOAL: TO PROVIDE FOR THE ORDERLY GROWTH AND DEVELOPMENT; TO MAINTAIN A BALANCED COMMUNITY; TO ASSURE AN ADEQUATE SUPPLY OF SUITABLE LAND FOR RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER USES IN ORDER TO MEET PROJECTED DEMAND; TO MINIMIZE LAND CONFLICTS; LINK TO CHANNEL NEW DEVELOPMENT INTO THOSE AREAS THAT ARE CONSISTENT WITH CITY'S RESOURCE MANAGEMENT GOALS.**

#### **1.1 OBJECTIVE/BENEFICIAL LAND USES: PROMOTE BENEFICIAL LAND USES THROUGH EFFECTIVE PLANNING AND ZONING PRACTICES.**

##### **POLICIES:**

- 1.1.1 The City shall maintain a land use map - **Figures LUE 5** that distinguishes residential, commercial, industrial, and other land uses in order to minimize land use conflicts, provide sufficient land area to meet the demand for urban land, and discourage premature and scattered development.
- 1.1.2 The City shall use reasonable planning and zoning powers to manage the phasing, scale, siting, density, design, and construction of new development.

##### **PROGRAMS:**

- 1.1.2.1 The City shall continue its arrangement where Monterey County refers all applications for discretionary development within the Planning Area to the City for timely review and comment.
- 1.1.2.2 The City shall carefully review all annexation proposals to assure that future development will have no significant adverse fiscal impact on the community.
- 1.1.2.3 The City shall establish minimum property development standards in Industrial areas.
- 1.1.2.4 With respect to future residential neighborhoods, wherever possible, low-density residential districts shall be buffered from medium or high-density districts by public streets or other compatible land uses, such as schools, parks, or public facilities.

##### **POLICIES:**

- 1.1.3 The City shall act to reduce existing blight and incompatible land uses, and shall encourage public and private development to improve existing neighborhoods.

**PROGRAMS:**

- 1.1.3.1 The City shall continue to implement appropriate zoning mechanisms, including non-conforming use regulations to phase out incompatible land uses and signs.
- 1.1.3.2 The City shall review the enforcement procedures within its zoning ordinance to assure that reasonable means are available to abate nuisances, revoke permits, and take other actions as may be necessary and appropriate to assure that land uses are not established or continued contrary to the provisions of the City's general plan or zoning ordinance.
- 1.2 **OBJECTIVE/ADEQUATE SERVICES: THE CITY SHALL ENCOURAGE ADEQUATE PUBLIC SERVICES AND FACILITIES ARE AVAILABLE BOTH TO EXISTING AND NEW DEVELOPMENT AS THE COMMUNITY GROWS.**

**POLICIES:**

- 1.2.1 New development shall assure that adequate services and facilities are or will be available for their projects.

**PROGRAMS:**

- 1.2.1.1 The City shall make findings in approving any discretionary project (e.g., annexation, general plan amendment, zoning, subdivision, or use permit approval) that adequate services exist or definitely will exist within a reasonable time to meet the projected demand from the new development.
- 1.2.1.2 The City will consider projected cumulative demand for public services in making such findings, and in programming and budgeting future expansion of municipal services.
- 1.2.1.3 As part of its annual budget process, City staff shall report on the existing capacity of its service systems, and identify any limitations and anticipated needs to accommodate new growth.
- 1.2.1.4 In order to promote orderly growth, the City shall evaluate proposed developments to determine if there are provisions for an adequate level of services and facilities, such as water, sewer, fire and police protection, transportation and schools. The City shall require mitigation to the extent prescribed by law.
- 1.2.1.5 The City shall consider such issues as noise, air quality, traffic, land use conflicts, agricultural lands, natural hazards, and biological resources in reviewing proposed developments.
- 1.2.1.6 Where a new discretionary development could create potentially significant environmental impacts on agricultural lands, riparian corridors, wetlands, or hazardous areas, the City shall solicit review and comment from appropriate state and federal natural resource agencies, in order to provide recommendations for effective means to mitigate such impacts.
- 1.3 **OBJECTIVE/BALANCED LAND USES: TO DEVELOP A BALANCED RANGE OF LAND USES WITHIN THE PLANNING AREA CONSISTENT WITH THE CITY'S**

**DESIRED CHARACTER AND ENVIRONMENTAL, SOCIAL, AND ECONOMIC GOALS.**

**POLICIES:**

- 1.3.1 The City shall assure that adequate sites are available for development of both market-rate housing and housing affordable to low-and moderate-income households, for the existing and projected population. Where appropriate, mixed-use developments may be considered in order to foster economic growth and tourism while providing affordable housing opportunities.
- 1.3.2 The City shall assure that adequate sites are available for both new and existing commercial land uses to provide space for retail uses, business services, offices, and visitor-serving uses.
- 1.3.3 The City shall promote industrial land uses, particularly within the East Ranch Industrial Park, to take advantage of both existing and potentially new economic trends of the Planning Area, in order to expand the city's economic base and provide jobs to its residents.

**RESIDENTIAL LAND USE GOALS AND POLICIES**

**RESIDENTIAL LAND USE GOAL: TO PROVIDE ADEQUATE AREAS OF ALL NECESSARY TYPES OF RESIDENTIAL DEVELOPMENT THAT ARE COMPATIBLE WITH SURROUNDING USES OF THE LAND, AND AT LOCATIONS AND DENSITIES APPROPRIATE TO THE CITY'S IDENTIFIED HOUSING NEEDS.**

**2.1 OBJECTIVE/ADEQUATE RESIDENTIAL LANDS: DESIGNATE ADEQUATE SITES FOR A VARIETY OF RESIDENTIAL DENSITIES AND UNIT TYPES.**

**POLICIES:**

- 2.1.1 The city shall designate seven (7) land use categories for residential uses: Low-Density Residential; Medium Density Residential; Planned Development/Mobilehome Park; Medium High Residential; Medium High Residential/Mobilehome Park; High Density Residential; and P-D Planned Development. Within these categories, the City shall promote the availability of adequate sites for a variety of housing types and densities, consistent with Housing Element goals and environmental limitations. In addition, an overlay "MH" Mobilehome Park shall be considered in order to regulate uses within mobilehome parks.
- 2.1.2 The city shall preserve its stock of mobilehome and manufactured housing, upgrade the condition of those parks where blighted conditions occur, and encourage development of new mobilehome parks, particularly those suitable for seniors, and which meet the City's quality standards.
- 2.1.3 The City shall carefully manage the transition of developed residential neighborhoods to appropriate densities.
- 2.1.4 The City shall encourage active neighborhood centers where people can easily

walk or bike from home to commercial centers, work, school, and parks.

- 2.1.5 Neighborhood design should focus on walkable, bikeable streets and commercial and housing densities that support high quality transit services.
- 2.1.6 The City shall encourage mixed-use development and the inclusion of residential units in appropriate commercial zoning districts.

**PROGRAMS:**

- 2.1.1.1 City staff shall maintain an inventory of residential land available for development, and shall provide periodic reports to the Planning Commission and City Council on the availability of such housing sites to meet current demand.
- 2.1.1.2 The City shall utilize a mix of densities in zoning newly annexed property to allow a variety of housing types. When requested, density bonuses could be considered for developments that assist in meeting the city's housing goals.
- 2.1.1.3 Where possible and appropriate, the City shall integrate commercial uses in order to provide neighborhood services.
- 2.1.1.4 The City shall encourage the development of a "MH" Mobilehome and Manufactured Housing overlay zoning district specifically regulating mobile home parks as permitted uses. This zoning district shall, where appropriate, provide standards that will assure that new mobile- home parks adhere to high standards of quality and maintenance. Such standards shall require sufficient resident and guest parking; establish maximum densities consistent with this general plan; require adequate landscaping, open space, and recreational amenities; and assure consistent property management.
- 2.1.1.5 In order to encourage lot consolidation and promote planned development, the City shall consider an amendment to its Zoning Ordinance to establish a minimum lot size of fifteen thousand (15,000') square feet for new developments of multi-family housing within the Historic downtown area.

**2.2 OBJECTIVE/RESIDENTIAL COMPATIBILITY: ENSURE COMPATIBILITY BETWEEN RESIDENTIAL DEVELOPMENT AND SURROUNDING LAND USES.**

**POLICIES:**

- 2.2.1 The City shall discourage new land use activities within and in close proximity to residential areas that generate undesirable impacts that cannot be mitigated.
- 2.2.2 The City shall encourage development that provides adequate yards and open space areas within and along the perimeter of residential areas in order to buffer them from busy streets and/or from adjacent non-residential land uses.
- 2.2.3 The City will work with residential and non-residential developers to encourage site planning and design that provides adequate open-space buffers between residential land uses and other uses.

**PROGRAM:**

- 2.2.1.1 The City shall encourage development to take full advantage of flexible design

standards within the zoning ordinance and subdivision ordinance (e.g., specific plans) to create appropriate density transitions between zoning districts of varying densities.

### **3. COMMERCIAL LAND USE GOALS AND POLICIES**

**COMMERCIAL LAND USE GOAL:** To provide adequate area for commercial land uses to meet the service needs of residents, businesses and visitors and to encourage development of retail commercial, service commercial, and highway-related uses that are compatible with surrounding land uses.

#### **3.1 OBJECTIVE/ADEQUATE COMMERCIAL SITES: PROVIDE FOR SUFFICIENT ACREAGE TO PROMOTE A VARIETY OF COMMERCIAL DEVELOPMENT OPPORTUNITIES CONSISTENT WITH LOCAL AND REGIONAL DEMAND.**

##### **POLICY:**

3.1.1 The City shall designate four (4) types of commercial land use categories: Neighborhood Commercial; General Commercial; Retail Commercial; and Highway Service Commercial. Within these land use categories, the City shall promote the availability of commercial sites to accommodate a mix of retailing, tourist related commercial and service uses, wholesaling, dining and entertainment, professional and business services, shopping center developments, and mixed uses (commercial and residential) consistent with the environmental, social, and economic goals of the City.

##### **PROGRAMS:**

3.1.1.1 The City shall encourage the local Chamber of Commerce and leaders in agriculture to distribute information promoting available commercial properties in the City of King..

3.1.1.2 The City shall work with the City of King Chamber of Commerce and Agriculture in distributing information to hotels and motels and to nearby county and regional park facilities regarding the City of King's commercial accommodations.

#### **3.2 OBJECTIVE/COMPATIBLE COMMERCIAL USES: ENSURE COMPATIBILITY BETWEEN COMMERCIAL DEVELOPMENT AND SURROUNDING LAND USES.**

##### **POLICIES:**

3.2.1 Providing for the maximum flexibility in interpreting allowable uses under the zoning ordinance in order to encourage good retailing design and effective utilization of commercial property, and shall encourage a mix of residential and commercial uses where appropriate.

3.2.2 Existing residential land uses located adjacent to commercial property shall be protected from noise, unsightliness, offending odors, and other nuisances.

3.2.3 Allowing a mix of residential and commercial development with the First Street Corridor and Historic downtown. Residential development shall not exceed twenty-four (24) dwelling units per acre.

**PROGRAMS:**

- 3.2.2.1 In reviewing proposed commercial development, identify potential impacts that commercial developments will have on any adjacent residential land uses. Require effective mitigation of such impacts prior to development approvals.
- 3.2.2.2 Energy conserving lighting of commercial areas shall be carefully planned and controlled to the extent necessary to provide security, safety, and identification without interfering with adjacent land uses. Lighting shall be directed away from adjacent residential land uses.
- 3.3 **OBJECTIVE/COMMERCIAL CHARACTER: ENSURE THAT COMMERCIAL DEVELOPMENTS MAINTAIN OR ENHANCE THE ENVIRONMENTAL QUALITY OF THE AREA, AND THE CITY'S EXISTING CHARACTER.**

**POLICIES:**

- 3.3.1 Commercial developments shall be designed and screened in an attractive manner and thereafter maintained so as to visually integrate the entire development with the surrounding environment and land uses.
- 3.3.2 All signage shall be attractive and appropriately designed. In addition, attractive directional signs, wayfinding signs and informational kiosks should be provided in and around the City to provide visitors and residents with convenient methods to find businesses and important visitor destinations.

**PROGRAMS:**

- 3.3.1.1 The City should consider preparing design standards for commercial development.
- 3.3.1.2 The City shall review all signs proposed for new developments to assure attractiveness and consistency with the architectural style of the building(s) and surrounding land uses.
- 3.3.1.3 The City's sign ordinance shall regulate sign placement, height, and area to be consistent with community design objectives. Sign regulations shall promote consistency in sign size and style for various commercial segments of the community.
- 3.3.1.4 The City will work with local and regional organizations and agencies such as Pinnacles National Park to provide a comprehensive program of directional signage, informative maps, and information kiosks in and around the City. This program will include a combination of wayfinding signs, banners, kiosks and other well designed and attractive directional and informational programs to assist visitors and residents in locating and discovering the many natural, historical, social, cultural and pleasing treasures within and near the City.

**4. INDUSTRIAL LAND USE GOALS AND POLICIES**

**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.**

**4.1 OBJECTIVE/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.**

**POLICIES:**

- 4.1.1 The City shall consider amending the East Ranch Business Park Specific Plan to include areas adjacent to the Mesa Del Rey Airport.
- 4.1.2 The City shall work with Monterey County to encourage the protection of prime agricultural land in order to assure the continued role of crop production and food packaging and processing in the City's economic base.

**PROGRAMS:**

- 4.1.1.1 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.
- 4.1.1.2 The City shall encourage the Monterey County Economic Development Corporation, the local Chamber of Commerce and Agriculture, local Realtors and businesspersons, and State economic development agencies to distribute information regarding available industrial properties in the City of King Planning. The City shall also work with these entities to promote job development and local business expansion.
- 4.1.1.3 Businesses that support the local tourist industry, such as wine production facilities, will be encouraged.
- 4.1.1.4 The City shall actively promote both basic and visitor-oriented commercial and industrial development compatible with surrounding agricultural, uses and the skills of the resident labor pool.
- 4.1.1.5 The City shall work with the Monterey County Water Resources Agency and local growers to assure the continued availability of an affordable water supply and good quality cropland, as well as other factors in agricultural production.

**4.2 OBJECTIVE/INDUSTRIAL COMPATIBILITY: ENSURE THAT INDUSTRIAL areas are compatible with and do not adversely affect surrounding land uses.**

**POLICIES:**

- 4.2.1 The City shall require buffers and landscaping in industrial developments to ensure compatibility with adjacent land uses.
- 4.2.2 Industrial uses shall not be located or established so as to increase traffic in surrounding residential areas.
- 4.2.3 The City shall encourage the development of industries that reclaim wastewater

for reuse.

- 4.2.4 Industrial structures and all other site improvements shall be designed to blend with the physical surroundings.

**PROGRAMS:**

- 4.2.1.1 During the environmental and development review process, potential environmental impacts that industrial developments will have on other community land uses shall be considered. Mitigation measures to reduce impacts shall be included as part of project development approval.
- 4.2.1.2 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 rights-of-way and adjacent residential land uses.
- 4.2.1.3 Through the environmental review and project permit process, the City shall estimate the need for water and sewer services for proposed industrial developments.
- 4.2.1.4 Depending on the environmental analysis of each project and recommendation of the City Engineer, the City may require or encourage an alternative disposal method to direct discharge to the City's sewage treatment plant.
- 4.2.1.5 The City's "M-1" Light Industrial zoning district shall include regulations incorporating reasonable design standards to ensure attractive industrial development, similar to the City's East Ranch Industrial Park Specific Plan.

**5. OPEN SPACE AND AGRICULTURAL LANDS GOALS AND POLICIES**

**GOAL: TO PROTECT AND PROVIDE OPEN SPACE LANDS TO SATISFY THE NEEDS OF THE COMMUNITY; TO CONSERVE NATURAL RESOURCES FOR FUTURE GENERATIONS; AND TO PRESERVE VIABLE, PRIME AGRICULTURAL LANDS WITHIN THE PLANNING AREA WHICH ARE NOT DESIGNATED FOR FUTURE URBAN GROWTH.**

- 5.1 OBJECTIVE/PROVIDE OPEN SPACE LANDS IN THE URBAN AREA: PROVIDE SUITABLE OPEN SPACE AREAS AS A PART OF NEW RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL DEVELOPMENTS.**

**POLICIES:**

- 5.1.1 The City shall designate viable agricultural and open space lands as either "O" Open Space or "A" Agricultural, as appropriate.
- 5.1.2 The City shall continue to require that new residential subdivisions dedicate parkland and/or park in-lieu fees that enable the purchase of park land, and/or to provide recreational facilities.
- 5.1.3 Where appropriate, the City shall encourage large new commercial and industrial developments to provide open space and recreational opportunities for their employees to minimize the demand for

public open space and recreational facilities.

- 5.1.4 In reviewing proposed plans for new development proposed along major thoroughfares, particularly entrances to City of King, the City shall encourage appropriate site planning, design, building materials, landscaping, and signage to enhance the scenic quality of these thoroughfares.

#### **PROGRAMS:**

- 5.1.1.1 The Planning Commission shall evaluate site plans, elevations and landscaping plans of new development proposals visible from major thoroughfares, including Highway 101, Broadway Street, San Antonio Road, First Street, and Metz Road. This evaluation shall consider, but not be limited to, appropriate setbacks, open space buffers, landscaping, screening techniques, exterior colors and materials, street furniture, and other amenities. The City shall set an example of high-quality design and construction in its own public buildings and infrastructure, particularly in key entries to the City and in areas visible from Highway 101.

Development, when subject to the following plans, should be reviewed for consistency with local master planning documents such as the West Broadway Master Plan, Historical Corridor Revitalization Plan and the First Street Master Plan.

- 5.1.1.2 The City shall require design review by the City Planning Commission and/or another appointed body of the plans for any capital improvement project proposed by the City, including park facilities and signage. This review shall seek to protect scenic values and to project the City's rural character through consistently good municipal design, and shall be exercised particularly for those new facilities that are visible from Highway 101, Broadway Street, Canal Street, River Road, San Antonio Road, or First Street. The City will initiate a Citywide wayfinding signage program incorporating directional signs, banners, informational kiosks, maps and other measures to help residents and visitors discover the many local and regional resources.
- 5.1.1.3 The City shall seek to have input on the planning and design for State and County projects that are visible from Highway 101.

#### **5.2 OBJECTIVE/PROTECT PRIME AGRICULTURAL LANDS: TO PROTECT PRIME AGRICULTURAL LANDS, OUTSIDE OF THOSE AREAS DESIGNATED FOR FUTURE DEVELOPMENT BY THE CITY, FROM CONVERSION AND ENCROACHMENT OF NON-AGRICULTURAL USES.**

#### **POLICIES:**

- 5.2.1 The City shall protect prime agricultural lands, outside of those areas designated for future development by the City, from premature conversion and encroachment on non-agricultural uses. The City shall designate such viable agricultural resource lands as "A" Agricultural, and shall regulate uses therein to assure that agriculture and agricultural related uses are permitted.
- 5.2.2 The City shall require that new, non-agricultural development proposals adjacent

to agricultural operations incorporate buffer areas to minimize incompatibilities, and to mitigate against the effects of agricultural operations on adjacent land uses.

**PROGRAMS:**

- 5.2.1.1: Within its Industrial and Commercial districts, the City shall encourage agriculture as an industry by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.
- 5.2.1.2: To the extent authorized by law, as part of its review of zoning, subdivision, and use permit approvals, the City shall require that buffer areas be provided as part of any non-agricultural development located adjacent to agricultural land uses. These buffer areas shall be of sufficient size to protect the development from adverse effects of agricultural operations, including noise, dust and pesticide applications. The City shall consult with the Monterey County Agricultural Commissioner in the design and management of such buffer areas.

**GOAL: TO PROVIDE AREAS WHERE URBAN GROWTH SHALL BE DIRECTED IN THE FUTURE, CONSISTENT WITH OTHER GOALS AND POLICIES IN THIS GENERAL PLAN, IN ORDER TO PROVIDE HOUSING FOR THE GROWING POPULATION OF THE CITY OF KING.**

5.3 **OBJECTIVE/URBAN AGRICULTURE AREAS: PREVENT URBAN SPRAWL BY ASSURING THAT AS NEW NEIGHBORHOODS DEVELOP ADJACENT TO THE CITY OF KING, THEY ARE ANNEXED TO THE COMMUNITY AND DEVELOPED WITHIN AN ORDERLY FRAMEWORK THAT REGULATES DENSITIES, PROPERLY INTEGRATES THEIR STREET SYSTEMS AND UTILITIES, AND PROVIDES FOR ADEQUATE PROTECTION OF THE ENVIRONMENT BOTH FOR EXISTING AS WELL AS FUTURE RESIDENTS AND FOR NEIGHBORING LAND USES.**

**POLICY:**

5.3.1 The City shall review all pending developments proposed adjacent to the City and work with the County and LAFCO on potential annexation of property.

**6. PLANNED DEVELOPMENT/SPECIFIC PLAN GOALS AND POLICIES**

**GOAL: TO PROVIDE A SUITABLE DESIGNATION FOR PROPERTIES THAT REQUIRE CAREFUL APPROACHES TO DENSITY AND MIX OF USES, RELATIONSHIP TO SURROUNDING PROPERTIES, AND PHASING OF DEVELOPMENT IN ORDER TO MAINTAIN AN APPROPRIATE BALANCE OF HOUSING TYPES, COMMERCIAL DEVELOPMENT AND OPEN SPACE.**

6.1 **OBJECTIVE/PLANNED DEVELOPMENT/SPECIFIC PLAN: ASSURE THAT DEVELOPMENT POLICIES AND REGULATIONS FOR LARGER PROPERTIES IN STRATEGIC LOCATIONS WILL GENERATE LAND USES, SITE PLANS, AND BUILDING DESIGNS THAT REFLECT HIGH QUALITY AND STRONG URBAN DESIGN.**

**POLICY:**

6.1.1 The City shall work with property owners and developers to submit specific plans on mixed-use development proposals and large lots.

**7. PUBLIC SERVICES AND FACILITIES GOALS AND POLICIES**

**GOAL: TO PROVIDE ADEQUATE LAND AREAS FOR PUBLIC AND QUASI-PUBLIC LAND USES; TO PLAN AND PROVIDE FOR ADEQUATE AND EFFICIENT GOVERNMENT OFFICES AND COMMUNITY FACILITIES TO ACCOMMODATE THE EXISTING AND FUTURE NEEDS OF THE CITY; TO PROVIDE POLICE AND FIRE PROTECTION SERVICES AT LEVELS ADEQUATE FOR THE PROTECTION OF LIFE AND PROPERTY; TO ENSURE AN EFFICIENT SYSTEM OF PUBLIC UTILITIES; TO IMPROVE THE AVAILABILITY AND ACCESSIBILITY OF HEALTH AND MEDICAL SERVICES TO ALL RESIDENTS OF THE PLANNING AREA; AND TO PROVIDE ADEQUATE PARK AND RECREATIONAL FACILITIES TO SERVE THE RECREATIONAL NEEDS OF THE CITY.**

**7.1 OBJECTIVE/GENERAL PUBLIC FACILITIES: PROVIDE COORDINATED, ONGOING PLANNING FOR PUBLIC AND QUASI-PUBLIC SERVICE FACILITIES.**

**POLICIES:**

7.1.1 The City shall encourage the development of a "PQ" land use category for public facilities including public schools, city hall, library and other such facilities. This zone will designate areas for public and quasi-public facilities and accessory facilities commensurate with the requirements of public agencies and organizations. These facilities shall be conveniently located in or near the areas they are intended to serve.

7.1.2 All public facilities shall be designed so that their scale, character, and siting will be compatible with the surrounding land uses.

**PROGRAMS:**

7.1.1.1 The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and set forth an acquisition and funding program. The City shall acquire private land as necessary to develop new facilities.

7.1.1.2 The City shall work with utility providers to identify future utility expansion needs, obtain easements from property owners to extend private utilities, and promote cooperation between utility providers and property owners for the purpose of acquiring easements or rights-of-way for utility expansions.

7.1.1.3 Through the design review process, condition new public and quasi-public service facilities to be visually compatible with the City's desired character and surrounding land uses:

**7.2 OBJECTIVE/CITY HALL: ASSURE ADEQUATE FACILITIES WITHIN THE CITY HALL.**

**POLICY:**

7.2.1.1 Future expansion or remodeling of City Hall shall be designed so that the exterior of the building is generally consistent with the existing character and with its park like setting.

**7.3 OBJECTIVE/POLICE PROTECTION SERVICES: SUPPORT MEASURES TO IMPROVE AND ENHANCE THE CAPABILITY OF THE POLICE DEPARTMENT.**

**POLICIES:**

7.3.1 The City shall maintain the police station and related facilities located adjacent to City Hall.

7.3.2 The City shall promote efforts to reduce crime through greater application of neighborhood, commercial, and industrial crime prevention techniques.

7.3.3 The City shall use the Crime Prevention Through Environmental Design when reviewing development projects.

7.3.4 The Community Development Department shall refer all new development proposals and/or changes in land use to the Police Department for law enforcement evaluation.

**PROGRAMS:**

7.3.1.1 The City should, through the Police Department, conduct residential, commercial, and industrial security surveys and public awareness programs.

7.3.1.2 As a part of standard permit processing, the Community Development Department shall refer discretionary projects to the Police Chief for review and comment prior to preparation of city staff planning reports.

**7.4 OBJECTIVE/FIRE DEPARTMENT: SUPPORT MEASURES TO IMPROVE AND ENHANCE THE CAPABILITY OF THE FIRE DEPARTMENT.**

**POLICIES:**

7.4.1 The City shall encourage the funding of personnel, facilities, equipment, and training to the Fire Department at a level necessary to maintain its efficient functioning.

7.4.2 The City shall require that all new development proposals and/or changes in land use be referred to the Fire Department for safety evaluation.

**PROGRAMS:**

7.4.1.1 The City shall make it a top priority to utilize funds acquired through fire protection impact mitigation fees to purchase new engines and other needed fire suppression equipment.

7.4.1.2 As a part of standard permit processing, the Community Development Department shall refer discretionary projects to the Fire Department for review and comment prior to preparation of City staff planning reports.

**7.5 OBJECTIVE/WATER SERVICE AND SUPPLY: WORK WITH CAL WATER AND WATER PURVEYORS TO ENCOURAGE CONTINUED ADEQUATE WATER**

## **SERVICE FOR RESIDENTS AND BUSINESSES IN THE CITY.**

### **POLICY:**

- 7.5.1 The City shall cooperate with the water purveyors that serve the Planning Area and with owners of private wells to assure continued efficient operation and management of the existing water supply system.

### **PROGRAMS:**

- 7.5.1.1 The City shall incorporate long-range water conservation goals and methods developed by California Cities Water Company into the Conservation Element of the general plan.
- 7.5.1.2 Water conservation should be an element of every new development, including the use of attractive native and/or drought tolerant planting, use of drip irrigation systems within landscape areas, and low water use fixtures within the building. Innovative measures to conserve water, such as use of cisterns for the collection of roof rainstorm runoff, bio-retention and detention basins to collect parking lot runoff and other similar measures, will be encouraged.
- 7.6 **Objective/Wastewater Service: Provide for continued collection, treatment and disposal of wastewater in conformance with state and regional discharge standards.**

### **POLICY:**

- 7.6.1 The City shall expand its sewage treatment facilities and/or upgrade its infrastructure based on anticipated growth of residential, commercial, and industrial land uses within the city.

### **PROGRAMS:**

- 7.6.1.1 City staff shall regularly report on the condition of the city's sewage treatment facilities, including remaining capacity at the treatment plant, condition of infrastructure, and needed improvements and recommended methods of implementation.
- 7.6.1.2 The City shall continue to require sewer system connection fees from new annexations, subdivisions, residential, commercial, and industrial development.
- 7.7 **OBJECTIVE/DRAINAGE: PROVIDE FOR ADEQUATE SURFACE DRAINAGE THROUGHOUT THE CITY.**

### **POLICY:**

- 7.7.1 Reduce the risks and damage associated with flooding within the City by developing and maintaining a comprehensive storm drainage system.

**PROGRAMS:**

- 7.7.1.1 Existing surface drainage problems shall be corrected as new development occurs, or as part of the city's capital improvement program.
- 7.7.1.2 Where legally appropriate, the City shall require partial storm drainage mitigation from new residential, commercial, and industrial development as a contribution toward resolving cumulative drainage problems.
- 7.7.1.3 Low-impact development ("**LID**") design elements and Best Management Practices ("**BMPs**") will be incorporated into project design to improve storm water percolation, reduce runoff and improve water quality.
- 7.8 **OBJECTIVE/FLOODPLAIN REGULATION: REDUCE THE RISK FROM FLOODING TO AN ACCEPTABLE LEVEL BY REGULATING DEVELOPMENT IN FLOOD-PRONE AREAS.**

**POLICY:**

- 7.8.1 Proposed development in floodplain areas is discouraged and shall be approved only if adequate measures are provided to avoid or substantially reduce potential flood hazards.

**PROGRAMS:**

- 7.8.1.1 The City shall require conformance with the City's floodplain regulations as stated in the Zoning Ordinance for any project within the one-hundred (100) year floodplain.
- 7.8.1.2 The City shall work with the County Water Resources Agency on management of new or existing flood control facilities to protect individual properties. Where the City is involved in development or expansion of any flood control facilities, such work shall not be permitted to increase significantly the flood or erosion hazards on other properties.
- 7.8.1.3 The City shall require a hydrological analysis to assess the potential impacts of new or improved flood control facilities on adjacent downstream properties and on the identified floodplain.
- 7.9 **OBJECTIVE/SOLID WASTE: PROMOTE THE ORDERLY DISPOSAL OF SOLID WASTE IN A MANNER THAT WILL PROTECT THE ENVIRONMENT AND ENSURE THE CONTINUED HEALTH AND SAFETY OF RESIDENTS.**

**POLICIES:**

- 7.9.1 The City shall work with the member agencies of the Salinas Valley Solid Waste Authority to assure the continued availability of landfill disposal capacity.
- 7.9.2 The City shall encourage public and private recycling programs to reduce the waste stream, and to lengthen the useful life of the sanitary landfill.
- 7.10 **OBJECTIVE/PUBLIC UTILITIES: PROVIDE FOR ADEQUATE AND SAFE PUBLIC UTILITIES.**

**POLICIES:**

- 7.10.1 The City shall designate areas for utility sites and access corridors where compatible with surrounding land uses, and where visual impacts are minimized.
- 7.10.2 Promote aesthetically pleasing placement and design of communication towers and utility lines.
- 7.10.3 The City shall continue to require the extension of new power transmission lines, power distribution lines, and communication lines to be placed underground.
- 7.10.4 All utility installations shall be sited, designed, developed and landscaped so as to blend with the natural scenery of the area and conform to the goals, objectives and policies of the general plan.

**PROGRAMS:**

- 7.10.1.1 Where appropriate, the City shall designate properties owned by public utilities for public and quasi-public use.
- 7.10.1.2 Provide utility sites and access corridors, and to assure that disruptions due to construction or operation are minimized.
- 7.10.1.3 The City shall encourage the placement of existing power transmission lines, power distribution lines, and communication lines underground wherever feasible.
- 7.10.1.4 Where requested by residents or by the utility company, the City shall support the formation of utility assessment districts, or a municipal facilities district, to place existing overhead lines underground.
- 7.10.1.5 The City shall refer proposals for utility installations to an appropriate review committee, where necessary, for review and approval.

**7.11 OBJECTIVE/EDUCATIONAL FACILITIES: ENCOURAGE COMMUNICATION AND COOPERATION BETWEEN THE CITY AND APPROPRIATE EDUCATIONAL DISTRICTS AND AGENCIES TO ENSURE THAT ADEQUATE, SAFE SCHOOL FACILITIES AND SERVICES ARE PLANNED TO PROVIDE A QUALITY EDUCATIONAL ENVIRONMENT FOR THE PLANNING AREA'S ANTICIPATED GROWTH.**

**POLICIES:**

- 7.11.1 The City shall coordinate with appropriate school or college districts in planning future land uses adjoining school or college sites. The City shall regulate new land uses to provide reasonable mitigation of any significant impacts on existing schools or designated future school sites.
- 7.11.2 The City shall encourage cooperative ventures between the school districts and developers to mitigate conflicts between land uses.

**PROGRAMS:**

- 7.11.1.1 The City shall work with school districts or developers of private schools in the siting and development of new schools, and in the implementation of school facility expansion or remodeling plans.

- 7.11.1.2 The City shall work with the school districts in campus siting and implementation as necessary and appropriate.
- 7.11.1.3 The City shall encourage the siting and development of educational facilities at locations which will result in minimum conflict with surrounding land uses.
- 7.11.1.4 The City shall encourage school administrations to continue to allow non-school-hour use of their facilities by the public.
- 7.11.1.5 The City shall work with school personnel and with neighborhood residents to assure that school children are provided safe pedestrian and bicycle travel ways to and from school.
- 7.11.1.6 Consistent with city established street requirements, the City shall require sidewalks, bicycle lanes, and passenger loading and unloading facilities when planning or considering roadway improvements near school sites.
- 7.11.1.7 The City shall require that any development under construction near or adjacent to school children's travel ways include special safety measures, such as fenced enclosures, construction traffic controls, and off-site improvements needed to mitigate hazardous conditions.
- 7.11.1.8 The City shall submit any General Plan amendments, rezonings, or project development proposals for properties adjacent to existing or future school sites to the appropriate school district for review and comment prior to preparation of City staff report.
- 7.12 **OBJECTIVE/HEALTH AND MEDICAL FACILITIES: ASSIST IN EXPANSION OR MODERNIZATION OF HEALTH AND MEDICAL SERVICES AS NECESSARY TO MEET THE NEEDS OF THE PLANNING AREA RESIDENTS.**

**POLICY:**

- 7.12.1 The City shall encourage new public and private health care providers to locate their services in the city and existing facilities to expand and modernize their services consistent with the needs of area residents.

**PROGRAMS:**

- 7.12.1.1 The City will encourage health-care providers to expand or locate in the City consistent with need.
- 7.12.1.2 **Hospital Special Policy Area:** As shown in **Figure LUE 6**, a "Hospital Special Policy Area" is bordered by Broadway Street, Canal Drive, and U.S. 101. Within this area, the City shall work with Mee Memorial Hospital and other property owners to prepare a Master Plan. This plan shall consider existing land use and circulation patterns, pro-proposed hospital expansion and conversion plans, and potential commercial development. The primary objective of the Master Plan shall be to assure compatibility among existing and future uses; to enhance overall property values; to enhance the commercial development potential of the district; and to provide that ambient levels of traffic, noise, and air quality shall be consistent with reasonable requirements of the hospital. The West Broadway

Master Plan shall be used as a guide when planning the hospital area.

- 7.12 OBJECTIVE/PUBLIC LIBRARY: EXPAND THE PUBLIC LIBRARY FACILITIES IN THE NEW BROADWAY STREET SITE IN ORDER TO MEET THE EXISTING AND FUTURE NEEDS OF THE RESIDENTS OF THE PLANNING AREA.**

**POLICIES:**

- 7.12.1** The City shall coordinate the remodeling of the new library site, in conjunction with Monterey County.
- 7.12.2** The City shall work with Monterey County to expand library collections and facilities as needed to accommodate new growth and demand within the city.
- 7.13 OBJECTIVE/PARKS AND RECREATION: CONTINUE TO DEVELOP AND ADEQUATELY MAINTAIN A COORDINATED SYSTEM OF PARKS AND RECREATIONAL FACILITIES WITHIN THE CITY.**

**POLICIES:**

- 7.13.1** The City shall plan and maintain a park system that serves the residential, commercial, and industrial segments of the community.
- 7.13.2** The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.
- 7.13.3** The City shall coordinate with local schools to determine when and under what conditions school facilities can be used by the public. This information shall be made available to the public as part of the city's park and recreation system.
- 7.13.4** Park and recreation areas shall be planned, developed, and used in a manner that is compatible with adjacent land uses.
- 7.13.5** The City shall locate and design park and recreation areas to provide for ease of access to pedestrians and bicyclists by incorporating trails, paths, sidewalks, and/or bicycle lanes. This program should be incorporated into a master park and recreation plan.
- 7.13.6** Windbreaks shall be considered for new park and recreational projects in areas determined to be susceptible to prevailing wind. Design and siting of windbreaks shall be reviewed and approved during the development review process.

**PROGRAMS:**

- 7.13.1.1** Coordinate park development with population increases and areas of significant new growth within the city.
- 7.13.1.2** Work with the Parks and Recreation Department staff and volunteers to develop and maintain park and recreational programs.
- 7.13.1.3** The City shall encourage programs to assist in funding to maintain and enhance the best park system the City can afford. As per City ordinance, the City shall continue to require the dedication of land and/or payment of in-lieu fees from new subdivisions; and should reevaluate the ordinance to require fees from new discretionary developments where appropriate. The City may also address park

development needs as an element in a development agreement for new construction.

7.13.1.4 The City shall solicit state open-space, park and recreation, and access grants to acquire parkland and/or to expand and develop the City's existing park facilities.

7.13.1.5 Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement; acquisitions, maintenance, and operation of park and recreational facilities. The Recreation Commission and/or Parks and Recreation staff should solicit volunteer efforts and private financial resources.

## **TRANSPORTATION**

**8.1 OBJECTIVE: BUILD AN EFFICIENT, MULTI-MODAL TRANSIT CENTER ("MMTC") SURROUNDED BY MIX-USE DEVELOPMENTS TO IMPROVE THE QUALITY OF LIFE, SUPPORT ECONOMIC VITALITY AND REDUCE GREENHOUSE GAS EMISSIONS.**

### **POLICY**

8.1.1 The City shall collaborate with federal, state, and regional governments, Fort Hunter Liggett, Union Pacific, and other involved entities to locate funding for the design and construction of the MMTC.

### **PROGRAMS**

8.1.1.1 Give priority to the funding of the MMTC, which benefits a variety of users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity.

8.1.1.2 The City shall pursue available revenues to fund the MMTC.

8.1.1.3 Support mixed-use development near the MMTC, including low-income and farmworker housing.

**8.2 OBJECTIVE: CONSIDER ADOPTING A FUNDING DISTRICT FOR PROPERTY NEAR THE MMTC.**

### **POLICY:**

8.1.1 The City shall consider adopting a transit district for property located adjacent to the MMTC.

## CHAPTER 6

### IMPLEMENTATION PROGRAM

The City of King general plan, and particularly this Land Use Element, shall be implemented through a variety of measures. These include, but are not limited to, the use of the Zoning Ordinance, Annexation and Pre-Zoning, Specific Plans, Subdivision Regulations, Development Agreements, Capital Improvements, and the Williamson Act. Each of these measures is discussed briefly below:

#### Zoning Ordinance

The City's application of zoning regulations is the primary way in which the general plan is implemented. All property within the city limits, both public and private, is subject to zoning regulations. The Zoning Ordinance, Title 17 of the Municipal Code, contains two types of regulations: Those regulations applying citywide, and those applying to the various districts. Citywide regulations include such matters as general use permit and height/bulk/setback regulations; architectural controls; parking regulations; signs; performance standards for noise and air quality; and procedural matters such as variances and zoning amendments. The district regulations establish permitted densities and intensity of land use and specify the types of uses that are permitted "as of right" or those which require use permits. Each zoning district has a corresponding general plan category in this land use category with which the district is consistent. The following table shows the consistency "matrix" between the general plan land use categories and the zoning districts:

#### Annexation and Pre-Zoning

Any decision to annex property into the City will also require that: 1) The property must lie within the "Sphere of Influence" of the city, according to LAFCO, and 2) The City must apply "pre-zoning" to the property. (Under this procedure, the City considers the general plan land use category established in this Land Use Element and adopts an ordinance amending its zoning map to apply a zoning district consistent with the general plan to property that is being considered for annexation.)

#### Specific Plans

The four [see note below](4) Specific Plans that have been adopted by the City of King enabled the City to plan areas in more detail. In particular, unique designs, densities, open space, infrastructure and paying for long-term project maintenance were considered as part of the specific plans.

The approved Specific Plans are:

- Arboleda Specific Plan
- Mills Ranch Specific Plan
- Downtown Addition Specific Plan
- East Ranch Business Park Specific Plan

#### Subdivision Regulations

In addition to the zoning regulations, the City requires any subdivision of property, as

defined by the State Subdivision Map Act, to conform to its general plan and zoning. A finding must be made as to consistency with the general plan when the tentative tract map or parcel map is approved'. If the subdivision is, for any reason, found not to be consistent with the general plan, a subdivision must be denied. In making this finding the City must consider not just the basic densities established in the general plan and zoning, but also the policies established in this part of the plan.

#### **Development Agreements**

The City is empowered under State law to enter into "development agreements" with property owners where both parties mutually agree that it is desirable to bind them into a contractual arrangement. Any such agreement must be found consistent with the general plan. While development agreements are seldom used except in very large projects, there are occasions where it is desirable on the part of both parties to fix in writing the obligations and commitments that will lead to the most effective development of the property.

#### **Capital Improvements**

State law requires that a city and county adopt an annual "Capital Improvement Program" or CIP in order to guide the development of "infrastructure" or large public outlays such as police or fire stations, municipal buildings, water or wastewater facilities, etc.

Development of new sewer lines, roads or bridges, or other capital facilities must also be consistent with the general plan. In many cases, decisions on these types of facilities will require consideration of the other elements of the general plan (particularly the Circulation Element).

#### **Special Policy Area Master Planning**

This Land Use Element includes a "Special Policy Area" in an area bordered by Broadway Street, Canal Street, and Highway 101. Within this area, there are currently a mix of retail commercial uses along Broadway Street and Franciscan Way, as well as public facilities such as Mee Memorial Hospital and the County Sheriff's facility. The City encourages the development of a specific plan to adequately plan for existing and future uses, and to provide that ambient levels of traffic, noise, and air quality be consistent with the hospital's requirements.

## CHAPTER 7

# GENERAL PLAN LAND USE DESIGNATION TERMS AND CLASSIFICATIONS

The General Plan Land Use Map uses color-coded designations to express the intended use of land within the City boundaries. Preparation of the Land Use Map is explicitly required by the California Government Code. The Map is part of the adopted General Plan and carries the same legal weight as the Plan document itself.

In most cases, the designation on the Land Use Map matches the existing use of land as of 2016. In other cases, the designation may be different from what is on the ground today, indicating that the City expects the current use to change as the City of King grows. For example, a parcel that may have a single-family dwelling on it but designated for commercial use on the map would be expected to be developed with commercial and/or mixed commercial and residential uses.

The Land Use Map is largely implemented through the City's zoning regulations. Each color-coded category on the map has a corresponding set of compatible zoning districts. Many of the Land Use Map categories have more than one corresponding zoning district, permitting a more fine grained interpretation of the map based on existing uses and local conditions. Whereas the Land Use Map categories are intentionally broad, the zoning designations are more prescriptive and address qualities such as building heights, setbacks, permitted and conditional uses, allowable lot coverage, and parking requirements.

While the Land Use Map guides zoning, it is not the same as the Zoning Map. By definition, the Land Use Map is intended to be general and does not necessarily follow parcel boundaries. Moreover, the designation of an area with a particular Map category does not mean that the most intense zoning district consistent with that category is "automatically" permitted. This is particularly true in the residential areas, where a range of zoning densities applies within each category.

### Residential Designations

Seven (7) residential designations appear on the Map. **Table 9** correlates the General Plan land use designations to the zoning districts. These designations are defined as follows:

1. **Low Density Residential:** The Low Density Residential designation corresponds to most of the city's single-family residential neighborhoods. These areas are generally characterized by detached homes. The land use density for this designation is  $\leq 7$  du/gross acre.
2. **Medium Density Residential:** The Medium Density designation applies to a variety of housing, including single-family and apartments. These areas are multi-family in character, but retain some of the characteristics of single-family neighborhoods such as landscaped yards, off-street parking, and low building heights. Structures in these areas are generally two (2) stories tall and have surface parking. Other compatible uses, such as churches, public and parochial schools, parks, playgrounds, public buildings, electrical substations, including microwave facilities incorporated as a part of a public utility installation, may be considered in this land use designation. The land use density

for this designation is  $\leq 12$  du/gross acre.

3. **Planned Development/Mobilehome Park**-This designation encourages planned mobilehome parks that may include mixed-uses and adopted with a specific plan.
4. **Medium Density Residential/Mobile Home Park:** This designation allows residential mobile home parks.
5. **Medium High Density Residential:** This designation applies to a variety of residential units, including single family and multiple units, such as duplexes and triplexes. Other compatible uses, such as schools, religious facilities, parks, electrical substations, foster homes, residential care facilities. The land use density for this designation is  $\leq 18$  du/gross acre.
6. **High Density Residential:** The high-density residential designation applies to a mixture of uses. Residential uses range from single-family residential units to multiple-family dwellings, including boarding houses. Certain commercial uses are permitted, including professional offices, hotel services, convalescent hospitals, and child nurseries. The land use density for this designation is  $\leq 24$  du/gross acre.
7. **Planned Development:** The Planned Development district encourages planned communities that may be applicable to residential, commercial, or mixed-use projects.

Four (4) commercial designations and one mixed-use designation appear on the map. These designations are defined below. For mixed-use projects, allowable residential densities are expressed in units per gross acre.

### Commercial Designations

1. **Neighborhood Commercial:** The Neighborhood Commercial designation encourages and promotes well-planned mixed-use environment with commercial, mixed-use, and residential components. A safe, comfortable and attractive environment is desired for pedestrians, bicyclists, patrons and residents. This goal would also be enhanced with designs that locate land uses in close proximity to each other in order to promote a pedestrian focused environment.
2. **General Commercial:** The General Commercial designation applies to low-scale commercial, service, and office uses located along the City's arterials and collector streets. Some of these areas were developed as auto-oriented "strip" shopping centers while others are freestanding offices, commercial uses, or clusters of businesses meeting the day-to-day needs of the city's residents. Multiple zoning designations apply within this category to distinguish their different physical characteristics and uses. Typical retail commercial uses might include supermarkets, drug stores, restaurants, and miscellaneous small local-serving stores and services. Typical office commercial uses might include banks, finance, real estate, medical and dental offices, and professional services. Typical service commercial uses might include hotels, gas stations, fast food restaurants, used car sales, and minor auto repair businesses. In some zones, mixed uses are allowed, along with farmworker housing and affordable housing.
3. **Retail Commercial:** This land use designate promotes the orderly development of the business district as primarily a retail shopping facility to serve present and future needs

of the community. Mixed uses are permitted based on criteria found in the Municipal Code.

- 4. Highway Service Commercial:** Highway service commercial areas include large-scale commercial uses serving a citywide or regional market, typically on large sites along freeways or major arterials. Retail uses within this category usually have large floor areas and high sales volumes and may be considered shopping “destinations” by consumers from the city and other regional consumers. Uses such as furniture and electronic stores, auto related business, home improvement stores, department stores, and “big box” retailers are included. Smaller and more local-serving retail stores and personal services are also appropriate.

**Industrial Designations**

Two (2) industrial designations appear on the map. Each designation is oriented toward the production, distribution, and repair of consumer and agricultural goods, although the character of development varies in each case. The industrial designations also promote uses that are compatible with the Mesa Del Rey Airport.

- 1. Light Industrial:** This designation accommodates a variety of industrial uses that are generally oriented toward local businesses and residents. These include auto repair and servicing, machine shops, woodworking and carpentry shops, equipment rental and storage, small warehouse and delivery operations, self-storage facilities, printers, small wholesalers, and other small-scale industrial operations. Uses related to research and development, “clean and green” tech are also encouraged. The East Ranch Business Park Specific Plan is included in this land use designation.
- 2. General Industrial:** This is the broadest of the two (2) industrial designations, accommodating such uses as heavy manufacturing, warehousing, recycling facilities, and corporation yards. These areas have been mapped to recognize the greater potential of these uses to generate offsite impacts, including noise, odors, vibration, and truck traffic. General industrial uses may require extensive areas for outdoor storage. Buffering and screening may be required to enhance public rights-of-way and ensure land use compatibility. General Industrial areas support a wide range of quality jobs, generate a significant amount of revenue, and provide essential services that underpin the local and regional economies. Uses related to research and development, “clean and green” tech are also encouraged.

**TABLE 9**

**GENERAL PLAN LAND USE DESIGNATION AND ZONING DISTRICT CONSISTENCY MATRIX**

LUE Category	LUE Category Name	Compatible/Consistent Zoning <sup>1</sup>
<b>Residential <sup>2</sup></b>		
<b>LDR</b>	Low Density Residential (≤7 d.u./ac.)	R-1 Low Density Residential
<b>MDR</b>	Medium Density Residential (≤12 d.u./ac)	R-2 Medium Density (Duplex) Residential
<b>PD/MP</b>	Planned Development/Mobilehome Park	A, H-S
<b>MDR/MP</b>	Medium Density Residential/Mobile Home Park (≤12	A, H-S, PD, R-4

	d.u./ac)	
<b>MHDR</b>	Medium High Density Residential ( $\leq 18$ d.u./ac)	R-3 Medium High Density (Multiple) Residential
<b>HDR</b>	High Density Residential ( $\leq 24$ d.u./ac.)	R-4 Multiple Family Residential
<b>MHP</b>	Mobilehome Park Overlay	
<b>PD</b>	Planned Development	P-D Planned Development
<b>Commercial</b>		
<b>HC</b>	Highway Commercial and High Density Residential ( $\leq 24$ du/ac)	H-S
<b>RC</b>	Retail Commercial and High Density Residential ( $<24$ du/ac)	Village Core
<b>NC</b>	Neighborhood Commercial	C-N Limited Neighborhood Commercial (allows affordable multiple family dwellings)
<b>GC</b>	General Commercial and High Density Residential ( $\leq 24$ du/ac)	C-2 General Commercial, VC Village Commercial, VB Village Business, C-1-TD, RC-TD, FSC First Street Corridor
<b>Industrial</b>		
<b>LI</b>	Light Industrial	M-1 Light Industrial, East Ranch Business Park Specific Plan
<b>GI</b>	General Industrial	M-2 General Industrial M-3 Heavy Industrial*
<b>Other</b>		
<b>PQ</b>	Public/Quasi-Public <sup>3</sup>	PQ Public/Quasi-Public Facilities
<b>OS</b>	Open Space	O Open Space PQ Public/Quasi-Public Facilities
<b>AG</b>	Agriculture	A Agricultural O Open Space

**Notes:**

1. Any zoning district may also be subject to one of the "Combining Districts" such as B/Lot Size, S-C Scenic Highway, A-P Airport, or -ID Transition District.
2. Note: The general plan incorporates recommended density limits/or each of the major residential land use categories. In addition, "MHP" zoning overlay district is recommended to accommodate mobilehome parks.
3. Note: A new "PQ" Public Facilities zoning districts recommended to correspond to the general plan Land Use Category of PQ Public/Quasi-Public. This district will encompass public buildings such as City Hall; County offices; public schools; parks and recreation facilities; the developed parts of the fairgrounds, rodeo grounds and golf course; and the airport.
4. Properties located outside the City limits are not subject to any City zoning. When an annexation is considered, a general plan amendment and pre-zoning and/or specific plan must be included within the application.
5. Municipal Code §17.54.030 stipulates that in the R-4 Zoning District no more than ten (10) mobile home or trailer court spaces shall be provided on each acre of gross area, and in the H-S Zoning District no more than twelve (12) mobile home or trailer court spaces shall be provided on each acre of gross area.

State law requires that the City's zoning regulations be consistent with its general plan, except for Charter Cities. In addition, when the Zoning Ordinance requires that a particular use receive a use permit from the City prior to its establishment within a zone, issuance of a use permit is also required to be consistent with the general plan.

**Table 10**  
**Standard For Density and Development Intensity**

Land Use Density	Residential Density (units/gross acre)	Maximum Permitted Floor-Area Ratio - FAR
<b>Residential</b>		
LDR	< 7 du/ac	N/A
MDR	<12 du/ac	N/A
MHDR	<18 du/ac	N/A
HDR	<24 du/ac	N/A
MHP		N/A
PD	Depends on underlining zone	N/A
<b>Commercial</b>		
HC	N/A	N/A
RC	N/A	N/A
NC	N/A	N/A
GC with C-2 zoning	<12 du/ac	N/A
GC with FSC (& C-2) zoning	<24 du/ac	N/A

## CHAPTER 8

### RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

As noted in the introduction to the Land Use Element, this general plan is comprised of seven required "elements", of which the Land Use Element is only one. The others are Circulation, Housing, Open Space, Conservation, Noise, and Safety. Each of these elements deals with a different set of issues, but all bear a certain relationship to the others: The following will briefly summarize the key issues of the other seven elements of the general plan, and their relationships to this Land Use Element.

- **Circulation Element:** Closely correlated with the land use element, identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transportation facilities and issues. Relies upon the Land Use Element in order to establish trip generation and needed road and intersection capacity.
- **Housing Element:** A comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies the City's policy for providing adequate and affordable housing and includes specific action programs for this purpose. Relies upon the Land Use Element for information on land availability and density.
- **Conservation Element:** Addresses the conservation, development, and use of natural resources including water, soils, rivers, and mineral deposits. Relies upon the Land Use Element to establish need for developing or conserving water resources, protection of prime agricultural lands, and specifying compatible uses for important resource areas.
- **Open Space Element:** Details plans and measures for preserving important open space lands for natural resources, managed production of resources, outdoor recreation, public health and safety, and visual amenity. Clear relationship to Land Use Element with respect to agricultural lands, wetlands and riparian areas, etc.
- **Noise Element:** Identifies and appraises noise problems within the community, and forms the basis for distribution and segregation of land uses based upon their noise compatibility.
- **Safety Element:** Establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards. Requires information from the Land Use Element as to floodplain policies, fire and police protection, and designation of hazardous areas.
- **Economic Development Element:** Presents a strategy for continued, sustainable growth of the economic base of the community through job development in key industrial and service sectors, and through positioning of the city with respect to regional employment trends. The Land Use Element provides the necessary allocation of "M" zoned property in order to assure that continued economic growth would not be constrained by inadequate land area.

## **CHAPTER 9**

### **PROCESS OF ADOPTION**

This Land Use Element was considered by the following units of government within the City of King on the dates shown, and provisionally adopted as the project description for an Environmental Impact Report on the following dates:

<b><u>Hearing Body</u></b>	<b><u>Date of Recommendation/Adoption</u></b>
<b>Planning Commission</b>	<b>March 15, 2016</b>
<b>City Council</b>	<b>March 22, 2016</b>

[Type here]

### **Exhibit 3: Conservation/Open Space/Safety Elements**

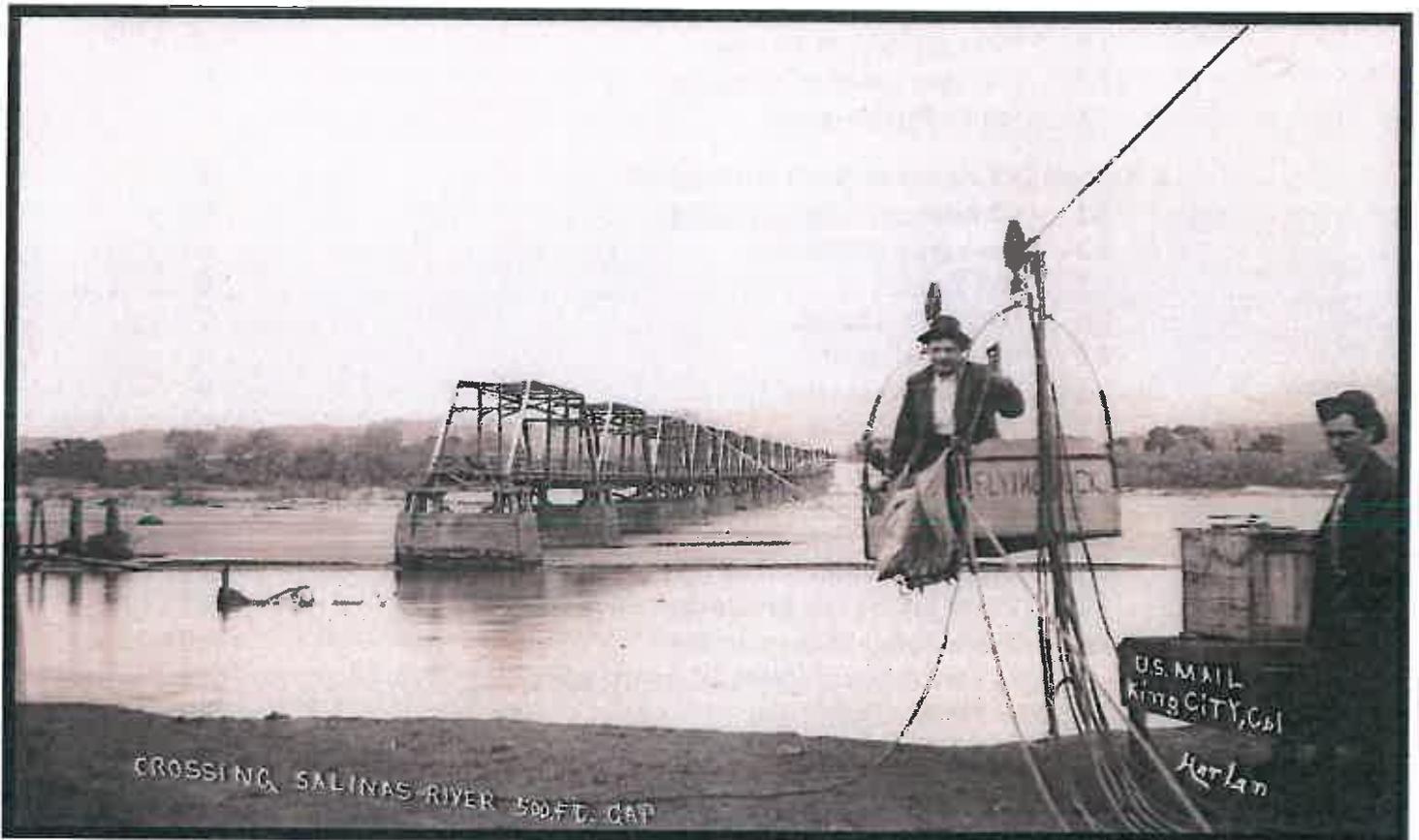


Exhibit No.

3

# THE CITY OF KING

## CONSERVATION, OPEN SPACE AND SAFETY ELEMENTS AMENDMENTS



Review Draft February 16, 2016

Community Development Department  
City Hall, 212 South Vanderhurst Avenue, King City, CA 93930

Draft February 16, 2016

City of King Conservation/Open Space/Safety Element

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## ORGANIZATION AND BACKGROUND

### 1 Introduction

Under State law, cities are required to prepare and periodically update a "comprehensive, long-term General Plan for the physical development of the city..." which is to be "an integrated, internally consistent and compatible statement of Implementation Policies." The law requires that a general plan include seven "elements", each with specified "content. The Conservation, Open Space, and Safety Elements are three of these seven elements; the other four are the land use, circulation, housing, and noise elements."

The State has also adopted General Plan Guidelines that spell out the manner in which a General Plan is to be prepared and adopted. Basic requirements are that a General Plan must consist of diagrams and text which establish the community's long-range goals and objectives regarding physical development. Both the statutes and the guidelines give broad flexibility to each community as to how these elements are to be organized, however.

Taken as a whole, the seven elements of the General Plan are to function as a sort of "constitution" for the community. A General Plan sets forth the direction of future growth and development over a long-term time horizon, typically about 20-years. The General Plan has taken on substantial legal significance in recent years, with enforceable requirements that local actions on subdivisions, development permits, and small-scale plans ("specific plans") be consistent with the General Plan.

The Conservation, Open Space, and Safety Elements are often consolidated together because they address similar subject matter: Natural and scenic areas; agricultural lands; water supply; and hazardous areas such as floodplains and areas of high fire hazard. It is essential that the goals and Implementation Policies that are established in these elements be considered and respected when formulating the Land Use and Circulation Elements. It is also important, of course, that the community's goals and Implementation Policies with respect to land use, urban development, housing, and circulation be considered when formulating these "natural areas" plans.

The Conservation, Open Space and Safety Element was last adopted in 1998. State Law requires that the Safety Element be reviewed for consistency with the new 2016 Housing Element. The 2016 amendments to the Conservation, Open Space and Safety Element are the result of this consistency review as well as a general update to address changes in the community and other factors.

This document is organized into two sections: This first section, the "Organization and Background", provides background information needed to prepare the actual General Plan proposals. It contains basic data about the Planning Area with respect for its environmental resources such as agricultural lands and soils, water supplies, wildlife habitat, hydrologic systems, hazardous areas, and other physical characteristics. The second section is where the City sets forth its goals, objectives, Implementation Policies, and programs -- specific actions by which the City intends to accomplish and to implement its goals for conservation, open space, and public safety.

## 1.1 Regional Setting

The City of King is located within southern Monterey County, surrounded by rich farmland along the Salinas River. Monterey County lies in the Central Coast of California, just south of the rapidly-growing nine county San Francisco Bay Area.



*Monterey County in relation to California.*

From the west, Pine Canyon Creek drains a large area of the Santa Lucia Mountains and the Los Padres National Forest. These mountains rise to elevations of over 5,000 feet, and provide a rugged barrier between the Salinas Valley and the Pacific Ocean. The Santa Lucia Mountains are composed largely of metamorphic rock, with oak and pine woodlands and chaparral, giving way to grasslands in the foothills that shape the western edge of the Salinas Valley.

To the east lie the Gabilan and Diablo Ranges, mostly privately owned with the singular exception of Pinnacles National ~~Park Monument~~. These mountains are primarily rolling, grass-covered foothills interspersed with chaparral and occasional vineyards.

The combination of deep soils and the mild climate of the Salinas Valley provide the basis for much of the economic base of Monterey County. Agriculture lays at the heart of the community's economic and cultural life in the City of King.



*The City of King lies in the southern part of Monterey County*

## **1.2 Historical Development Pattern**

The City of King has benefited from a compact physical layout dating from its origin in the nineteenth century. The City was originally incorporated in 1911, with 699 residents. Today, with over 10,000 residents, the community has retained much the same "small town" character that has historically provided a high quality of life.

In the late 1950's, when Highway 101 was upgraded to freeway status, it was decided by the State Highway Commission to continue to route the highway through the City of King rather than leave the route on the west side of the Salinas River. This key decision assured that the community would survive economically.

In recent years, visitor-serving and highway related development have added to the visibility of the community from Highway 101, shaped a new identity for the City, and provided an important contribution to the local economy. At the same time, the focus of commercial activity has shifted along Broadway Street from northeast to southwest, closer to the freeway. The community is just beginning to experience the significance of this shift in its business center.

In the unincorporated area surrounding the City of King, Monterey County land use Implementation Policies have generally kept parcel sizes large in order to encourage continued agricultural uses. One unincorporated area where residential use has been permitted nearby is the Pine Canyon area to the southwest, across U.S.101 and the Salinas River from the City.

## **1.3 Planning Area Definition**

The Conservation, Open Space, and Safety Elements address a Planning Area of 6,042 acres, which includes an area larger than the city limits. There are approximately 1,812 acres within the City's municipal boundary, which lies wholly inside of the Planning Area. This General Plan was developed using a data base of properties that included some parcels even outside of the Planning Area. The net area of all properties within the data base is 11,486 acres.

The Planning Area is restricted to areas east of the Salinas River. It does not take in areas that Monterey County has allowed to develop at suburban densities to the west of the river along Pine Canyon Road.

Beginning at the Highway 101 bridge over the Salinas River and continuing clockwise, the Planning Area takes in city-owned land to the north along the river which comprises the wastewater treatment plant and disposal areas. ~~Going to the northeast toward the airport, the Planning Area takes in areas that have been designated in the previous Land Use Element as "Residential Reserve".~~

At the intersection of Metz Road and Airport Drive, the Planning Area extends to the northeast to take in a small amount of privately owned land adjoining west and north of the airport. Most of this property is currently located within the City limits and are within the Mesa del Rey Airport Master Plan and the East Ranch Business Park Specific Plan.

South of Bitterwater Road, the Planning Area encompasses property that is primarily used for agriculture on both sides of San Lorenzo Creek. At Lonoak Road, the Planning Area cuts to the south to reach the intersection of First Street and Highway 101, generally along the alignment of the proposed First Street Bypass.

From that intersection, the Planning Area boundary takes, in agricultural land within Monterey County's unincorporated area, and extends southwesterly to the Salinas River. At the river, the boundary follows the eastern edge of the river back to the Highway 101 bridge over the Salinas River.

It is important to note that the Planning Area boundary generally takes in land that is deemed to be related to, or impacted by, the planning within the City limits and "Sphere of Influence" of the City of King. The boundaries do not necessarily imply or suggest that the City considers the properties within them to be subject to annexation or development.

Implementation Policies and action programs in these Elements will help to establish the appropriate direction for future development of the City, and to define conditions for such development in order to protect important natural resources and to prevent hazards to future City of King residents or visitors.

#### **1.4 Previous Adopted Elements**

The first General Plan for the City of King was adopted in 1973, and it included the Conservation, Open Space, and Scenic Highways Elements along with Land Use and Circulation. Two years later, the Safety, Noise, and Seismic Safety Elements were adopted.

Comprehensive updates to the Land Use Element and Circulation Element were adopted in 1988. They are being updated with this Element. ~~however there have been no updates nor any amendments to~~ The City's Conservation, Open Space, and Safety Element was last updated in 1998, since their original adoption in the early 70's. Because the City of King continues to grow and because of requirements of State Law, a new update of these Elements has become necessary.

## 1.5 Public Participation

### 1998 Adoption Process and 2016 Update Process

Copies of the draft Conservation, Open Space, and Safety Element were available for public review at city hall and at the library prior to each public hearing held in order to review the draft. A public hearing was noticed at city hall and in a newspaper of general circulation. Prior to approval of the Conservation, Open Space, and Safety Element, public comments were received at two planning commission hearings and one city council hearing. The dates of the public hearings are listed below:

- City of King Planning Commission Approval of Amended Document: \_\_\_\_ 2016.
- City of King City Council Approval of Amended Document: \_\_\_\_ 2016.

In addition, copies of the draft Conservation, Open Space, and Safety Element were distributed to local representatives of several community organizations for their review and comment.

## 2. Natural Resources of the Planning Area.

This section will provide background information on each of 12 sub-topics that related to the conservation, open space, or safety issues within the City of King City. These topics include: Climate Change, Geologic Regions, Soil Types, Native Vegetation, Wildlife Habitat, Mineral Resources, Water Resources, Agricultural Lands, Historic and Cultural Sites, Hazards and Development Constraints, Recreational Resources, and Visual and Scenic Resources.



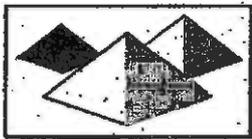
### 2.1 Climate and Climate Change

The climate of the Planning Area is typical of upper intermountain valleys within the influence of the Pacific Ocean in California. Temperatures often exceed 100° F in the Central Salinas Valley in the summer months. The range of daytime versus nighttime temperatures can often exceed 30 degrees. Frost may occur in the valley during mid-winter mornings, but is relatively rare.

Climate change is beginning to impact the weather for the Salinas Valley. NASA predicts the following for the Southwestern part of the United States: "Increased heat, drought, and insect outbreaks, all linked to climate change, have increased wildfires. Declining water supplies, reduced agricultural yields, health impacts in cities due to heat, and flooding and erosion in coastal areas are additional concerns." One of the major causes of Climate Change, according to NASA, is the continued and increased burning of fossil fuels, causing carbon dioxide levels to increase in the atmosphere. NASA further states that we can do

something about Climate Change on a local level: "Because climate change is a truly global, complex problem with economic, social, political and moral ramifications, the solution will require both a globally-coordinated response (such as international Implementation Policies and agreements between countries, a push to cleaner forms of energy) and local efforts on the city- and regional-level (for example, public transport upgrades, energy efficiency improvements, sustainable city planning, etc.)." Proposed City programs such as the proposed Multi-Modal Transit Center near First Street will help to implement carbon reduction by encouraging bus and train transit while linking with pedestrian and bicycle ways.

Precipitation ranges from 10 to 12 inches in the Central Salinas Valley. Measurable precipitation averages 51 days between November and April, and the average length of the growing season in the Salinas Valley is 240 days.



## 2.2 Geologic Regions

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 from San Ardo to Monterey Bay. The agricultural lands produced run continuously from slightly south of San Ardo to Moss Landing on the north, where the Salinas River empties into 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. See **Figure 1**, an adaptation of the U.S. Geological Survey Topographic Map for the City of King Planning Area.

The Salinas River is the largest submerged river in America, and is one of the few northerly flowing rivers in the continent. It bisects the County, running northerly from San Luis Obispo County through Monterey County into Monterey Bay north of Marina. The principal tributaries are the Arroyo Seco, Nacimiento, and San Antonio Rivers from the Santa Lucia Range and San Lorenzo Creek which flows west from the Gabilan Range through the City of King.



## 2.3 Soil Types

Approximately 108,000 acres of "prime" agricultural soils, as rated by the Soil Conservation Service, occur in the Central Salinas Valley (the area between Chualar and San Lucas). This area represents 56% of the prime farmlands in the entire County. The high

quality soil in the valley results from the runoff from Santa Lucia and the Gabilan Ranges. The deep soils of the alluvial valley and particularly those drained by the Salinas, San Benito, Pajaro, Santa Maria, Santa Ynez, and Cuyama vary in texture from light sands to heavy clays. In some localities they are at the mercy of the high water tables or of the overflow from winter rains. The major soils groups and the units within each group have been mapped by the U.S. Soil Conservation Service (SCS, now called the Natural Resources Conservation Service (NRCS)). **Figure 2, Soils Units**, is adapted from the SCS soils map for the City of King Planning Area.

Almost all of the soils within the vicinity of the City of King are considered Class I or II in the SCS Land Capability Rating. They are generally flat, deep, and well drained, and easily cultivated. They have few or no limitations due to wind or water erosion, permeability, or soil structure. It is these "prime" lands that form the backbone of the superlative agricultural economy of the City of King and the entire Salinas Valley. These soils were created over thousands of years by the depositing of suspended sediments in the Salinas River during periodic flooding of the valley.

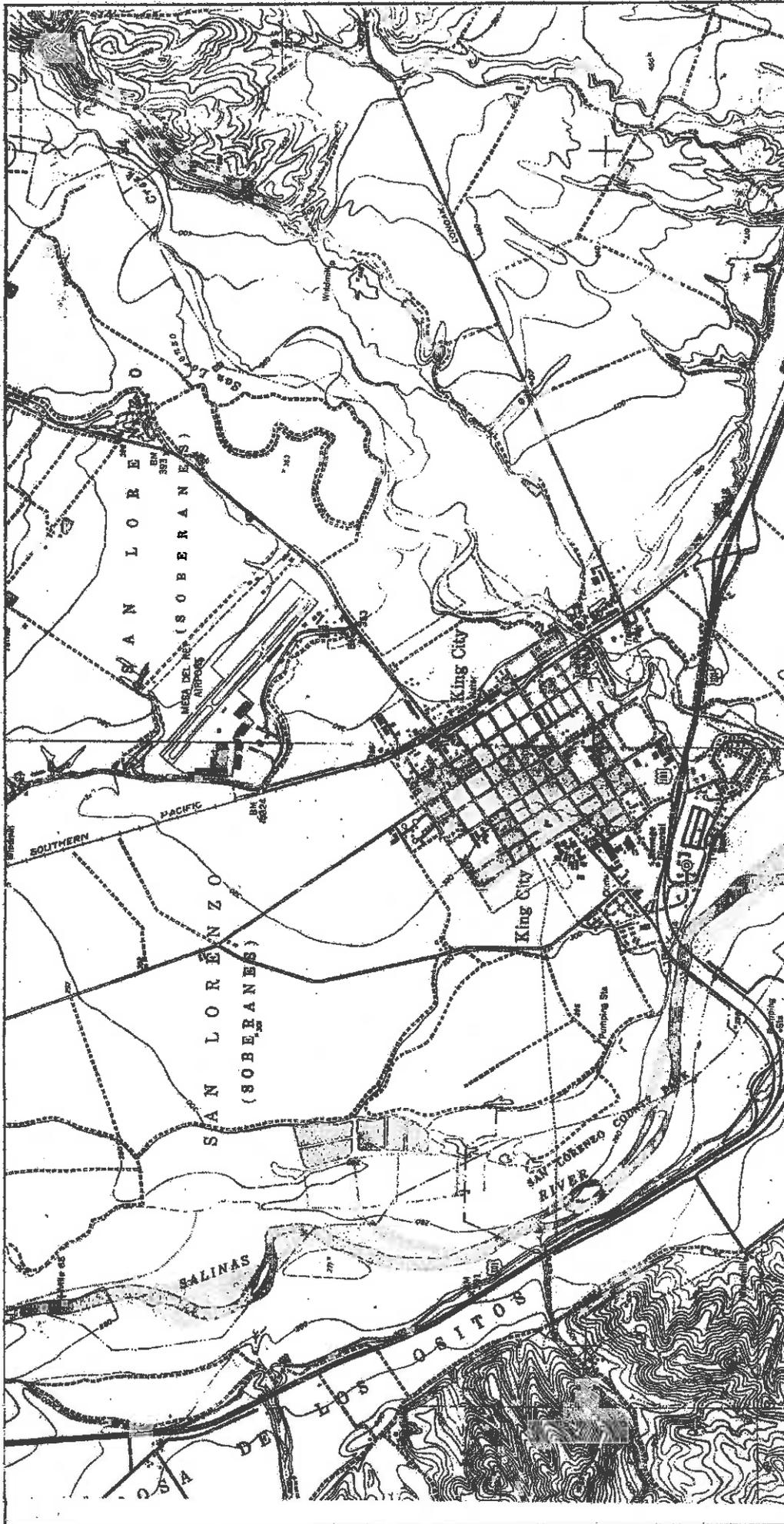


## 2.4 Native Vegetation

The natural vegetation in the planning area of the King City Planning Area is influenced by climate and location of topographic features, and may be divided into three general classifications. These classifications are as follows:

**Riparian Woodlands:** This vegetation includes such tree species as sycamore, Fremont cottonwood, willow, and oaks as well as various shrubs that are dependent upon reliable water (both surface and subsurface). Riparian woodlands occur along the banks of the Salinas River and in places along the corridor of San Lorenzo Creek. This habitat is the most valuable community of plants and wildlife within the Planning Area in terms of the abundance and diversity of species.

**Grassland:** Grasslands occur in the foothills on either side of the Salinas River and typically provide forage for cattle or other livestock. Over the past 100-150 years, the original native grasses (which were mostly deep rooted perennial species) have been replaced almost entirely by imported shallow rooted non-native, annual species. These introduced annuals provide reasonably good forage, however, and also help hold soils on the steeper slopes in place but not as well as the perennial grass species that they replaced. Many ranchers, with assistance from NRCS and UC Cooperative Extension range specialists, have begun to replace non-native annual grasses with perennial species. The grasslands habitat is important in certain areas as habitat for the endangered San Joaquin Kit Fox, known to occur in the foothills of southern Monterey County.



**Figure  
COS-1**

**Scale  
1:24000**

**U.S.G.S. Topographic Map**  
Source: U.S. Geological Survey

**King City General Plan  
CONSERVATION,  
OPEN SPACE AND  
SAFETY ELEMENTS**

**Perspective  
Planning**  
Planning & Environmental Services





Soil Unit	Classification (Capability)	Limitations for Construction
MoA	I	Slight to Moderate
MoC	II	"
Mna	I	"
Gua	II	Severe: Too clayey
RaA	II	Moderate to Severe: Too clayey
RaC	II	"
RaD	III	"
Pr	I	Slight
Mf	VI	Severe
Me	II	Slight
MeA	III	Slight
Xc	IV	Slight to Moderate
Xd	III	Moderate: Too clayey
Xe	VI	Severe
Xf	VI	Severe
Xg	VII	Severe



King City General Plan  
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Soils Units Map  
 Source: U.S. Soil Conservation Service

Scale  
 1:24000

Figure  
 COS-2

**Oak Woodland/Chaparral/Savannah:** This habitat type is relatively common throughout the foothills of the Gabilan and Santa Lucia ranges, although it has a very limited distribution within the King City Planning Area. The original distribution of this habitat type has, been reduced by the spread of agriculture (both grazing and row crops), and by urban development, including recreation uses such as the golf course.

Prior to its development as an urban area, natural vegetation of the King City area was probably dominated by grassland with scattered areas of oak savannah and chaparral. Riparian woodland and streamside vegetation still occurs along the banks of the Salinas River and along San Lorenzo Creek. Much of this original habitat has been replaced or altered by urban or agricultural uses, however.

The City of King Planning Area is bisected by San Lorenzo Creek, and bordered on the south and west by the Salinas River. Together, these two areas harbor a natural riparian ecosystem with seasonal and year-round wetlands. The City's Municipal golf course along San Lorenzo Creek manages most of the vegetation within the playing area, and the Monterey County Water Resources Agency maintains the floodway of the creek -- still in relatively natural condition. At the confluence of San Lorenzo Creek and the Salinas River, native willows and other riparian vegetation are generally undisturbed by the nearby urban development, recreational uses, and cropland practices. While riparian vegetation is critical to the health and protection against channel erosion, drought and damming of normal winter heavy rainstorm flood flows have resulted in the periodic choking of the center of the channel with riparian species. Flood flows provide a natural way for reducing excessive vegetation in the middle of channels. Since dams prevent the natural opening of channel floodways, occasional programs to address this issue are necessary. NRCS and the Resource Conservation District may provide farmers and agencies with assistance in addressing the proper management of the channels.



## 2.5 Wildlife Habitat

As noted above, the riparian habitat of the Salinas River and its tributaries is also important for wildlife. Most of the remaining undisturbed natural habitat for fish and game is situated in the foothills and mountains to the north, south, west and east of the Planning Area. Native habitat is the key to abundance and well-being of all fish and wildlife species. Without proper habitat, these species could not exist naturally. Retention of habitat, therefore, is essential when planning for fish and wildlife.

Urban development and water reclamation or flood control projects often have a significant adverse effect on fish and wildlife habitat. In planning any alteration to the present environment, consideration must be given to the impacts on fish and wildlife. Even though most of this habitat is not in the Planning Area, it is vital to the valley and to the

County as a whole. The original extent of riparian arid wetland habitat has been greatly reduced in the past, and these water-oriented habitats are now increasingly important.

In spite of the intense cultivation of the valley floor, wildlife habitat still occurs and provides shelter for a wide variety of small mammals, reptiles, and birds. Larger predators tend to avoid urban areas and cultivated fields, and these animals also lack sufficient cover in the open grasslands of the foothills. Never-the-less, significant populations of mountain lion, bobcat, and coyote are known to inhabit the mountainous areas of the Santa Lucia and Gabilan Ranges. Mule deer and wild boar are popular game animals in these mountains.

Raptors are represented by large populations of red-tailed hawk, turkey vulture, and several owl species. Golden eagles and condors are less frequent, but are known to occur.

Endangered or threatened species that rarely occur in or near the Planning Area include the San Joaquin kit fox, southern bald eagles (in the lakes area to the southwest), migrating steelhead in the Salinas River (during years of adequate river flow), California Condors and peregrine falcons, which have been sighted in the Pinnacles area.



## 2.6 Mineral Resources

Primary natural resources within the planning area are petroleum and natural gas, extracted at fields near San Ardo, about 15 miles south of King City. In addition, sand and gravel resources are quarried from various sites surrounding King City, but not from any known locations within the planning area. Historically, various minerals have been extracted from the general area, including bituminous sandstone, diatomite, feldspar, chromate, gold; stone, phosphate, and mineral water. The complex geology of the South County, caused by extensive faulting and deformation, often makes geologic investigations difficult and inconclusive.



## 2.7 Water Resources

An adequate supply of good-quality water is essential not only for continued urban growth of King City, but for the agricultural industry which is form's the community economic base. To provide this supply, the South County area relies almost entirely on ground- water, particularly during the long dry season. The planning area is underlain by water-bearing

geologic strata called an aquifer, which provides ready access to groundwater through shallow wells. The aquifer, in turn, recharged by seasonal and regulated runoff from the Salinas River. The valley has historically experienced numerous extended periods of both flooding and drought. For this reason, water conservation measures have become increasingly necessary, including the implementation of low water use fixtures and drought tolerant landscaping to address periods of drought and avoidance of construction in the floodways and floodplains to address periods of flooding.

The Salinas River is regulated through two major flood control and water conservation projects operated by Monterey County. These projects are the complex formed by the Nacimiento and San Antonio Reservoirs located on either side of the Monterey-San Luis Obispo County line. These two tributaries of the Salinas River, through the construction of the flood control and water conservation dams, have provided water storage and irrigation potential of immense proportions for the Salinas Valley and surrounding areas. The combined maximum storage is in excess of 700,000 feet.

The flow of the Salinas River at Bradley plus the runoff of the various tributaries below Bradley (including San Lorenzo and Pine Canyon Creeks) represent the total runoff to the valley floor. There is a total runoff into the area usually described by the general term "Salinas Valley" estimated to be about 512,000 acre feet per year.

Much of the valley area has groundwater of high quality. There has been a major problem, however, with seawater intrusion in the lower part of the valley. **Figure 3, Planning Area Hydrology**, indicates the hydrologic features of the Planning Area in relation to the county such as streams and the approximate boundaries of the groundwater basin.



## 2.8 Agricultural Lands

The City of King is situated in the upper half of one of the nation's richest agricultural areas, the Salinas Valley. Here, the soil, climate, and abundant groundwater supplies are ideal for row crop and wine grape production.

Farmers in the valley and ranchers in the surrounding foothills are very experienced and skilled in the production of a wide variety of crops and livestock products. These include lettuce, wine grapes, broccoli, grapes, cattle, tomatoes, onions, garlic, barley, beans, alfalfa hay, sugar beets, spinach, corn, parsley,

carrots, chili peppers, asparagus, and kohlr.

These agricultural pursuits are essential to the area's economic well-being, providing jobs and income to a large percentage of the city's labor force.

The Planning Area is in the heart of the rich Salinas Valley. Basically all of the area surrounding King City is devoted to agriculture. While tourism is beginning to become a larger part of the economy, agriculture is historically the main economic activity of the central Salinas Valley. Land of the Salinas Valley has been extensively irrigated whenever groundwater supplies permit. The irrigated area of the South County has increased to approximately 180,000 acres.

The valley's vegetable industry is the most important local industry and the biggest source of local income. Some 310,000 acres are under cultivation within the Salinas Valley. Truck crops thrive particularly well in the mild climate and rich soil. Approximately 35 percent of the irrigated land is capable of producing two crops-a year. Irrigation water comes from natural underground reservoirs tapped by wells.

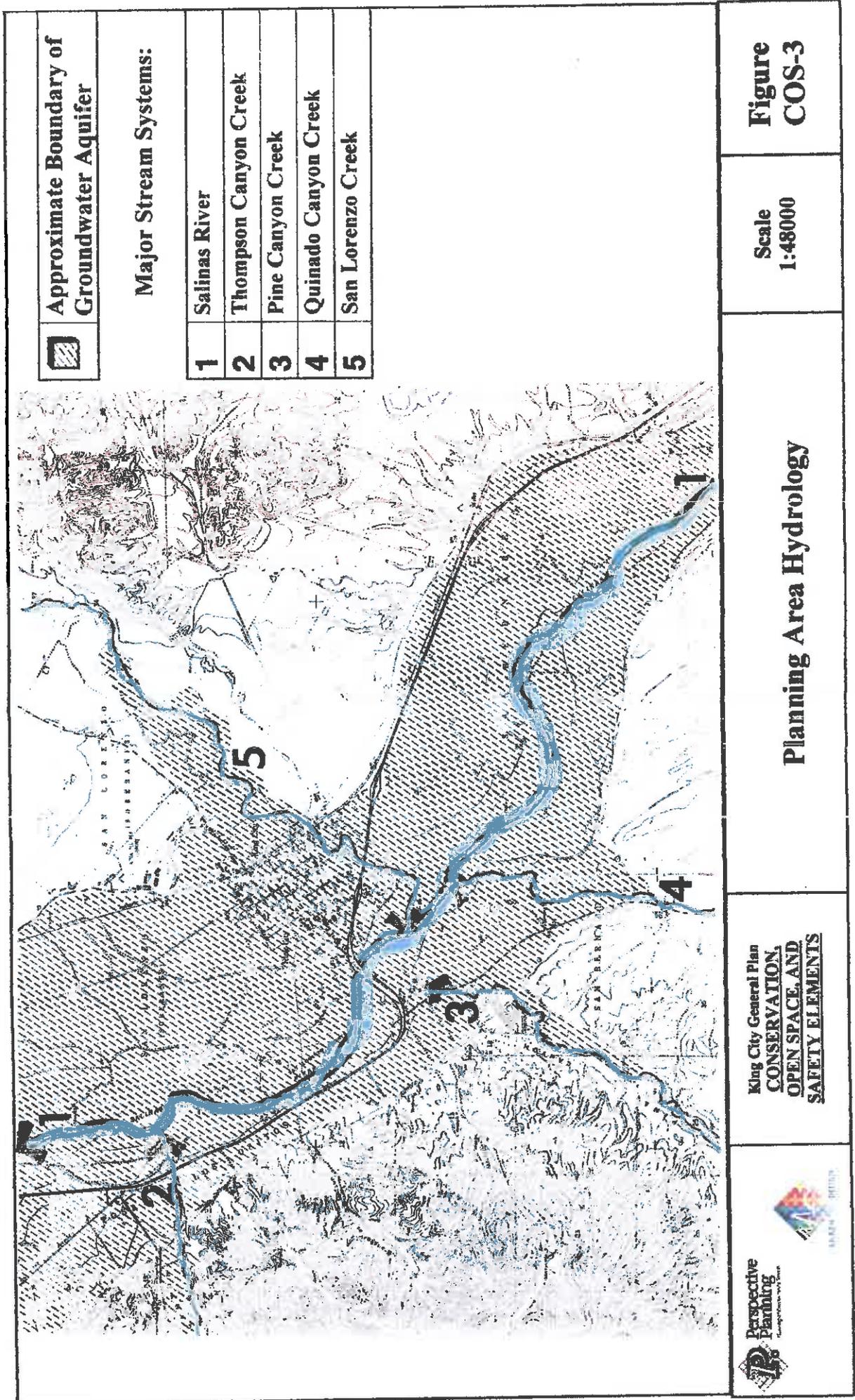
Some of the most important features to note about Monterey County's agricultural industry are listed below:

1. Monterey County, with a \$2 billion gross farm income, is one of the most productive agricultural counties in California and in the United States.
2. Vegetable crops are Salinas Valley's number one agricultural commodity in dollar value, and the County ranks first in California in the production of vegetables.
3. Lettuce is the valley's number one crop in dollar value (over \$500 million annually) and in acreage.
4. Wine grapes are a newer crop that predominates much of the west side of the valley south of King City.

~~Figure 5 on the following page illustrates the area subject to the County's agricultural zoning and General Plan categories surrounding the City of King.~~

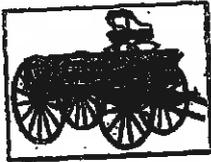
Protection of viable commercial farmland in the Salinas Valley is a critical issue to be resolved within the General Plan. The Conservation and Open Space Elements provide a framework for several Implementation Policies that will address farmlands. Additional Implementation Policies and programs may be found in the Land Use Element, which is also a part of the General Plan.

Agriculture and food processing are the economic lifeblood of the City of King and





surrounding communities in southern Monterey County. Several Implementation Policies and programs of the City's Land Use Element are also designed to encourage new ag-related industries that will meet the community's high standards to locate within the City of King. These include such sectors as warehousing and distribution, food-related packaging and export firms, emerging agricultural technologies, and business services.



## 2.9 Historic and Cultural Sites

As with its economy, the history of the City of King is largely bound to its role as an agricultural center for the southern Salinas Valley. John Steinbeck used the backdrop of the City and surrounding region as the source for many of his novels. His father, J. Ernst Steinbeck, claimed to be the first City's resident. Today, this heritage is best represented in the Monterey County Agricultural and Rural Life Museum in San Lorenzo Regional Park.

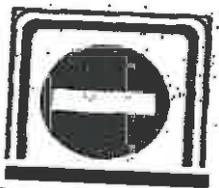
Here, At San Lorenzo Park, the City's agricultural roots are revealed in a working blacksmith shop, the restored Spreckels farm house (1897), and the one-room La Gloria schoolhouse (1887). The 1886 Southern Pacific King City Train Depot was also relocated to this park. The Depot Baggage Room is used now as a conference and meeting room.

Within the developed area of the City, there are a few outstanding examples of early 20th Century commercial architecture along Broadway Street. City Hall itself, ~~while not a masterpiece,~~ is a contribution of Depression-era masonry and was financed (along with many public buildings in this era) by the Federal Works Progress Administration (WPA). Its pleasant, one-story aspect is situated within wide expanse of lawn area that features several statues and memorials.

There are many beautiful historic buildings in the City. Within a few blocks of Downtown is one of the west's finest examples of Art Moderne architectural style, the King City High School Auditorium, also known as the Robert Stanton Theater. The theater was built in 1939 with financial assistance from Works Progress Administration funding. The building was designed by architect Robert Stanton of Carmel, California, in partnership with noted artist Joseph Jacinto Mora, who designed and executed the building's extensive sculptural elements. The theater was listed on the National Register of Historic Places on July 23, 1991. There are numerous other interesting historical buildings in and around the Downtown. Programs to protect and enhance these buildings are included in the Downtown Historic Corridor Revitalization Plan.

One of the first Europeans to see the Salinas Valley was Don Gaspar de Portolá who, on September 26, 1769, led a party of explorers down from Jolon into the Salinas Valley. On route, they encountered a village of more than two hundred native Americans. Portolá's party camped near the Salinas River at a site that would later become the City of King. The River was originally know variously as Rio Delfina (the Dolphin River) and Rio de Monterey (River of the King's Mountain), a name used by Juan Bautista de Anza in 1776 during his party's journey northward through the valley. The river was later renamed "Salinas," perhaps due to the salts near the mouth of the river north of Marina. Father Crespi, a chronicler for both the Portolá's exploration party and the de Anza party, recorded the first names used for the river and environs.

The Planning Area is within an area that was once occupied for thousands of years by the Salinan people, although little is known of their permanent village sites. Archaeological sites have been identified east of the Salinas River and in the Pine Canyon area, and along Highway 25. Most of the Planning Area has not been surveyed for cultural resources, however, and it is not known whether any sites exist within the Planning Area. The County's map of archaeological sensitivity indicates that the entire Planning Area is in an area of "low" sensitivity; urban development or agriculture has probably disturbed or destroyed most of the cultural resources that might have been left by the native Salinan people. Before the construction of the dams, steelhead and Chinook salmon were plentiful on the Salinas River. While the salmon have disappeared from the River, steelhead are still migrating along the Salinas from streams in the upper watershed to the Pacific Ocean in Monterey Bay during wet years. The Salinas River and tributaries provided water and food sources for the ancient peoples who populated this area for over 10,000 years. Years ago, the River once had one of the largest populations of steelhead in California. Villages and campsites of the Salinan people were likely scattered along and near the River and tributaries. New development requiring use permits and other discretionary permits will be conditioned with measures to protect cultural resources.



## **2.10 Hazards and Development Constraints**

Some of the issues that must be considered in siting new development are: Floodplains; noise exposure from such facilities as air- ports or railroads; areas of high fire hazards; seismic hazards; or areas subject to soil or geologic failure.

Compared to most other communities; The City of King is situated in a relatively safe area with few hazards or constraints to urban development.

In the City of King, the floodplain of San Lorenzo Creek and the Salinas River are the

areas subject to the most significant hazard. The City and the County have regulated development within these floodplain areas for many years so as to prevent unsafe occupancy of the floodplain by residents or businesses. Accordingly, there are very few buildings or homes within the floodplain today that would be endangered by a 100-year flood. See **Figure 4**, F E M A Floodplain Boundaries.

New development will not be permitted in areas of significant hazard, such as floodways. Structures will be constructed to meet seismic standards imposed by building code. Fire and safety measures will be implemented in new development and redevelopment consistent with California and local building codes.

Implementation Policies are provided in this Safety Element that would continue these regulations in the future. In addition, the issue of flood hazard will be addressed in more detail in the Land Use Element.

Wildland fire hazard is of very limited concern for the City of King, given its location well removed from dense forests or chaparral vegetation. Industrial and commercial areas --particularly areas where new growth is likely to occur -- are well-removed from residential areas. This separation of land uses is desirable with respect to control of urban fires. The issue of fire hazard, prevention, and mitigation is addressed in more detail here in the Safety Element.

There are no areas known to be subject to seismic hazard or to soils or, geologic failure within the City of King. There are no known geologic faults situated within the City of King Planning Area (see **Figure 5**).

Liquefaction is a condition that may occur when areas of saturated soils are subject to seismic events, and can result in major damage to structural foundations. None of the soil types within the City of King are known to be subject to liquefaction, with the exception of riverine soils along the Salinas River (see **Figure 6**), or along San Lorenzo Creek. These issues will also be addressed in this Safety Element.



## 2.11 Recreational Resources

The City of King also serves as the gateway to the Los Padres National Forest in the Santa Lucia Range to the west and to Pinnacles National Park Monument in the Gabilan Range to the east. These two areas provide substantial areas of mountain habitat and are quite popular for outdoor recreation such as bicycling, camping, photography, hunting, fishing; hiking, rock climbing, and bird-watching.

Pinnacles National Park attracts many hundreds of thousands of visitors each year. The City is the primary gateway to both the West and East entrances to Pinnacles for visitors traveling from the south. A public-private collaboration has begun to work towards improving the appearance and land uses along the primary gateway corridors, including First Street, Broadway, Bitterwater and Metz Road.

The City currently maintains about 15 acres of parkland; not including an undeveloped a 10-acre park site along San Antonio Road. Most of the City's developed parkland is concentrated in the Municipal Park on Division Street. This facility includes a swimming pool water slide complex; picnic and barbecue facilities; three lighted tennis courts; playgrounds; three indoor racquet-ball courts; recreation and meeting room (including child care area); a softball/soccer field and a baseball field. The swim complex includes two full-sized pools, a diving tank and a wading pool. The 156-foot water slide is the only one of its kind within a 100-mile radius. A smaller neighborhood park and playground is located in the Forden neighborhood.

The City's 30-acre, 2,818-yard par 35 golf course is popular and heavily used. Originally opened by the City in 1953, the course was extensively remodeled after the 1995 floods. The golf course is now managed by a private concessionaire.

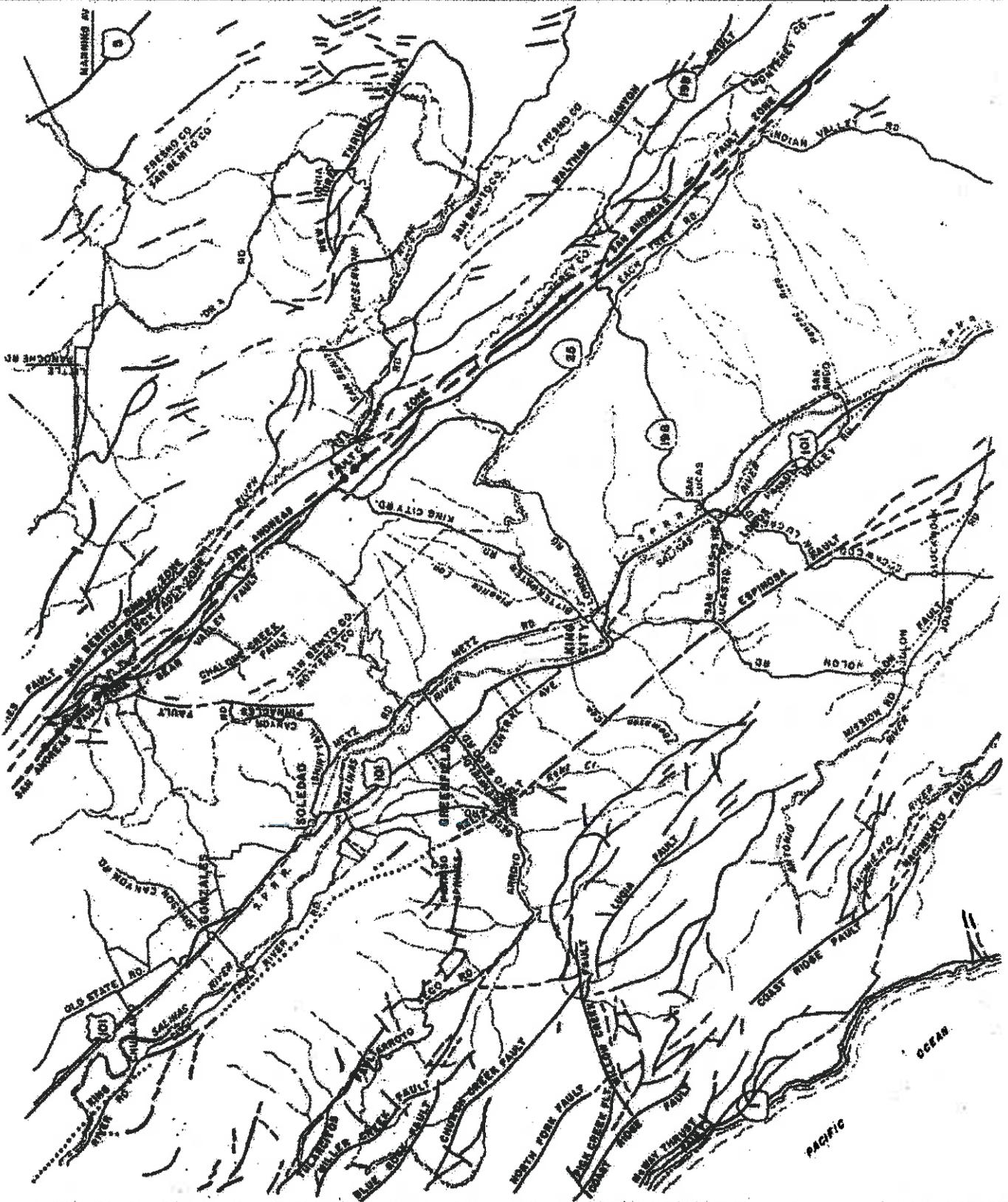
The undeveloped park on San Antonio Road was dedicated to the City as part of the San Antonio Park, with ball diamonds, children play areas, and multipurpose fields was created as part of the Amstar annexation in the late 1980's. When developed, it is expected to include two ball fields. The Park includes ball fields, a soccer field, playground, a concession stand, and parking facilities. The Arboleda and Mills Ranch neighborhood plans provide additional neighborhood parks and recreational facilities including newly built baseball diamonds and soccer fields in Arboleda (also known as Creekbridge) and future parks in the Mills Ranch neighborhood.

The community also benefits from the County's San Lorenzo Regional Park with 200-acres just southwest of the City limits. That park accommodates the Agricultural and Rural Life Museum, with a working blacksmith shop, 19th Century schoolhouse and a historic farmhouse. The park also includes a gazebo, volleyball courts, soccer fields, softball areas, picnic and play areas, camping sites, and group facilities.

San Lorenzo Regional Park receives high visitor use, particularly in the spring and fall, and is also visited by various school groups from throughout South Monterey County in order to learn about the historic development of agriculture and the early days of the communities that have grown up in this rural area. Visitors also may venture onto the nearby levee to view the river; although access is limited to a streamside nature trail. The City plans to work with the County in promoting San Lorenzo Park for both visitors and City residents.

The City's recreation programs and facilities are open to non-residents for a fee. Currently, the facilities available to city appear to be adequate for the existing





King City General Plan  
CONSERVATION,  
OPEN SPACE, AND  
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**Fault  
 Locations**

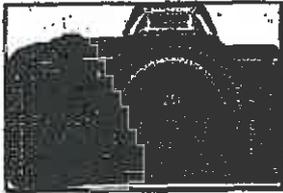
**Figure  
 COS-5**

population. As additional growth occurs, new facilities will be needed in order to sustain current programs. Many of the existing facilities will also require renovation or modernization. Additional data are provided in the Environmental Impact Report.

Bikeways and walkways, including trails and sidewalks, need to be developed around the City. The First Street Master Plan, Historic Corridor Revitalization Plan, Downtown Addition Specific Plan, West Broadway Master Plan, Arboleda Specific Plan, East Ranch Business Park Specific Plan, Mills Ranch Plan and other plans for the City recommend pedestrian and bikelane improvements along major streets and as part of trail systems that skirt the edges of the City (such as in the Arboleda, and within the Downtown Addition planning areas). These bike and pedestrian facilities will connect the future Multi-Modal Transit Center proposed near First Street, providing regional connections to areas north and south of the City.

Issues of recreational use and park planning ~~are will~~ be addressed to some degree in the Conservation, ~~and~~ Open Space and Safety Elements.

The City may wish, however, to adopt a separate Parks and Recreation Element if it chooses to place greater emphasis on future acquisitions, improved facilities, or better management of its parkland and recreational facilities.



## 2.12 Visual and Scenic Resources

The City is characterized by many tree-lined streets, creating a majestic greenscape that not only beautifies the City but also provides shade for hot summers and beautiful walking opportunities throughout the City. Programs to expand this urban forest are proposed for the major entryways of the City and are important elements of visual enhancement programs for First Street and Broadway.

Most of southern Monterey County is ~~could be~~ considered "scenic" due to the beauty of the landscape and to its rural character and agricultural setting. A varied landscape surrounds the community, including the flat valley with its rolling river and row crops, framed by gently rolling hillsides. This landscape, together with the compact size of the urban area, assures a pleasant visual background for the community. The approaches to The City of King on Highway 101 are characterized by broad expanses of cropland broken by occasional farmhouses, tall wind rows of eucalyptus, and the riparian forests along the Salinas River and its tributaries.

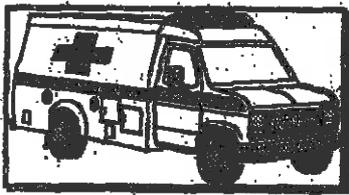
To high mountains of the Los Padres National Forest, to the west of the community, are bisected by Pine Canyon. The Santa Lucia Range provides a visual frame of reference for the entire community, particularly when blanketed by the frequent coastal fogs that wander back and forth over the top of the mountains during the summer months.

To the east, the Gabilan Range is more distant and less dominating, but still provides a visual definition to the community and contributes to its "sense of place."

Many of the historic buildings in the Downtown were attractively designed and should be restored, if they have deteriorated. New development should be attractively designed. The City of King presents a visual image to travelers on Highway 101 of a moderate-size community that serves as a retailing center for South Monterey County. The traveler on Highway 101 does not see the residential neighborhoods of The City of King from the freeway, with the exception of the Royal Coach Park neighborhood and the Rio Plaza Mobile Home Park in the Forden tract.

The strongest visual images of The City of King are, of course, the retail and visitor serving uses such as the King City Center and the various motels, gas stations, and restaurants along the freeway. The City will encourage owners of properties

that have neglected maintenance and poor landscaping to achieve improvements in the appearance of those properties, especially along major entryways to the City. Besides these uses, however, the City of King also reveals its recreational orientation to motorists on Highway 101. Both the municipal golf course and the County fairgrounds adjoin the freeway and provide strong visual landmarks to the community.



### 2.13 Public Safety Infrastructure

In order to make sound decisions about safety in the Safety Element, it is important to set out the current status of public safety services in the City of King. This section presents a brief summary of the local, State, and Federal agencies that provide police, fire protection, and emergency services to the City of King. ~~For locations of the various safety and infrastructure facilities discussed in this section, please see Figure 8 below.~~

#### 2.13.1 Local Government Administration

Most emergency services in The City of King are administered by the municipal government. The City of King (officially "City of King") was incorporated in 1911 as a ~~general law~~ Charter City, with a Council/Manager form of government. The City's administrative staff consists of the city manager, ~~finance director~~; building official, Community Development Director ~~planning official~~, , public works ~~director~~ superintendent; recreation director, ~~economic development director~~, and related clerical and accounting personnel.

Most of the City's functions are situated in the City Hall building on South Vanderhurst Avenue. The Police Department and Fire Station are located nearby on Bassett Street between Russ and Vanderhurst Avenue s .

The City's corporation yard is located on Bitterwater Road.

The County of Monterey also administers safety services, particularly the Sheriff's Department. The seat of County government is in Salinas, approximately 40 miles to the north. The State of California and the U.S. government also provide fire safety services to their respective jurisdictions in the wildland areas around The City of King.

The City of King contracts with the County Office of Emergency Services for "911" emergency calls and dispatching service. This agency has an enhanced computerized screening facility that enables the dispatcher to determine immediately the origin of the call. This computer-aided dispatching system is now in the process of being updated to improve its speed and reliability.

Ambulance service for the City of King is provided by Peninsula Paramedics under contract with the County's Emergency Medical Services Agency. The contract specifies performance standards for this company with penalties that are enforced if response times exceed certain limits within the community. The current contract was initiated in January, 1996 and provides advanced life support (ALS) systems with a paramedic and EMT I onboard with each unit. The ambulance company provides a total of approximately 9 to 14 ambulances serving most of the county; one of these units is at a fixed base in the City of King at all times.

In addition, the County contracts with helicopter ambulance/ALS service through private companies located in Gilroy and in Fresno. The California Highway Patrol also has a helicopter based in Paso Robles airport. Although the CHP helicopter has a primary law enforcement mission, it is also available for medical emergencies and has been used very often to lift patients from accident scenes in southern Monterey County. Typically these emergencies are routed to Mee Memorial in the City of King, which has a lighted helipad for this purpose.

### **2.13.2 Police Protection**

The City's Police Department provides primary public safety services within the city limits, and backup to the County Sheriff in nearby unincorporated areas. The City's police are headquartered in a relatively new, 8,000 square foot facility adjacent to City Hall. This facility has capacity both for new and projected growth. ~~Currently, the police force includes 16 sworn staff including the Police Chief, three sergeants, a corporal, and 11 patrolmen.~~

The County Sheriff serves the unincorporated area around the City of King from a head-quarters facility located within the general County offices on Franciscan Way. Additional service is provided by the California Highway Patrol, with headquarters on Broadway Circle. The CHP provides law enforcement on all unincorporated roadways and State highways.

### **2.13.3 Fire Protection**

The City of King Fire Department is also situated in a relatively new building, centrally located across from City Hall and well situated to serve the entire community. The Department relies on volunteer staff. ~~three paid staff (including the Chief) and over 2 dozen volunteers to supplement its professional staff.~~ It utilizes three pumper trucks, each with over 1,000 gallons capacity. Fire trucks are

dispatched from the central "911" office.

The City is rated a "5" by the Insurance Services Office on a scale of 1 to 10. The Department had adequate facilities, equipment, and personnel to sustain this rating and to serve the community's future growth. As with the Police Department, Ordinance #490 provides impact mitigation funding for the Department from new development. This funding is dedicated exclusively to the purchase of capital equipment and facilities.

Outside of the city limits, fire protection is provided by CSA #61, which works with the California Department of Forestry (CDF) to provide wildland and structural fire protection in the unincorporated area around the City of King. The CDF station is currently located on Canal Street, next to the U.S. Forest Service District Office. This station was originally a Forest Service District headquarters station, but now serves only to accommodate the fire protection staff. There are two engines and bulldozer stationed there, typically staffed year-round. ~~by 4 captains, 2 engineers, and 2 equipment operators. During fire season, an additional 11 fire fighters are employed at the station.~~ The CDF crews coordinate their training with the City, and have a mutual aid agreement to back-up fires and emergency situations within the City when needed.

There is some consideration being given at this time to relocation of the CDF station to another site, possibly on Bitterwater Road. The current site is in a part of the city where substantial commercial and residential development has taken place in the last sixty years, and traffic congestion all around the station makes it difficult on some occasions to respond quickly to rural fire service calls. A relocated site would alleviate the possibility of accidents or congestion limiting the ability of the CDF or Forest Service crews responding to fire emergencies.

The ISO rating for parts of the unincorporated area is "6" to "9", depending on distance from the CSA #61 station.

The next section presents the proposed goals, Implementation Policies, and programs for conservation, open space, and safety in the City of King.

## **CONSERVATION, OPEN SPACE, AND SAFETY ELEMENT GOALS AND IMPLEMENTATION POLICIES**

This chapter of the Conservation, Open Space, and Conservation Element, together with **Figure 9**, establishes a comprehensive vision for the future management of natural resources within and around the City of King. This section will set forth the goals, Implementation Policies and programs to achieve that vision.

Section 1 presents goals, Implementation Policies, and programs specifically pertaining to the Conservation Element of the General Plan. This will include such matters as water resources, agricultural resources, mineral resources, and energy resources. Section 2 presents the goals, Implementation Policies, and programs which relate to the Open Space Element of the General Plan. This will include such matters as environmentally-sensitive areas, riparian habitat, farmland protection, scenic resources and landscape protection, historical and archaeological sites, and parks and recreational facilities. Section 3 will then present goals, Implementation Policies, and programs with respect to the Safety Element of the General Plan. This will include such matters as floodplain management, hazard prevention, and public safety facilities.

### **1. CONSERVATION ELEMENT GOALS AND IMPLEMENTATION POLICIES**

This chapter of the Land Use Element, together with the proposed Land Use Element Map in **Figure LU3** in Section One, establishes the "vision" for the future of City of King. This section will set forth the goals, objectives, Implementation Policies and programs to achieve that vision.

#### **1.1 Water Resources**

**GOAL COS-1: To preserve and enhance surface waterways and aquifers.**

#### **IMPLEMENTATION POLICIES**

1.1.1: The City will work with Monterey County and special districts to help preserve and protect all groundwater recharge areas from sources of pollution. Development of prime groundwater recharge areas shall be

restricted to land uses that do not cause groundwater contamination, as determined by the County's Director of Environmental Health.

- 1.1.2: When considering new development, the City shall protect existing open spaces, natural habitat, floodplains, and wetland areas that serve as groundwater recharge areas.

## **PROGRAM**

- 1.1.2.1: The City shall work with the Central Coast Regional Water Quality Control Board and other regulatory agencies to identify areas of groundwater re-charge, and to monitor and assess the impacts of surface or subsurface discharges upon groundwater resources.

## **IMPLEMENTATION POLICIES**

- 1.1.3: In known or identified groundwater recharge areas, the predominant land use and resources activities should be designed to promote recharge of the groundwater basin and protection of groundwater quality at a level superior to standard development practices.
- 1.1.4: The City will work to develop policies wherein full build-out of this general plan is not expected to significantly impact the long-term estimated supply of groundwater resources.

## **1.2 Agricultural Resources**

**AGRICULTURAL RESOURCES GOAL COS-2: TO CONSERVE, FOR THE PROTECTION OF THIS VALUABLE RESOURCE, AGRICULTURAL RESOURCES FOR FUTURE GENERATIONS; AND TO PRESERVE VIABLE, PRIME AGRICULTURAL LANDS WITHIN THE PLANNING AREA WHICH ARE NOT REQUIRED FOR FUTURE URBAN GROWTH.**

## **IMPLEMENTATION POLICIES**

- 1.2.1: The City shall protect prime agricultural lands, outside of those areas designated for future development by the City, from conversion and encroachment of non-agricultural uses.
- 1.2.2: The City shall require that agriculture land uses designated for long-term

protection (in a Williamson Act contract or under a conservation easement located outside the City's SOI) shall be buffered from urban land uses through the use of techniques including, but not limited to, special separations (e.g. greenbelts, open space setbacks, etc.), transitions in density, soundwalls, fencing, and /or berming.

1.2.3: Within its Industrial and Commercial districts, the City shall encourage agriculture as an industry by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.

1.2.4: Within any agriculturally zoned or other appropriately zoned property, the City shall encourage farmworker housing may be considered where necessary to provide for the workers (and their families) who work in local and nearby farms and ranches. Said housing will be designed with attractive housing and amenities to serve the residents.

### **1.3 Mineral Resources**

**MINERAL RESOURCES GOAL COS-3: TO PROTECT SIGNIFICANT MINERAL RESOURCES FROM ENCROACHMENT OR DEVELOPMENT OF INCOMPATIBLE USES.**

#### **IMPLEMENTATION POLICY**

1.3.1: The City shall assure that new development does not directly displace nor significantly encroach upon any significant deposits of sand and gravel, hydrocarbons, or other known mineral deposits.

#### **PROGRAM**

1.3.1.1: The City shall coordinate with the State Division of Oil and Gas and other conservation agencies in order to identify and manage mineral deposits within its planning area.

### **1.4 Energy Resources**

**ENERGY RESOURCES GOAL COS-4: TO ENCOURAGE THAT ALL ACTIVITIES OF THE CITY, INCLUDING THE APPROVAL OF NEW DEVELOPMENT PATTERNS, DO NOT GENERATE, NOR UNNECESSARILY CONTINUE, WASTEFUL USES OF NONRENEWABLE ENERGY RESOURCES.**

### **IMPLEMENTATION POLICIES**

- 1.4.1: The City shall encourage energy-efficient designs within new homes, commercial and industrial buildings, and public facilities.
- 1.4.2: The City shall encourage the development land utilization of renewable energy sources such as solar, wind generation, and biomass technologies.

### **PROGRAMS**

- 1.4.2.1: The City shall coordinate with the State Energy Commission and the U.S. Environmental Protection Agency to seek reasonable ways to conserve energy resources throughout its operations.
- 1.4.2.2: The City will work with all local agencies and applicable organizations for the development of the Multi-Modal Transit Center to provide an effective and convenient connection for passenger rail, bus, bicycle, and pedestrian alternatives to the automobile and reduce dependence on use of carbon fuels.
- 1.4.2.3: The City will continue to develop bike lanes, bikeways, sidewalks and trails to encourage the use of bicycles and walking as enjoyable and functional ways to reduce the use of carbon fuels.

## **2 OPEN SPACE ELEMENT GOALS AND IMPLEMENTATION POLICIES**

### **2.1 Environmentally-Sensitive Lands**

**ENVIRONMENTALLY-SENSITIVE LANDS GOAL COS-5: - TO PROTECT ENVIRONMENTALLY-SENSITIVE LANDS THAT ARE IMPORTANT TO THE ECOLOGICAL WELL-BEING OF THE PLANNING AREA; AND TO CONSERVE NATURAL RESOURCES FOR FUTURE GENERATIONS.**

## **IMPLEMENTATION POLICY**

2.1.1: The City shall assure that environmentally-sensitive lands which are unique, limited, and fragile natural areas are protected and preserved wherever possible.

## **PROGRAM**

2.1.1.1: The City shall work with Monterey County, the State Department of Fish and Game, the U.S. Forest Service, and other agencies to identify environmentally-sensitive habitat areas; and shall promote the conservation of these habitat areas in conjunction with private landowners, other public agencies, and non-profit organizations.

## **2.2 Riparian Habitat**

**RIPARIAN HABITAT GOAL COS-6: TO PRESERVE RIPARIAN HABITAT AREAS FOR GENERAL FISH AND WILDLIFE POPULATIONS, AND PARTICULARLY FOR ENDANGERED SPECIES.**

## **POLICY**

2.2.1: The City shall strive to preserve and restore wherever possible the riparian habitat of the Salinas River and San Lorenzo Creek, within its Planning Area.

## **PROGRAMS**

2.2.1.1: The City shall require biological investigations of any proposed development that could significantly impact the riparian habitat of the Salinas River or of San Lorenzo Creek. Such investigations shall assess the significance of natural habitat within the project site, and the degree of any adverse impacts of the proposed project upon the habitat. The City shall require that significant adverse impacts be fully mitigated wherever possible.

2.2.1.2: Proposed recreational facilities for the City, including golf course fairways or public trails, shall be designed and located in order to protect riparian and wetland habitat.

2.2.1.3: The City will encourage programs that coordinate the periodic restoration and maintenance of the Salinas River and San Lorenzo Creek with organizations such as NRCS and the RCD of Monterey County. Said programs, which may include programs that ensure proper functioning of the streams and rivers, will be sensitive to the restoration of habitat and use methods that are environmentally sound. Any such program will also be coordinated with applicable permit agencies such as State Fish and Wildlife Department, Federal Fish and Wildlife Service, Army Corps, CCRWQCB and other agencies as appropriate.

## **2.3 Farmland Protection**

**FARMLAND PROTECTION GOAL COS-7: TO PROTECT, FOR BENEFITS OF PROVIDING OPEN SPACE, PRIME AGRICULTURAL LANDS, OUTSIDE OF THOSE AREAS DESIGNATED FOR FUTURE DEVELOPMENT BY THE CITY, FROM CONVERSION AND ENCROACHMENT FROM NONAGRICULTURAL USES.**

### **IMPLEMENTATION POLICIES**

- 2.3.1: The City shall preserve agricultural land uses on prime farmland designated as Agricultural in the Land Use Element.
- 2.3.2: The City shall encourage agriculture as an industry by preserving agricultural land wherever possible, and by accommodating industries and service enterprises that help to package, process, transport, and market agricultural products.

### **PROGRAMS**

- 2.3.2.1: The City shall continue its application of Agricultural zoning to areas designated Agriculture in the Land Use Element.
- ~~2.3.2.2: The City shall encourage reversion to acreage for the Smith-Hobson property, in conjunction with a master planning process to provide a reasonable number of agriculture-related industrial sites close to the railroad. In addition, the proposed~~

~~First Street bypass shall be routed so as to minimize its impact on agricultural uses of the Smith-Hobson property. (Program 2.3.2.2 was deleted as part of the Downtown Addition)~~

#### IMPLEMENTATION POLICY

2.3.3: The City may, as needed to address impacts between uses, require that new, non-agricultural development proposals adjacent to agricultural operations incorporate buffer areas or other legally permissible conditions to minimize incompatibilities, and to mitigate against the effects of agricultural operations on adjacent land uses.

#### PROGRAM

2.3.3.1: As part of its review of zoning, subdivision, and use permit approvals, the City shall require that buffer areas be provided as part of any non-agricultural development located adjacent to agricultural land uses. These buffer areas shall be of sufficient size to protect residential development from any significant adverse effects of agricultural operations, including noise, dust, and pesticide applications. The City shall consult with the Monterey County Agricultural Commissioner in the design and management of such buffer areas.

### 2.4 Scenic Resources and Landscape Protection

**SCENIC RESOURCES AND LANDSCAPE PROTECTION GOAL COS-8: To ENCOURAGE NEW DEVELOPMENT THAT DOES NOT DESTROY OR SIGNIFICANTLY IMPAIR THE CITY'S SCENIC RESOURCES.**

#### IMPLEMENTATION POLICY

2.4.1: In reviewing proposed plans for new development proposed along major thoroughfares, particularly entrances to the City of King, the City shall encourage appropriate site planning, design, building materials, landscaping, and signage to enhance the scenic quality of these thoroughfares.

## **PROGRAMS**

2.4.1.1: The Planning Commission shall evaluate site plans, elevations, and landscaping plans of new development proposals visible from major thoroughfares, including Highway 101, Broadway Street, San Antonio Road, First Street, and Metz Road. This evaluation shall consider, but not be limited to, appropriate innovative site design and architecture, setbacks, open space buffers, landscaping, screening techniques, exterior colors and materials, street furniture, and other amenities.

2.4.1.2: The City will encourage property owners of poorly maintained buildings and properties to upgrade the appearance of their buildings and to improve the landscaping including, but not limited to, the addition of drought tolerant trees and shrubs, removal of debris, painting of faded or peeling surfaces, repair of structures and other improvements and maintenance.

## **IMPLEMENTATION POLICY**

2.4.2: The City shall set an example of high-quality design and construction in its own signs, public buildings and infrastructure, particularly in key entries to the City and in areas visible from Highway 101.

## **PROGRAMS**

2.4.2.1: The City shall require design review by the City Planning Commission and/or another appointed body of the plans for any capital improvement project proposed by the City, including park facilities and signage. This review shall seek to protect scenic values and to project the City's rural character through consistently good municipal design, and shall be exercised particularly for those new facilities that are visible from Highway 101, Broadway Street, Canal Street, River Road, San Antonio Road, or First Street.

2.4.2.2: The City shall seek to have input on the planning and design for City and County projects that are visible from Highway 101, particularly in the Salinas Valley Fairgrounds property.

2.4.2.3: The City will create a well designed entryway and wayfinding sign program for major roadways and Highway 101. A system of well-designed directional signs along Highway 101 will be coordinated with Caltrans. Directional signs, informational kiosks, public banners attached to street lights, and public murals that describe the history and resources within and near the City will be encouraged.

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## **2.5 Historical and Archaeological Sites**

**HISTORICAL AND ARCHAEOLOGICAL GOAL COS-9: TO ENCOURAGE NEW DEVELOPMENT THAT DOES NOT DESTROY SIGNIFICANT EXAMPLES OF THE HISTORY OR PRE-HISTORY OF THE COMMUNITY, AND TO ENCOURAGE PRESERVATION AND RESPECT FOR HISTORICAL AND ARCHAEOLOGICAL SITES WITHIN AND AROUND THE CITY OF KING.**

### **IMPLEMENTATION POLICY**

2.5.1: The City shall strive to identify, and where known to protect, significant archaeological sites within its jurisdiction.

### **PROGRAMS**

2.5.1.1: For all new development, where it is known or suspected that archaeological resources may be present, the City shall require the applicant to document the location and significance of its archaeological resources.

2.5.1.2: Archaeological resource information shall be incorporated into the environmental impact assessment for the project(s), and impacts upon archaeological resources shall be mitigated to the extent feasible.

2.5.1.3: The City shall pursue all available and reasonable measures to protect archaeological sites, including purchase of archaeological easements, dedication to the City or County, tax relief, purchase development rights, and consideration of reason- able project alternatives.

### **IMPLEMENTATION POLICY**

2.5.2: The City shall strive to identify, and where known to protect, significant historical

sites and structures within its jurisdiction.

#### **PROGRAMS**

- 2.5.2.1: The City shall encourage and assist eligible property owners to submit applications to qualify appropriate properties and buildings on the National Register of Historic Places and/or the State Landmark Program.
- 2.5.2.2: The City shall work with property owners to mitigate impacts upon historical buildings wherever feasible, by supporting tax incentives, historic easements, code modifications, and other methods mutually agreeable between the City and landowner.
- 2.5.2.3: The City shall promote interpretation of the local and regional history through activities and services at San Lorenzo Regional Park.

#### **2.6 Parks and Recreational Facilities**

**PARKS AND RECREATIONAL FACILITIES GOAL COS-10: TO ASSURE THAT ADEQUATE PARK LAND AND RECREATIONAL FACILITIES ARE AVAILABLE FOR THE CITY'S POPULATION, AND FOR THE SURROUNDING UNINCORPORATED COMMUNITY.**

#### **IMPLEMENTATION POLICY**

- 2.6.1: The City shall plan and maintain a park system that serves the residential, commercial, and industrial segments of the community.

#### **PROGRAMS**

- 2.6.1.1: The City shall coordinate park development with population increases and areas of significant new growth within the city.
- 2.6.1.2: Consideration shall be given to development of recreational facilities, consistent with the riparian habitat of San Lorenzo Creek. These may include a recreational trail that could ultimately connect the Municipal Park to San Lorenzo Regional Park along the edges of San Lorenzo Creek and the Salinas River

2.6.1.3: The City will encourage the development of trails and interpretive centers along the Salinas River to help the public understand the importance of river systems and natural resources.

2.6.1.4: Work with the Parks and Recreation Department staff and volunteers to develop and maintain park and recreational programs to serve the population of the Planning Area and its surrounding area.

2.6.1.5: The City will coordinate with the operators of San Lorenzo Regional Park and Pinnacles National Park as well as local organizations to promote usage of these parks by visitors and residents. Programs may include the provision of directional/wayfinding signs, public banners on light poles, outreach brochures, publications, website information and other similar programs.

#### **IMPLEMENTATION POLICIES**

2.6.2: Consistent with applicable law, the City shall continue to require that new subdivisions dedicate park land and/or park in-lieu fees that enable the purchase of park land, and/or to provide recreational facilities.

2.6.3: Where appropriate, the City' shall encourage large new commercial and industrial developments to provide open space and recreational opportunities for their employees to minimize the demand for public open space and recreational facilities

2.6.4: The City shall provide a level of funding to maintain and enhance the best park system the City can afford.

#### **PROGRAMS**

2.6.4.1: Consistent with applicable law, the City shall continue to require the dedication of land and/or payment of in-lieu fees from new subdivisions; and should re-evaluate the ordinance to require fees from new discretionary developments where appropriate.

2.6.4.2: The City shall solicit state open-space, park and recreation, and access grants to acquire park land and/or to expand and develop the City's existing park

facilities.

- 2.6.4.3: Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisitions, maintenance, and operation of park and recreational facilities. The Recreation Commission and/or Parks and Recreation Director should solicit volunteer efforts and private financial resources.

**IMPLEMENTATION POLICY**

- 2.6.5: The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

**PROGRAMS**

- 2.6.5.1: The City shall coordinate with local schools to provide reasonable access to school facilities by the general public for recreational purposes. This information shall be made available to the public as part of the city's park and recreation system.
- 2.6.5.2: The City shall make its own recreational facilities available to the school districts on a reasonable basis, consistent with the City's operational plans for public facilities.

**IMPLEMENTATION POLICY**

- 2.6.6: Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses.

**PROGRAMS**

- 2.6.6.1: Locate and design park and recreation areas to provide for ease of access to pedestrians and bicyclists by incorporating trails, paths, sidewalks, and/or bicycle lanes. This program should be incorporated into a master park and recreation plan.
- 2.6.6.2: Wind breaks shall be considered for new park and recreational projects in areas determined to be susceptible to prevailing wind. Design and siting of windbreaks shall be reviewed and approved during the development review process.

### **3. SAFETY ELEMENT GOALS M T)) IMPLEMENTATION POLICIES**

**FLOOD PLAIN MANAGEMENT GOAL COS-11: TO PROTECT RESIDENTS OF THE CITY OF KING FROM UNDUE RISKS OF FLOODS, AND TO REDUCE DAMAGES TO PROPERTY AND INFRASTRUCTURE FROM FLOODING.**

#### **3.1 Floodplain Management IMPLEMENTATION POLICY**

3.1.1.: Proposed development in floodplain areas shall be approved only if adequate measures are provided to avoid or substantially reduce potential flood hazards.

#### **PROGRAMS**

3.1.1.1: Require conformance with the City's floodplain regulations as stated in the Zoning Ordinance for any project within the 100-year floodplain.

3.1.1.2: New development, except for bridges and necessary public improvements, will be prohibited within floodways and discouraged within Floodplain fringe areas as defined by FEMA, especially when the proposed development or fill may increase potential flooding or nearby areas. Further, for developments in the area impacted by flooding downstream from any dam or impounded water, as defined in CWC Section 6000, and designated by the State of California as areas of "potential flooding in the event of sudden or total failure of any dam...[that] would result in death or personal injury" should it fail (California Government Code [CGC], Section 8589.5(a), said developments shall include provisions for the protection of lives and structures from said dam failure.

3.1.1.3: The City will work with applicable organizations and public agencies to ensure that creek and river floodways are properly maintained, while also protecting and restoring the riparian habitat within the channels. Coordination with agencies such as NRCS and the RCD of Monterey County is encouraged.

### IMPLEMENTATION POLICY

3.1.2: The City shall work with the Monterey County Water Resources Agency on management of new or existing flood control facilities to protect individual properties. Where the City is involved in development or expansion of any flood control facilities, such work shall not be permitted to increase significantly the flood or erosion hazards on other properties.

### PROGRAM

3.1.2.1: The City shall require a hydrological analysis to assess the potential impacts of new or improved flood control facilities on adjacent downstream properties and on the identified flood plain.

### 3.2 Hazard Prevention

<b>HAZARD PREVENTION GOAL COS-12: REDUCE THE RISKS FROM FIRE HAZARDS, HAZARDOUS MATERIALS, AND SEISMIC EVENTS TO AN ACCEPTABLE LEVEL.</b>
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### IMPLEMENTATION POLICIES

3.2.1: The City shall continue its efforts to maintain existing mutual aid agreements or establish additional agreements to assure that the best combination of fire protection services are available to the community

3.2.2: The City shall seek to coordinate training, dispatching services, and other emergency services with the County and State wherever such arrangements may be found to be mutually beneficial.

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.

### 3.3 Public Safety Facilities

**PUBLIC SAFETY FACILITIES GOAL COS 13: TO PROVIDE POLICE AND FIRE PROTECTION SERVICES AT LEVELS ADEQUATE FOR THE PROTECTION OF LIFE AND PROPERTY.**

#### IMPLEMENTATION POLICY

3.3.1: The City shall ~~encourage the development of land~~ for public safety facilities such as police, fire, and emergency services facilities. These facilities shall be conveniently located in or near the areas they are intended to serve.

#### PROGRAMS

3.3.1.1: ~~The City shall establish a new zoning district in order to provide improved consistency with the general plan for existing public facilities: "P-Q Public Quasi-Public" for properties owned by the City or another governmental entity such as the County, State, or school district. Overlay symbols on the general plan Land Use Element shall distinguish the various types of public facilities such as city hall, police or fire stations, public schools, parks, library, etc.~~

3.3.1.2: The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and set forth an acquisition and funding program. The City may acquire private land as necessary to develop new facilities.

#### IMPLEMENTATION POLICY

3.3.2: All public safety facilities shall be designed so that their scale, character and siting will be compatible the surrounding land uses.

#### PROGRAM

3.3.2.1: Through the design review process, condition new public and quasi-public service facilities to be visually compatible with the City's desired character. and surrounding land uses.

### **IMPLEMENTATION POLICIES**

- 3.3.3: The City shall maintain the police station and related facilities located adjacent to City Hall.
- 3.3.4: The City shall financially support personnel, facilities, equipment, and training to the Police Department.
- 3.3.5: The City shall financially support personnel, facilities, equipment, and training to the Fire Department

### **PROGRAMS**

- 3.3.5.1: The City shall make it a top priority to utilize funds acquired through fire protection impact mitigation fees to purchase new engines and other needed fire suppression equipment.
- 3.3.5.2: Maintain the existing mutual aid agreement with County Service Area #61 and the California Department of Forestry.

### **IMPLEMENTATION POLICY**

- 3.3.6: The City shall require that all new development proposals and/or changes in land use be referred to the Fire Department for safety evaluation.

### **PROGRAMS**

- 3.3.6.1: As a part of standard permit processing, the Community Development Director shall refer discretionary projects to the Fire Department for review and comment prior to preparation of City staff planning reports.

#### 4. IMPLEMENTATION PROGRAM

The City of King General Plan is to be implemented through a variety of measures. These include **but** are not limited to, the use of the Zoning Ordinance, Annexation and Pre-Zoning, Specific Plans, Subdivision Regulations, Development Agreements, Capital Improvements, the Williamson Act, and redevelopment. The Land Use Element provides a detailed description of each of these tools.

#### 5. RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

As noted in the introduction to these Elements, ~~this~~ the General Plan is comprised of seven required "elements." The others are Land Use, Circulation, Housing, and Noise as well as an optional Economic Development Element. Each of these elements deals with a different set of issues, but all bear a certain relationship to the others. The following will briefly summarize the key issues of the other six elements of the General Plan, and their relationships to these elements:

- **Land Use Element:** The portion of the General Plan that receives the greatest amount of attention is the Land Use Element, particularly because of its close relationship to zoning, subdivision, and urban development issues. Many of the Implementation Policies from this element are directly repeated within these elements, and others have been shaped by Implementation Policies within the Conservation, Open Space, and Safety Elements.
- **Circulation Element:** Closely correlated with the land use element, the Circulation Element identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transportation facilities and issues. Proposals within the Circulation Element have a major impact upon the Conservation, Open Space, and Safety Elements through the location of new or wider traffic arteries or intersections, which in turn create additional ~~demands~~ for urban development.
- **Housing Element:** A comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies the City's policy for providing adequate and affordable housing and includes specific action programs for this purpose. Locations for new affordable housing projects must recognize environmental resources and constraints identified in these

**Conservation, Open Space, and Safety Elements.**

- **Noise Element:** Identifies and appraises noise problems within the community, and forms the basis for distribution and segregation of land uses based upon their noise compatibility.

# King City General Plan Conservation, Open Space, and Safety Elements

November, 1998 and updated 2015

## APPENDIX

### A-1: STATE LAWS AND REGULATIONS

The following sections provide a summary of various State laws and regulations that impact upon the City's Conservation, Open Space, and Safety Implementation Policies. These include the California Land Conservation Act (Williamson Act), and the Cortese-Knox Local Reorganization Act (LAFCO Act).

#### **California Land Conservation Act (Williamson Act)**

The Williamson Act was adopted in 1965 to preserve prime agricultural lands for continued agricultural production. Under the program, counties and cities are allowed to establish agricultural preserves within their jurisdictions. If agricultural property owners agree, through binding contract with the city or county, to include their land within an agricultural preserve for at least 10-years, their land is assessed for property tax purposes according to its ability to produce agricultural income, rather than through its value on the open market. This can result in significant tax savings. At the end of each year, another year *is* added to the term of the contract, so that it remains a 10-year commitment of the land to agriculture. The contracts cannot be cancelled except through highly unusual and **difficult circumstances; either party can**, however, elect to "non-renew" the contract. In that case, the contract would expire after the remaining term of the contract (at least 10-years). During that ten-year period after non-renewal, however, property taxes will gradually rise until they achieve the market-value assessment.

To qualify for inclusion in a County agricultural preserve based on agricultural use, the County applies various criteria to assure that the land is eligible under the State law. All contracts are with the County of Monterey, although City of King could establish its own contract with eligible property owners within the City limits.

By reducing property taxes to Williamson Act participants, the county and city forfeit some tax revenues they would otherwise collect due to a higher assessment on non-contracted land. Under the State's Open Space Subvention Act, the State is required to reimburse (or "subvene") the county and city a portion of the foregone property tax revenue that they lose by having land under Williamson Act contract. The proportion of foregone tax revenues reimbursed by state subvention payments to participating counties throughout California ranged from 14 to 94 percent in 1989 (University of California Agricultural Issues Center; 1989). State subvention payments to Monterey County for Williamson Act parcels vary, depending on a parcel's soil classification (prime non-prime) and its proximity to **urban areas**.

#### **Cortese-Knox Local Reorganization Act**

In 1985, the State Legislature adopted the Cortese-Knox Local Reorganization Act to regulate city and county **boundary formations, including annexations, incorporations, and changes to adopted "spheres of influence"**. Found in Section 56300 of the State Government Code, the Cortese-Knox Local Reorganization Act requires each county in California to establish a Local Agency Formation Commission (LAFCO) to regulate their boundary formations and changes.

In Monterey County, LAFCO consists of two members of the County Board of Supervisors, two City Council members representing the county's incorporated cities, and one member from the general public selected by the other four members. Its staff is provided by the County Administrative Office. Prior to any incorporation of a **new city or special district, or any annexation or change in the "sphere of influence" of a special district or of a city**, LAFCO must review and approve the proposed change.

Furthermore, Section 56377 of the State Government Code mandates that LAFCO review the impact that a proposed incorporation or boundary change might have on prime agricultural land. Specifically, the law says:

**"Development or use of land for other than open-space uses shall be guided away from existing prime agricultural lands in open-space use toward areas containing non-prime agricultural lands, unless that action would not promote planned, orderly, efficient development of an area."**

Although this language does not preclude LAFCO from approving conversion of prime agricultural land it strongly discourages it. Additionally, LAFCO actions are subject to the California Environmental Quality Act, and typically the Monterey County LAFCO has required an EIR for any annexation that would impact prime agricultural lands.

Spheres of influence within or near The City of King have been established by the Monterey LAFCO for the city. Using these "Spheres of influence", the Monterey County LAFCO may discourage annexations within the Planning Area. The City may promote annexations of areas adjacent to the City for the expansion of farmworker housing.



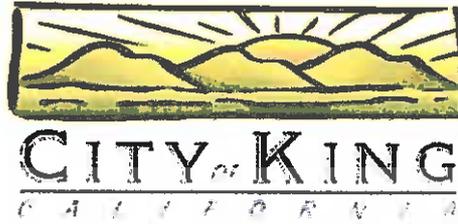
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**Exhibit 4: Initial Study/Draft Mitigated Negative  
Declaration/Mitigation Monitoring and Reporting Program**



Exhibit No.

4



**INITIAL STUDY AND DRAFT MITIGATED NEGATIVE DECLARATION**

**February 16, 2015**

**Proposed Amendments to the City Housing Element, Land Use Element and Conservation, Open Space and Safety Element of the General Plan Including an Amendment to the Land Use Map and Zoning Map Changing the Designation of the Rear Half of 1023 Broadway Street and Adjacent Site from Planned Development (PD) to Highway Service Commercial (HSC)**



King City High School, early 1900's

**In Compliance with the  
California Environmental Quality Act (CEQA)**

**February 2016**

## General Information About This Document

### ***What's in this document?***

The City of King has prepared this Initial Study and Mitigated Negative Declaration which examines the potential environmental impacts of the amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Element of the General Plan, the addition of the Multi-Modal Transit Center and the modification of the General Plan map and Zoning Map five (5) acres at 1023 Broadway Street and Franciscan Way from Planned Development (PD) to Highway Service Commercial (HSC General Plan, HS Zoning Map). The document describes the project, the existing environment that could be affected by the project, potential impacts of the proposed project, and proposed avoidance, minimization, and/or mitigation measures.

### ***What should you do?***

- Please read this document. Additional copies of this document are available for review at the City Community Development Department, 212 South Vanderhurst Avenue, King City, California.
- Attend the Planning Commission Public Hearing on **March 15 2016** and/or the City Council Public Hearing on Tuesday, **March 22, 2016** at the City Council Chambers, 212 South Vanderhurst Avenue
- We welcome your comments. If you have any concerns about the proposed project, please attend the Planning Commission Public Hearing or send your written comments to the Community Development Department by the deadline. Submit comments via U.S. mail to the following address:

Attn: Maricruz Aguilar-Navarro, City Planner  
Community Development Department  
City of King  
212 South Vanderhurst Avenue  
King City CA 93930  
Phone: 831-385-3281

Submit comments via email to: [maquilar@kingcity.com](mailto:maquilar@kingcity.com)

Please submit written comments by **March 18, 2016**.

### ***What happens next?***

After comments are received from the public and reviewing agencies, the City Planning Commission may

- 1) give environmental approval and approval of the amendments, or
- 2) require additional environmental studies, or
- 3) require changes to the project or deny the project, if there are issues that cannot be mitigated.

If the project is given environmental approval and the amendments to the General Plan Housing Element, Land Use Element, and Conservation, Open Space and Safety Element, including the General Plan Map and Zoning Map, are approved by the City Planning Commission and the City Council, the amendments would become effective thirty (30) days after the City Council decision.

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Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

**I. PROJECT INFORMATION**

**Project Title:** General Plan Amendment, Housing Element, Land Use Element and Conservation, Open Space and Safety Element.

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**Case Number:** GPA 2015-001

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**Project Applicant:** City of King Phone: (831) 385-3281  
212 South Vanderhurst Ave Fax:  
King City, CA 93930

**Project Lead Agency:** City of King Phone: (831) 385-3281  
(See above for address)

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**Project Contact:** Maricruz Aguilar, Assistant City Planner Phone: (831) 386-5916  
(See address above) Fax: (831) 386-5968

**Project Description:**

**Project Site and Land Uses Existing and Proposal:**

The City of King is proposing various amendments to the City General Plan Housing, Land Use and Conservation/Open Space/Safety Elements. The amendments are primarily to update the Housing Element to comply with California Government Code 65585 and to amend the Land Use and Conservation/Open Space/Safety Elements of the General Plan to be consistent with the amendments to the Housing Element.

The amendments also include the addition of the Multi-Modal Transit Center near First Street, consistent with the Historic Downtown Revitalization Plan, First Street Master Plan and Department of Transportation's Coast Corridor Improvements Plan. The MMTC proposed improvements were evaluated as part of the EIS/EIR of the Department of Transportation Plan.

The modifications also include a modification of the General Plan Map and Zoning Map of a small five (5) acre area located at 1023 Broadway Street (including a two (2) acre site on Franciscan Way south east of Broadway) from Planned Development (PD General Plan and Zoning designations) to Highway Service Commercial (HSC General Plan and HS Zoning Ordinance). This modification is proposed because the site is deemed to be too small to warrant the preparation of a Specific Plan and will result in the reduction of allowable uses at the site, eliminating industrial as a possible use.

The project, because it may have a potential significant affect on the environment, requires a Mitigated Negative Declaration. The Initial Study indicates that while it may have significant affects, those affects can be mitigated or are potentially highly positive environmental affects. Therefore, Doreen Liberto-Blanck, Community Development Director, has determined that a Mitigated Negative Declaration will be prepared. This Document comprises the Initial Study and Mitigated Negative Declaration.

The Lead Agency is the City of King. The City of King, Community

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

Development Department, has reviewed the proposed amendments and, on the basis of the Initial Study review, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the following Mitigated Negative Declaration, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations),.

**Background, Summary of Housing Element proposed amendments:**

The 2015-2023 Housing Element of the City of King General Plan updates the approved 2007-2014 Housing Element. A Housing Element is a required element of the General Plan as identified in California Government Code Title 7, Division 1, Chapter 3, Article 10.6. The City of King is required to amend its Housing Element every eight (8) years.

The State Legislature has found that the "availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." (California Government Code §65580(a)).

The City of King Housing Element addresses housing opportunities for present and future residents through the year 2023 and provides the primary policy guidance for local decision-making as it relates to housing. The Housing Element has a shorter planning period than the other General Plan elements and is the only General Plan element that requires review and certification by the State of California.

The Housing Element provides a detailed analysis of the City's demographic, economic, and housing characteristics as required by State Law. The Element also provides a comprehensive evaluation of the City's progress in implementing the past policies and programs related to housing production, preservation, and conservation. Based on the community's housing needs, available resources, constraints, and opportunities for housing production and preservation, and its past performance, the Housing Element identifies goals, policies, and programs that address the housing needs of present and future residents. The goals, policies, and programs are included in the Housing Element Policy Document.

State Housing Element Law (California Government Code §65580 et. seq.) requires regional Councils of Government (COG) to identify for each city and county its "fair share allocation" of the Regional Housing Needs Allocation (RHNA), provided by the California Department of Housing and Community Development (HCD). The Association of Monterey Bay Area Governments (AMBAG), the COG for the City of King Area, adopted the RHNA in December 2013. AMBAG took into account several factors in

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

preparing the RHNA, including projected household formation, job growth and regional income distribution. In turn, each city and county must address their local share of regional housing needs in their Housing Elements.

As such, the 2015 – 2023 Housing Element Update focuses in large part on the ways that the City will be able to meet its RHNA requirement over the next 8 years. As shown in Chapter 4 of the Housing Element Update, the City will be able to meet the requirements through a combination of previously approved projects and through development of previously zoned parcels. No additional land use or zoning changes are required. Previously approved projects will provide additional homes but are not required to meet the Cycle 5 RHNA requirements.

Previously approved projects include the Arboleda (formerly Creekbridge), Mills Ranch and Downtown Addition Specific Plans, approved in 2004, 2005 and 2011, respectively. Zoning includes previous (2015) amendment to the General Commercial (C-2) zone to allow residential and uses and amendment (2011) to the land uses allowed in Neighborhood Commercial (C-N) District to allow medium high density residential uses. Residential units in the C-2 and C-N Districts are anticipated per the previous zone changes but are not required to meet the RHNA requirements. Two High Density Residential (R-4) parcels, approximately 18.7 acres in size will, at buildout, provide housing that exceeds the RHNA requirement.

In addition, the City is in the process of amending the FSC and C-2 Zones to allow farmworker housing in those zoning districts with a Conditional Use Permit (CUP). The City Council is anticipated to review the change to allow farmworker housing in the FSC and C-2 Zoning Districts in spring 2016. That change in zoning district language is not a part of this document and will be subject to a separate environmental review. It should be noted that the addition of farmworker housing in the FSC and C-2 Zones is consistent with the Housing Element

The 2015-2023 Update to the City of King Housing Element demonstrate the City's ability to meet its RHNA requirements without additional General Plan Amendment or Rezoning. Build out of previously approved Specific Plans and construction on the currently zoned R-4 parcels will allow the City to exceed its RHNA requirements.

Based on the above, no new approvals are required / proposed by the Update. Required projects have been previously approved with appropriate environmental review and approvals.

**Background, Land Use Element proposed amendments:**

Updates and amendments are primarily to make corrections and ensure consistency with the Housing Element. No significant changes are proposed. The Land Use Element amendment incorporates goals, policies and programs related to a proposed Multi-Modal Transit Center (MMTC) near First Street, new farmworker housing, and updates other information. The only land use amendment proposed is

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

a change of approximately five (5) acres of Planned Development designated property at 1023 Broadway, including a vacant two acre site near Franciscan Way, southeast of Broadway.

An area near First Street was designated for the MMTC as part of the Historic Downtown Revitalization and Form Based Code plan. This location is within walking distance of nearby residents and provides a viable alternative to the use of the automobile. The MMTC is visualized as a measure that can reduce energy use and improve air quality by reducing vehicular trips. The MMTC is also listed as the Preferred Alternative in the Department of Transportation Coast Corridor Improvements Program Final EIS/EIR.

Environmental impacts will be either negligible or positive by providing better housing, reducing vehicular trips, reducing energy consumption, reducing use of fossil fuels and improving air quality.

The MMTC was approved as part of the Historic Downtown Revitalization and Form Based Code plan as well as the First Street Corridor Master Plan and the impacts of the MMTC were evaluated as part of the approval of the environmental documents for the Historic Downtown Plan. The MMTC will provide opportunities for persons to utilize bus and train transportation to places of work and shopping in nearby cities, thereby reducing use of personal vehicles, reducing emissions, reducing energy use and facilitating better access for low and moderate income families.

Amendments to land use category descriptions include recommendations to encourage mixed use in commercial zones. Second floor apartments, for example, would be encouraged in commercial zones, particularly in the historic downtown and First Street planning areas of the City. Such changes will benefit the City and residents by making residential uses close to places of employment and shopping and thereby reducing vehicular trips and encouraging walking to work.

The Following is the text from the Preferred Alternative in the Department of Transportation Coast Corridor Improvement Plan EIS/EIR:

**"Preferred Alternative (Department of Transportation Coast Corridor Improvement Plan EIS/EIR)**

Based upon the analysis conducted in the Draft Program EIS/EIR and public comments received, FRA, SLOCOG, TAMC, and Caltrans DOR have identified the Build Alternative (with modifications) as the Preferred Alternative for potential future implementation on the Coast Corridor between Salinas and San Luis Obispo.

The Preferred Alternative modifies the Build Alternative as follows:

- Modifications requested by the City of King to siding

extension and station area

- Exclusion of four curve realignments in San Luis Obispo County
- Inclusion of "island" Centralized Traffic Control (CTC) between McKay and Santa Margarita

**Modifications Requested by City of King**

The City of King provided extensive written comments on the Draft Program EIS/EIR, advising that the City had updated its draft plans for the City of King siding extension and passenger station. These updates were not known to FRA, SLOCOG, Caltrans DOR, or TAMC until the City of King provided its comments on the Draft Program EIS/EIR.

**Siding Extension (*King City*)**

Precise plans for new sidings or siding were not available prior to publication of the Draft Program EIS/EIR. Accordingly, the analysis in the Draft Program EIS/EIR made reasonable assumptions regarding the extension of the existing sidings. It was assumed that the sidings extensions would result in sidings of about 10,000 feet in length (generally, enough to accommodate a freight train) and that this length could potentially be achieved by adding all additional track to either the northern or southern end of each siding.

As a result, the Draft Program EIS/EIR examined a larger total area for the sidings than would have been necessary to achieve the desired 10,000 foot length.

**Coast Corridor (*MMTC stop in King City*)**

The existing City of King siding extends from mile post (MP) 159.19 to MP 160.64 and is about 1.45 miles in length (7,650 feet). The Draft Program EIS/EIR analyzed two siding extensions (between MP 158.5 and 159.19 to the north and MP 160.64 and 161.19 to the south). Either the northern or southern extension would have been sufficient to provide a 10,000 foot long siding.

Since publication of the Draft Program EIS/EIR and as noted in the City's comments, the City of King engaged a railroad engineer (RailPros) to consider modifications to rail facilities in the area. The RailPros study (prepared for and endorsed by the City of King in its comment letter) proposed that the siding extension be greater than 10,000 feet in length and that the extension would most feasibly be achieved by extending the siding on the north side exclusively. The RailPros study considered extending the siding from MP 156.38 to 159.19, resulting in a siding 2.81 miles or about 14,800 feet in length.

After review, FRA, SLOCOG, TAMC, and Caltrans DOR concur that the City's proposed revision to the siding extension would avoid or reduce the intensity of several potential environmental effects of the previously identified siding extension discussed in

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

the Draft Program EIS/EIR. The revised siding extension would avoid the need for a new creek crossing and would also avoid including any portion of the siding extension within a 100-year flood plain. The revised siding would also be located outside of populated areas, so would have reduced potential for any community effects compared to the previously identified siding extension. Because the City's proposed modification to the siding extension is reasonable and is likely to reduce the impacts of the project, FRA, SLOCOG, TAMC, and Caltrans DOR agree that it should be included and analyzed in the Final Program EIS/EIR.

**Passenger Station (King City MMTC)**

The analysis in the Draft Program EIS/EIR used conceptual plans from adopted City documents that proposed a station site near the intersection of First Street and Broadway. Operating details were assumed to include a station building, parking, and bus pull out areas.

However, as noted in the City's comments, the RailPros plan shows a slightly smaller passenger station in generally the same part of downtown, with similar features, and an area set aside for military personnel transfers. The RailPros plan also calls for the relocation of an existing at-grade crossing (at Pearl Street) to move about one block northwest towards Broadway Street."

Pursuant to Section 15150 of the California Environmental Quality Act, this Mitigated Negative Declaration includes by reference, the DOT Coast Route EIS/EIR, as it relates to the proposed King City MMTC, including train and bus station, identified as follows:

**Coast Corridor Improvements**

Record of Decision and Final Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR)

From Salinas, CA to San Luis Obispo, CA

SCH# 2012081045

Prepared by the

U.S. Department of Transportation, Federal Railroad Administration  
and the

San Luis Obispo Council of Governments

In Cooperation with the

Transportation Agency for Monterey County

and the

California Department of Transportation, Division of Rail and Mass  
Transportation

November 2015

Based on the comprehensive environmental evaluation of the proposed MMTC by the Department of Transportation's EIS/EIR, the MMTC will have no significant negative impacts on the environment.

**Background, Conservation, Open Space and Safety Element proposed amendments:**

Updates and amendments are primarily to make corrections and ensure consistency with the Housing Element. No significant changes are proposed. The Conservation/Open Space/Safety Element amendments incorporates goals, policies and programs that protect residents from flooding hazards by updating flood maps that incorporate the most recent Federal Emergency Management Agency flood mapping. Amendments also recommend the development of a proposed multi-modal transit center (MMTC) near First Street. Environmental impacts will be either negligible or positive by providing better housing, reducing vehicular trips, reducing energy consumption, reducing use of fossil fuels and improving air quality.

The DOT Coast Corridor Project EIS/EIR makes the following statement regarding the benefits of providing improved rail travel connections for the region (page 3.2-19:

"In terms of potential indirect effects, it should be noted that improved train service could result in an increase in ridership numbers. The increase in service, and corresponding increase in ridership, could be expected to decrease passenger travel by personal vehicle or bus, as well as freight transport by auto, truck or bus. These changes would collectively result in an overall decrease in air pollutant emissions. Potential emissions could be offset by implementation of the components improvements, corresponding increase in ridership, and subsequent reduction in emissions."

The MMTC, proposed near the downtown and east of First Street, will reduce vehicle travel by providing opportunities for persons to utilize bus and train transportation to places of work and shopping in nearby cities. Increased use of train and bus transit will result in reducing emissions, and, in turn should also help in reducing energy use and facilitating better access for low and moderate income families. The associated impacts of the MMTC were evaluated as the Preferred Alternative in the Department of Transportation Coast Corridor Improvement Final Plan EIS/EIR. The DOT's EIS/EIR indicates families living at or below the poverty rate in three of the City's census tracts of 27.5 percent, 4.7 percent and 10.3 percent. The MMTC will provide options of rail and bus travel for these families.

Amendments to the Conservation/Open Space/Safety Element also propose to coordinate any future stream and river restoration programs with State Fish and Wildlife Department, Federal Fish and Wildlife Service, Army Corps, CCRWQCB, Natural Resources Conservation Service and other agencies as appropriate. These changes will result in positive environmental impacts by improving the habitat conditions as well as improving stream function.

Amendments also include the addition of measures to protect historical buildings and thereby improving the aesthetics of the community by upgrading and restoring these important buildings of our

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

past, Scenic resources will also be improved by incorporating new improved City signage such as directional signs, wayfinding signs, new entry signs and better directions to nearby significant resources such as Pinnacles National Park.

**Lead Agency:**

City of King	Phone: 831.385.3281
212 S. Vanderhurst Avenue	Fax: 831.386-5968
King City, CA 93930	

**Project Location:**

Amendments apply Citywide.

The following exhibit, **Figure 1**, shows General Plan land uses.

The General Plan map is not being amended except for a five (5) acre area located at 1013 Broadway that is being proposed to change from Planned Development (PD) to Highway Service Commercial (HSC). The change will reduce the number of potential land uses thereby reducing potential environmental impacts. The change will also eliminate the need for a Specific Plan preparation. The site is deemed to be too small for the preparation of a Specific Plan. Uses will generally require the approval of the Planning Commission under a Conditional Use Permit and Architectural Review. The visual integrity of the site will be maintained. The change in designation will result in a slight net beneficial improvement in the environment by eliminating potential industrial uses at this location.

The change will also include a zoning amendment of the five (5) acre area from Planned Development (PD) Zone to Highway Service (HS) Zone. This change in zoning will not result any significant change in potential land use and will eliminate the potential for industrial use. **(Figures 2, 3, 4, 5 and 6)**

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

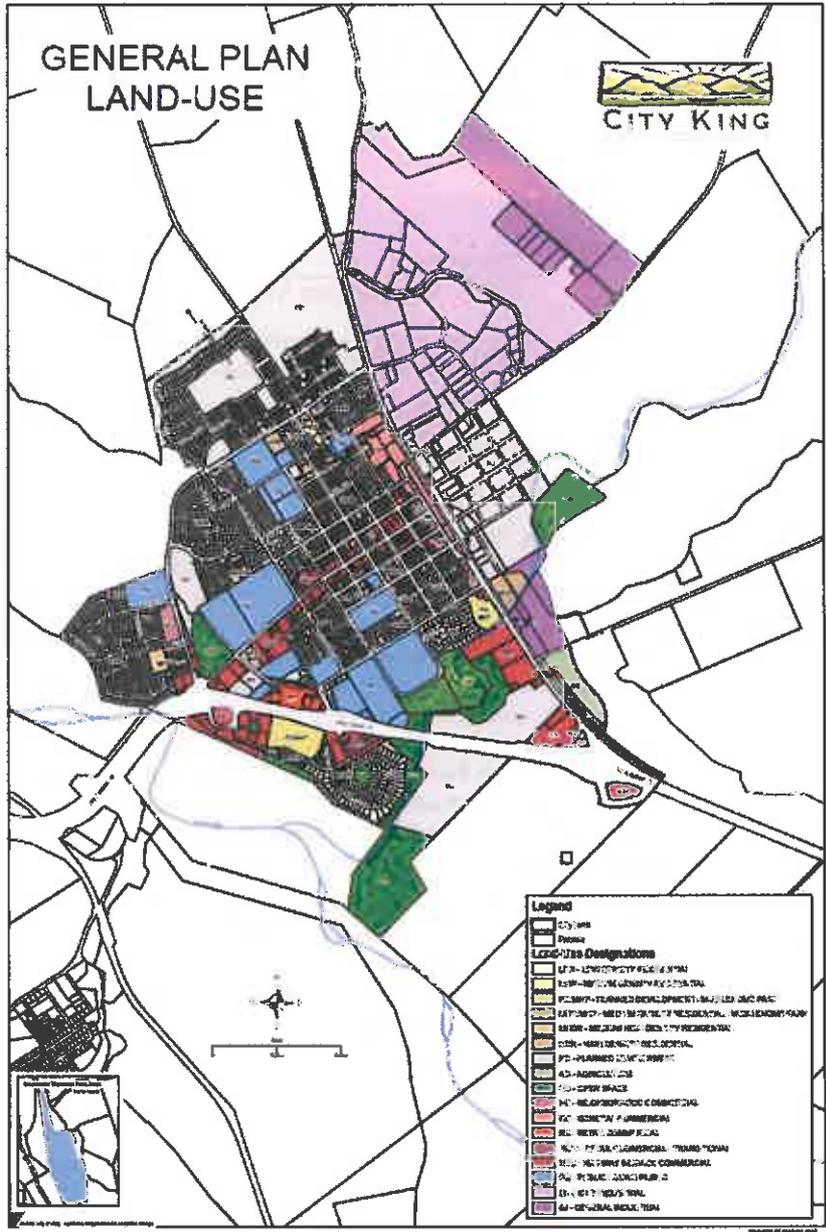


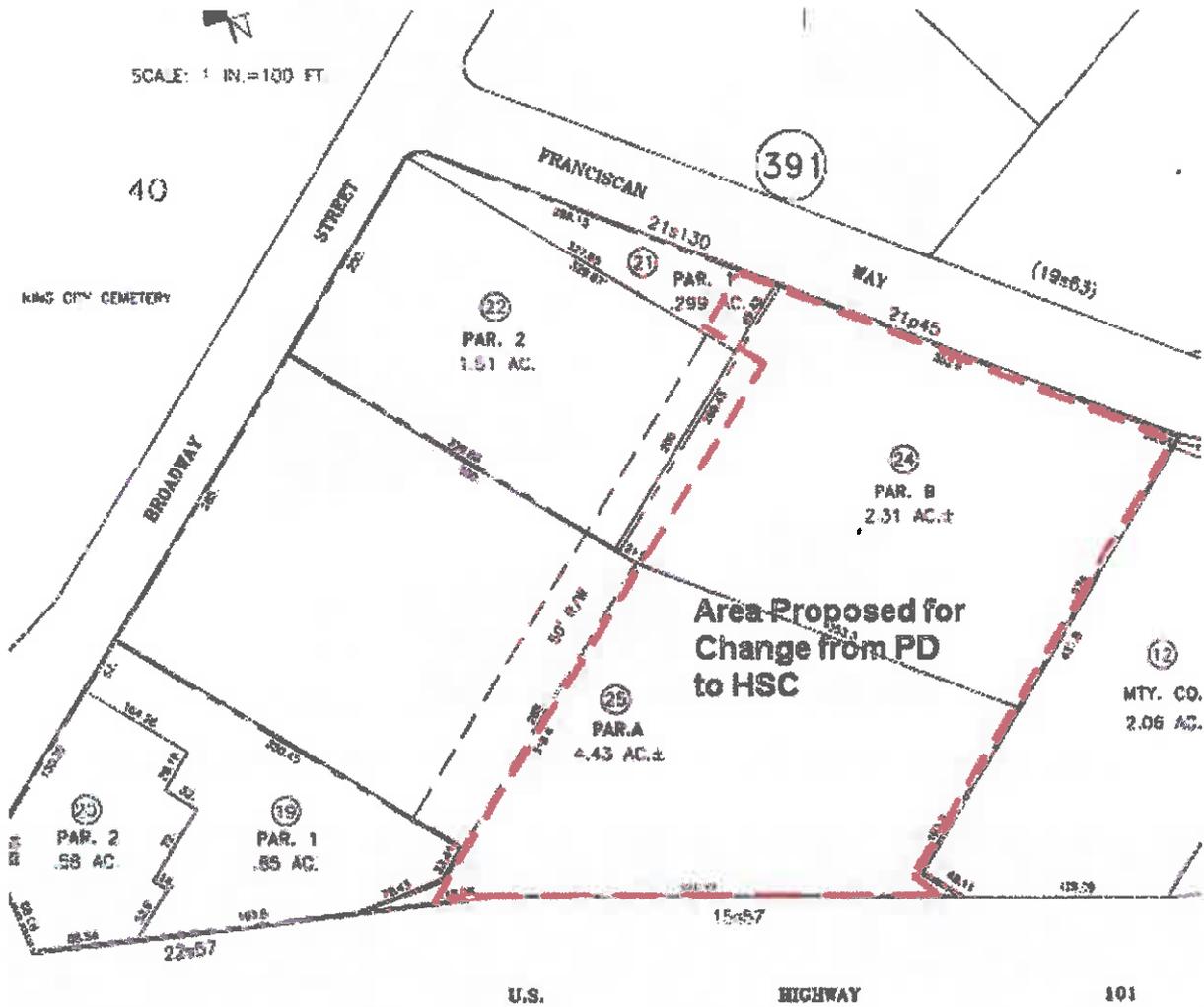
Figure 1: General Plan Land Use Map

Assessor Parcel Number(s) Applies City-Wide

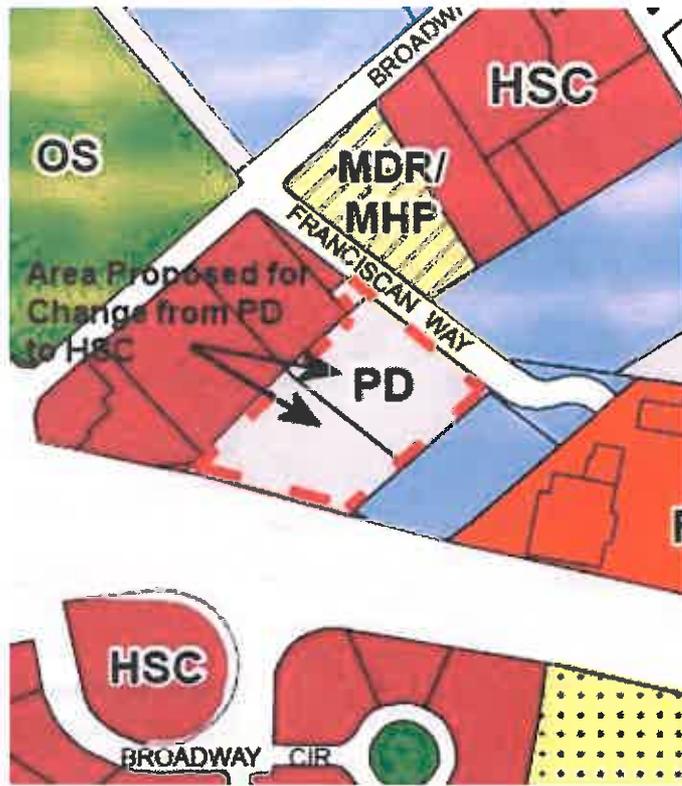
General Plan Designations: Are proposed amendments to land use boundaries or designations being proposed?

Only one land use change is proposed. That change proposes amending a five (5) acre area located at 1023 Broadway, including a lot fronting on Franciscan Way southeast of Broadway. The change will also include an amendment of the Zoning designation of this five (5) acre area from Planned Development (PD) Zone to Highway Service (HS) District.

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element



**Figure 2**  
**Assessors Map Showing Properties Proposed for Change from Planned Development to Highway Service Commercial Designation. This change will also result in a proposed zoning amendment from PD Zone to HS Zone.**

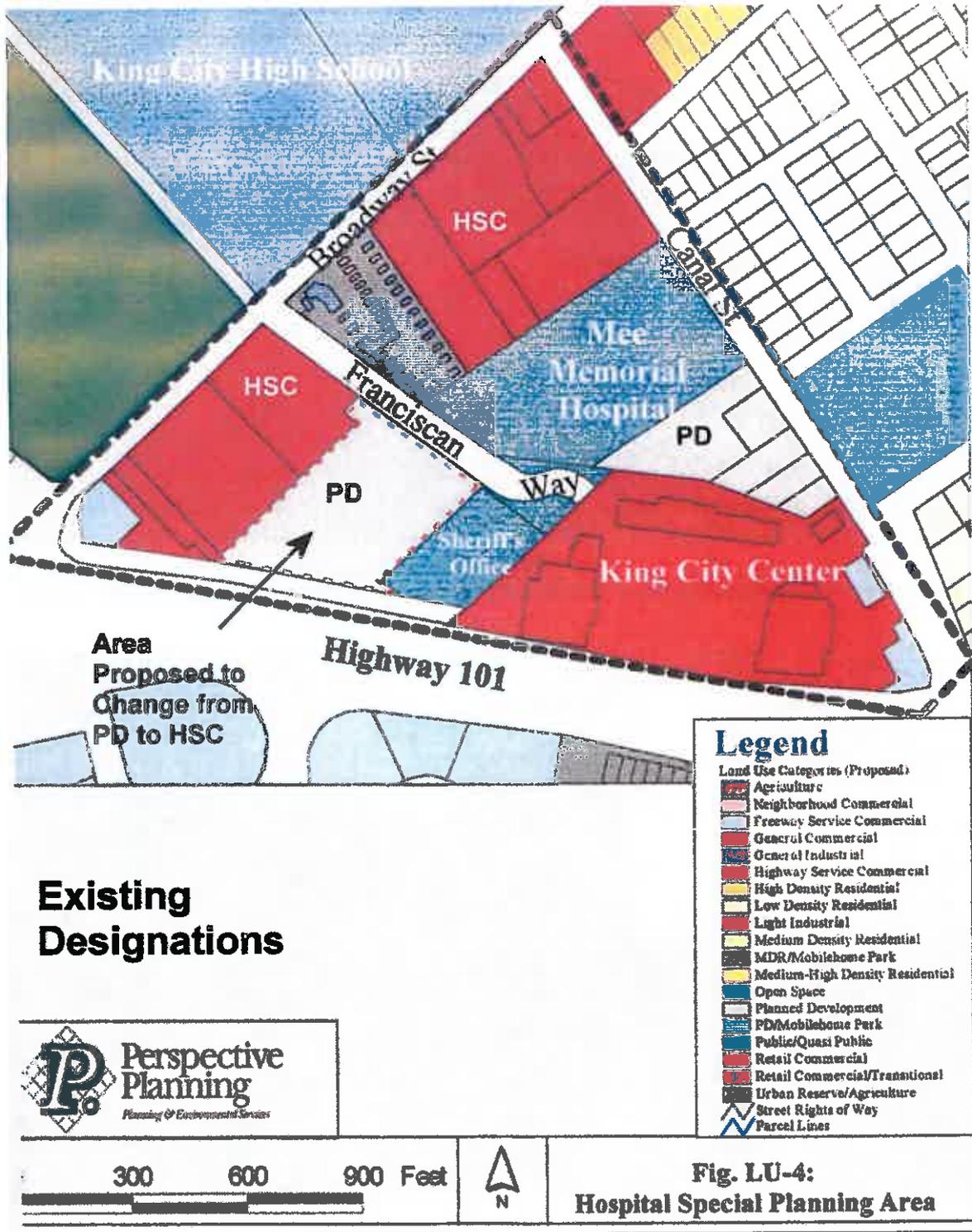


**Figure 3**  
**Detail of Proposed General Plan Change of Designation of 5 Acre Area from PD to HSC**



**Figure 4. View of area proposed to change from PD to HSC designation**

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element



**Figure 5**  
**Area Proposed for Change from Planned Development to Highway Service Commercial**

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element



**Figure 6.**  
**View of rear of property located at 1023 Broadway, area proposed to change from PD to HSC**



**Figure 7**  
**Scenic Programs in Conservation Element will help to restore Historical Downtown**

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element



**Figure 8**  
**Photo of King City Typical Cluster Low and Moderate Cost Housing**



**Figure 9**  
**Artist Concept of Multi-Modal Transit Center Proposal Near First Street**



**Figure 10**

**Many buildings in King City date from the late 1800's and early 1900's such as this beautiful Episcopal Church. These buildings are a legacy for the City and provide much of the charm and cultural history of the City.**

**The area has been occupied for over 10,000 years, first by the indigenous Americans, including the Salinan Indian tribe, later by the Spaniards, followed by the Mexicans and finally by other Europeans. Likely, Indian villages existed nearby, probably along the Salinas River, which provided a rich food supply of Salmon and Steelhead. Early homesteads and ranches were established along the rich soils of the Salinas Valley.**

## **II. DETERMINATION OF MITIGATED NEGATIVE DECLARATION**

This proposed Draft Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is the City of King's intent to adopt a Mitigated Negative Declaration for this project. This Mitigated Negative Declaration is subject to change based on comments received by interested agencies and the public. It should be noted that there are anticipated significant impacts and, therefore, there are special mitigations necessary to reduce the project to less than significant impact.

The City of King prepared the Initial Study and Mitigated Negative Declaration for this project and pending public review, expects to determine from this study that the project, if developed and operated consistent with the mitigation measures specified in this document, would not have a significant effect on the environment for the following reasons:

- The proposed project, with mitigations, would have no effect on: growth, farmland/timberland, the community, cultural resources, geology/soils/seismic/topography, hazardous waste or materials, air quality, noise or vibration, Land Use, Parks and Recreational Facilities, Utilities/ Emergency Services, Traffic and Transportation, Visual/ Aesthetics, Hydrology and Floodplain, Water and Storm Water Runoff, Animal Species, Invasive Species, Construction Impacts, or Climate Change, or historical/archaeological/paleontological resources, natural communities, and threatened and endangered species because the following mitigation measures would reduce potential effects to insignificance.

### III. ENVIRONMENTAL SETTING

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

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

Surrounding Land Use			
North:	NA	East:	NA
South:	NA	West:	NA

#### Environmental Setting:

The City of King is located in the center of Salinas Valley along the US Highway 101 freeway approximately in the center of Monterey County. The Salinas Valley is one of the most productive agricultural valleys in the world, producing many of the fruits and vegetables consumed throughout the United States. The Highway 101 corridor connects the San Francisco Bay Area and the Central Coast.

The City is approximately 50 miles south of the City of Salinas, 145 miles south of San Francisco, 105 miles south of San Jose, and 50 miles north of Paso Robles. The City of King is a relatively small agriculture-based community located south of the small towns of Greenfield, Soledad, and Gonzales, other agricultural communities in the Salinas Valley.

The topography of the City and surrounding valley is flat alluvial plane between mountain ranges to the east and west of the City. San Lorenzo Creek and Salinas River floodplains are a potential hazard, bordering the southwestern portion of the City and traversing the City in a northeasterly direction to intersect the Salinas River. The City is located near the edge of the Pacific and Continental Plates and is within an area known to have frequent seismic movement.

The proposed project applies citywide and only modifies one five (5) acre area at 1023 Broadway and an area on Franciscan Way from Planned Development to Highway Service Commercial land use and PD Zone to HS Zone. The proposed change will result in the elimination of potential industrial land use at this site and not otherwise significantly amend other potential land uses.

The changes also include the MMTC, proposed train station southeast of the intersection of Broadway and First Streets. (See **Figure 9** for artist concept of MMTC) This station was the Preferred Alternative in the Department of Transportation Coast Corridor Improvement Plan Final EIS/EIR. The station and railway improvements for a siding, were subject to the environmental review of the DOT's Final EIR/EIS.

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

**IV. ENVIRONMENTAL CHECKLIST AND IMPACT REVIEW**

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

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

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	

**Impact Discussion:**

**General Discussion:** The Housing Element, Land Use Element and Conservation/Open Space/Safety Element updates as well as the proposed amendment for the five (5) acre PD area change to HSC, do not include any significant changes to land use designations, zoning, building heights and intensities, or residential densities. Changes being proposed will not impact scenic resources. (Design examples, see **Figures 7, 8 and 9**)

**1.a. Not Significant:** The King City General Plan does not designate any scenic vista resources within the Project Area. The area is surrounded by scenic agricultural lands. These lands are not within the City's jurisdictional area.

**1.b. Not Significant:** There are no rock outcroppings or major hills in or near the City. There are no designated scenic highways within the City. Proposed modifications to General Plan policies encourage the protection of historic buildings. The Salinas River and San Lorenzo Creek flow through a portion of the City. General Plan policies promote the protection of riparian corridors.

**1.c. Not Significant with Mitigation:** The King City General Plan already contains existing programs to encourage the enhancement of new projects. The City's regulations require architectural review of new buildings, landscaping, parking lots and other improvements to ensure that new projects are architecturally handsome and that landscaping is tastefully done. New and modified policies will not alter or reduce City

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

standards and guidelines for visual quality. The primary change is to modify existing PD zoning of the rear half of 1023 Broadway Street and a 2 acre site on Franciscan Way to HSC designation. The proposed change will prohibit industrial uses permitted in the PD zone and will limit commercial uses to those identified in the HSC zone. The change will have no significant impact on the environment based on the following mitigation measure.

**Mitigation Measure No. 1.c:** Projects, including those in the new proposed HSC designation at 1023 Broadway and Franciscan Way, will be required to obtain architectural review approval. (Single Family residences in residential zones will be exempt from this requirement unless required by a Specific Plan). A planting and irrigation plan will be prepared and approved by the City prior to issuance of building permits. The Zoning Regulations identify the criteria for architectural review and include evaluation of building design, landscaping, parking and other improvements.

**1.d. Not Significant:** The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Element will not, in and of itself, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

2.	AGRICULTURAL RESOURCES:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
	<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p> <p>Would the project:</p>					
a.	Convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				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	

**Impact Discussion:**

Farmworker housing is permitted in the Agriculture Zone with a Conditional Use Permit. The amendments, including pending changes to the FSC Zone, will allow farmworker housing in more land use designations and in close proximity to agricultural fields. Adequate numbers of farmworkers are needed to keep agriculture productive. If agricultural is productive and profitable, the pressure to convert it will be less. Impacts will not be significant and the proposals for farmworker housing will help to retain agriculture as a local economic base by providing assurance of future farm workers available to help farm managers.

**2.a. Not Significant:** The proposed amendments will not alter any lands designated for agricultural uses.

**2.b Not Significant:** The proposed amendments do not conflict with existing zoning for agricultural use. No lands designated for agricultural uses are proposed to be modified nor will the changes conflict with any Williamson Act contract.

**2.c Not Significant:** Proposed amendments, including pending changes to the FSC Zone to allow farmworker housing with a CUP, facilitate possible future farmworker housing and will serve to encourage the continuance of agricultural uses in and near King City. No conversions of agricultural lands are proposed.

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3.	AIR QUALITY	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
	Would the project:					
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	

**Impact Discussion:**

The proposed amendments will not create air quality impacts.. The City is located within the Monterey Bay Unified Air Pollution Control District (MBUAPCD) in the North Central Coast Air Basin (NCCAB). In addition, the amendments will locate farmworker housing closer to agricultural fields and thus helping to reduce greenhouse gases (GHG). The updated LUE amendments also propose a multimodal transit center which will encourage alternative modes of transportation and reduction in GHG.

The addition of the MMTC will likely improve air quality by reducing the number of vehicular trips, as passengers will have the option of traveling by train or bus.

**3.a Not Significant:** The proposed amendments do not conflict with or obstruct implementation of the applicable air quality plan. Future projects will individually be evaluated to determine if any hazards will be created.

**3.b Not Significant:** The proposed amendments do not result in the creation of significant dust to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of air pollution into the environment. Future projects will individually be evaluated to determine if any dust concentrations will be created.

**3.c Not Significant with mitigation:** The proposed amendments do not result in the creation of dust emissions into the environment if mitigated as follows:

**Mitigation Measure No. 3.c:** A plan shall be prepared by each project applicant's engineer or Certified Professional Erosion Control Specialist (for dust, chemical pollution and erosion control) to ensure these measures are implemented. Where appropriate, said dust protection plan may be part of a project erosion and sediment control plan. All new projects must comply with all Federal, State, Regional, and local air quality standards. State law requires any facility that has the potential to emit air contaminants to apply for a permit from MBUAPCD. Additionally, if development within the Project 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 shall be offset. New businesses and/or tenants of the facility shall consult directly with the MBUAPCD for permitting requirements and compliance with air quality standards.

**3.d Not Significant:** The proposed amendments do not result in significant changes in land uses nor do they result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-

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attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?. Future projects will individually be evaluated to determine if any hazards will be created.

**3.e Not Significant:** The proposed amendments will not create objectionable smoke, ash, dust or odors affecting a substantial number of people?. Future projects will individually be evaluated to determine if any hazards will be created.

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 Setting:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Element as well as the proposed amendment for the five (5) acre PD area change to HSC, will not, in themselves, result in any loss of biological resources. No significant impacts will occur as a result of the proposed amendments.

**4.a Not Significant:** The proposed amendments do not remove or substantially alter policies that protect the environment and do not result in 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. Future projects will individually be evaluated to determine if any impacts or adverse effect on habitat will be created.

**4.b. Not Significant:** The proposed amendments do not 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. Future projects will individually be evaluated to determine if any impacts or adverse effect on habitat will be created.

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**4.c. Not Significant:** The proposed amendments do not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc) through direct removal, filling, hydrological interruption, or other means. Future projects will individually be evaluated to determine if any impacts or adverse effect on habitat will be created.

**4.d. Not Significant:** The proposed amendments do not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Future projects will individually be evaluated to determine if any impacts or adverse effect on habitat or migratory passages will be created.

**4.e. Not Significant:** The proposed amendments do not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There are no forests in or near King City. Trees within the City are almost entirely those planted in properties, along streets and within parks. There are no existing tree protection ordinances within the City. The City has an approved tree list that is used to identify appropriate (based on climate, tree form and other factors) trees for streets. Future projects will individually be evaluated to determine if any impacts or adverse effect on biological resource protective ordinances will be created.

**4.f. Not Significant:** The proposed amendments will not conflict with any provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Future projects will individually be evaluated to determine if any impacts or adverse effect on biological resource protective ordinances will be created.

5.	CULTURAL RESOURCES	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
	Would the project:					
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		

**Impact Discussion:**

The proposal covers properties throughout the City as well as the proposed change of the Broadway and Franciscan Way properties from the current designation of PD to HSC. The impact of the changes will not reduce existing protections. :

**5.a. Not Significant with mitigation below:** The proposed amendments do not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Future projects will individually be evaluated to determine if any impacts or adverse effect on historical resource will be created. (See Figure 10 for example of historical structure)

**5.b. Not Significant with mitigation below:** The proposed amendments do not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Future projects will individually be evaluated to determine if any impacts or adverse effect on archeological resource will be created.

**5.c. Not Significant with mitigation below:** The proposed amendments do not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Future projects will individually be evaluated to determine if any impacts or adverse effect on paleontological resource will be created.

**5.d. Not Significant with mitigation below:** The proposed amendments will not disturb any human remains, including those interred outside of formal cemeteries. Future projects will individually be evaluated to determine if any impacts or adverse effect on human remains will be created.

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**Mitigation Measure No. 5.a, 5.b, 5.c, 5.d: Cultural Resources:** In the event of an accidental discovery or recognition of any human remains, archaeological resources, paleontological resources or historical resources on the project site, if said resources are found during excavation or construction, work will be halted at a minimum of 30 feet from the find and the area will be staked off. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie cultural resources, paleontological resources, historical resources or, in the case of adjacent human remains until the coroner of Monterey County is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. A qualified professional (to be hired by the applicant and accepted by the City) in cultural resources, paleontological resources or historical resources shall evaluate the resources discovered at the site and provide recommendations for disposition of those resources. In the case of human remains, the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent ("**MLD**") from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or it's authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or it's authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."

6.	GEOLOGY /SOILS	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant or Not Applicable	Impact Reviewed in Previous Document
	Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X	
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist 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?					
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	

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**Impact Discussion:**

The proposed amendments will not have a significant impact on the soils or geology. Measures to address safety will be addressed in each future project developed in the City. The amendments do not affect or reduce the requirements for future protection of safety. Soils, geology, and seismicity conditions are important aspects of all development within the City. Although most projects have little or no effect on geology, any project involving construction will have some effect on soils and topography; and all may be affected by certain geologic events, such as earthquakes, and are protected through existing building codes and regulations. Adoption of the amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Element will not have an impact on any geological or soil resources, as the amendments do not propose any development.

Buildings will continue to be required to meet the requirements of the seismic location which depends on soil conditions, proximity of ground water, potential for ground motion and other factors. Certain buildings, such as hospitals and schools, may be required to meet more strict structural criteria as defined by the building code.

**6.a.i, a.ii, a.iii, a.iv: Not Significant:** Each future project will be reviewed for consistency with issued related to its specific location. Measures for adequate safety will be evaluated as part of the building permit review process and all projects will be required to meet that applicable standard of the specific building and use type. The proposed amendments will have no significant impact.

**6.b: Not Significant:** The proposed amendments do not in themselves involve development proposals on specific sites, and thus will not result in substantial soil erosion or loss of topsoil.

**6.c and d: Not Significant:** The proposed amendments do not, in themselves, involve development proposals on specific sites, and thus will not result in a project on unstable or expansive sites. Specific development proposals would be subject to CEQA analysis of site-specific geotechnical investigation.

**6.e: Not Significant:** For the majority of the City, sewer systems are available for the disposal of wastewater. New development is not allowed to use septic tanks or alternative wastewater disposal systems unless sewer is not available and the City and Central Coast Regional Water Quality Control Board accept a septic or other similar system can provide long-term safe disposal that can be shown to not degrade surface or subsurface water quality and capacity adequate for the use.

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	

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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	
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**Impact Discussion:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements as well as the proposed amendment for the five (5) acre PD area change to HSC, will have no impact on hazardous waste. Future project review will address any potential for hazards that may arise at that time.

**7.a Not Significant:** The proposed amendments do not result in the creation of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. Future projects will individually be evaluated to determine if any hazards will be created.

**7.b Not Significant:** The proposed amendments do not result in the creation of significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Future projects will individually be evaluated to determine if any hazards will be created.

**7.c Not Significant:** The proposed amendments do not result in the creation of hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Future projects will individually be evaluated to determine if any hazards will be created.

**7.d Not Significant:** The proposed amendments do not result in the creation of significant hazard on sites which are 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. Future projects will individually be evaluated to determine if any hazards will be created.

**7.e Not Significant:** The proposed amendments do not result in the creation of significant hazard or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Future projects will individually be evaluated to determine if any hazards will be created.

**7.f Not Significant:** The proposed amendments do not result in the creation of significant hazard to the public or 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. Future projects will individually be evaluated to determine if any hazards will be created.

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

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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 or fail to meet the new CCRWQCB standards for stormwater control?			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	

**Impact Discussion:**

The proposed amendments, including the proposed amendment of the Broadway and Franciscan Way properties from PD to HSC designation, to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements will have no impact on hydrology or water quality. Future project review will address any potential for impacts to hydrology or water quality that may arise unique to a given project.

Cal Water Service Company has provided water utility services in King City since 1962. In servicing the City, Cal Water utilizes six wells, three storage tanks, four booster pumps, and over 29 miles of pipeline delivering 2.4 million gallons of Salinas Valley groundwater per day to more than 2,500 service connections within the City area.

King City obtains its water from the Salinas Valley groundwater basin. According to the "Greater Monterey County Integrated Regional Water Management, the Salinas groundwater basin is "located entirely within Monterey County and consists of one large hydrologic unit comprised of five subareas: Upper Valley, Arroyo Seco, Forebay, Pressure, and East Side. Total groundwater pumping from these subareas in 2007 was as follows: Upper Valley 137,017 AF, Arroyo Seco and Forebay 158,775 AF, Pressure 125,620 AF, and East Side 104,183 AF, with agricultural pumping accounting for 90% of that total and urban uses accounting for the remaining 10%. These subareas have different hydrogeologic and recharge characteristics, though they are not separated by barriers to horizontal flow and water can move between them." Groundwater pumping for urban uses in King City was 3,847 acre feet in 1999, approximately 9.3 percent of the total pumping in the area. (Source: Salinas Valley Water Management Group, Integrated Regional Water Management Plan, May 2006).

According to the U.S. Geological Survey and the California State Water Resources Control Board "Groundwater Quality in the Monterey Bay and Salinas Valley Groundwater Basins, California" written by Justin T. Kulongoski and Kenneth Belitz:

"The Salinas Valley is a large intermontane valley that extends southeastward from Monterey Bay to Paso Robles. It has been filled, up to a thickness of 2,000 feet, with Tertiary and Quaternary marine and terrestrial sediments that overlie granitic basement. The Miocene-age Monterey Formation and Pliocene- to Pleistocene-age Paso Robles Formation, and Pleistocene to Holocene-age alluvium contain freshwater used for supply. The primary aquifers in the study unit are defined as those parts of the aquifers corresponding to the perforated intervals of wells listed in the California Department of Public Health database. Public-supply wells are typically drilled to depths of 200 to 650 feet, consist of solid casing from the land surface to depths of about 175 to 500 feet, and are perforated below the solid casing. Water quality in the primary aquifers may differ from that in the shallower and deeper parts of the aquifer system. Groundwater movement is generally from the southern part of the Salinas Valley north towards the Monterey Bay.

Land use in the study unit is about 44 percent (%) natural (mostly grassland and forests), 43% agricultural, and 13% urban. The primary agricultural uses are row crops, pasture, hay, and vineyards.

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The largest urban areas are the cities of Santa Cruz, Watsonville, Monterey, Salinas, King City, and Paso Robles.

Recharge to the groundwater system is primarily from stream-channel infiltration from the major rivers and their tributaries, and from infiltration of water from precipitation and irrigation. The primary sources of discharge are water pumped for irrigation and municipal supply, evaporation, and discharge to streams."

**8.a Not Significant:** The proposed amendments do not result in the creation of measures that would violate any water quality standards or waste discharge requirements. Future projects will individually be evaluated to determine if any hazards or impacts will be created.

**8.b Not Significant:** The proposed amendments do not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

**8.c Not Significant with mitigation:** The proposed amendments, with the mitigation measure below, do not substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site. Future projects will individually be evaluated to determine if any impacts will be created.

**8.d Not Significant with mitigation:** The proposed amendments, with the mitigation measure below, do not 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. Future projects will individually be evaluated to determine if any hazards will be created.

**8.e Not Significant with mitigation:** The proposed amendments, with the mitigation measure below, do not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or fail to meet the new CCRWQCB standards for stormwater control. Future projects will individually be evaluated to determine if any hazards will be created.

**8.f Not Significant with mitigation:** The proposed amendments, with the mitigation measure below, do not otherwise substantially degrade water quality. Provisions are being proposed, including new policies to ensure that Low Impact Development (LID) and other Best Management Practices (BMPs) are included in new future developments. Future projects will individually be evaluated to determine if any hazards will be created. [Same issue as stated above with deferral of future groundwater quality issues.]

**Mitigation Measure 8.c, 8.d 8.e 8.f Stormwater Pollution Prevention:**

Stormwater and water quality protection: Developers shall be required to meet all measures for stormwater pollution control, waste management, and provide public utility connections that comply with the City and other service providers. The United State Environmental Protection Agency has promulgated regulations requiring permits for stormwater discharges from small Municipal Separate Storm Sewer Systems (MS4s). The City of King is an MS4 and therefore projects within the City shall meet the standards established by the Central Coast Regional Water Quality Control Board (RWQCB). Since impermeable surfaces (such as paving and buildings) as well as bare unvegetated soil greatly increases runoff and the potential for erosion and pollution of waters within streams and the Salinas River, mitigation measures have been deemed necessary to reduce runoff and increase percolation within the urban area of the City.

Development in the City will be required to include Best Management Practices (BMPs), including erosion and sediment control, during construction and grading and include Low Impact Development (LID) design practices in the design and layout of the project. According to the RWQCB, LID "is an effective approach to managing stormwater to minimize the adverse effects of urbanization and development on watershed processes and beneficial uses resulting from changes in stormwater runoff conditions. LID strategies can achieve significant reductions in pollutant loading and runoff volumes as well as greatly enhanced

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groundwater recharge rates. The proper implementation of LID techniques results in greater benefits than single purpose stormwater and flood control infrastructure."

Therefore, controlling urban runoff pollution by using a combination of onsite source control and LID BMPs augmented with treatment control BMPs before the runoff enters the MS4 is important and will be required of each development project (unless specifically exempted by the RWQCB). Also, according to the RWQCB, "the risks associated with infiltration can be properly managed by many techniques, including: 1) designing landscape drainage features that promote infiltration of runoff, but do not "inject" runoff (injection bypasses the natural processes of filtering and transformation that occur in the soil), 2) taking reasonable steps to prevent the illegal disposal of wastes, 3) protecting footings and foundations, and 4) ensuring that each drainage feature is adequately maintained in perpetuity. However, in some circumstances, site conditions (e.g., historical soil contamination) and the type of development (i.e., urban infill) can limit the feasibility of retaining, infiltrating, and reusing stormwater at sites. "

The City Engineer shall review each project, unless exempted by the RWQCB, to assure compliance with these requirements, including the RWQCB "POST-CONSTRUCTION STORMWATER MANAGEMENT REQUIREMENTS FOR DEVELOPMENT PROJECTS IN THE CENTRAL COAST REGION." These RWQCB standards include BMPs for erosion and sediment control during project construction and after completion of the project. LID measures include, but are not limited to: i) limiting disturbance of creeks and natural drainage features, minimizing compaction of highly permeable soils, limiting removal of native vegetation at the site to the minimum area needed to build the project, limiting impermeable surfaces, including buildings and paving, and the use of innovative design layout that further increases permeable surfaces and landscaping.

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

- (1) Direct roof runoff into cisterns or rain barrels for reuse
- (2) Direct roof runoff onto vegetated areas safely away from building foundations and footings, consistent with California building code
- (3) Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings, consistent with California building code
- (4) Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings, consistent with California building code
- (5) Construct bike lanes, driveways, uncovered parking lots, sidewalks, walkways, and patios with permeable surfaces
- (6) The directing of runoff to bioretention basins,
- (7) Other similar measures as determined by the City Engineer.

**8.g Not Significant:** The proposed amendments do not 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. Map of FEMA hazards area has been updated. Future projects will individually be evaluated to determine if any impacts will be created.

**8.h Not Significant:** The proposed amendments do not 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. Future projects will individually be evaluated to determine if any hazards will be created.

**8.i Not Significant:** The proposed amendments do not create inundation by seiche, tsunami, or mudflow. Future projects will individually be evaluated to determine if any hazards will be created.

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9.	LAND USE AND PLANNING	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
	Would the project:					
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	

**Impact Discussion:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements as well as the proposed amendment for the five (5) acre PD area change to HSC, will not create significant changes to or have impacts on land use and planning within the City. The LUE amendments incorporates language regarding a MMTC located in the City. The MMTC would also service Fort Hunter Liggett (FHL). The MMTC site near First Street was designated and evaluated in Negative Declaration and the site was designated in the Historic Corridor Revitalization and Form-Based Code approved in 2011. The MMTC is also recommended and designated in the First Street Corridor Master Plan, approved by the City Council on February 26, 2013. In addition, an extensive evaluation of the MMTC was conducted by RailPros and was attached as an appendix to the Coast Corridor Improvements Final Program EIS/EIR. The King City MMTC, as a part of that plan by the US Department of Transportation, was listed as the "Preferred Alternative" in the their EIS/EIR. The LUE amendments incorporate changes that the City implemented with provisions to encourage mixed development that include secondary and moderate income housing in the general commercial designation.

The proposed changes to the 1023 Broadway and Franciscan Way five (5) acre site are also not significant. Those changes result in less potential land uses for the site, and therefore will not result in any changes in the potential traffic or land use of the site.

**9.a Not Significant:** The proposed amendments do not result in the creation of any physical division in the City. Future projects will individually be evaluated to determine if any impacts will be created.

**9.b Not Significant:** The proposed amendments do not substantially 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. Future projects are evaluated for any potential conflicts.

**9.c Not Significant:** The proposed amendments do not conflict with any applicable habitat conservation plan or natural community conservation plan. Future projects will individually be evaluated to determine if any impacts will be created.

10.	NOISE	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
	Would the project:					
a.	Expose people to, or generate, noise levels exceeding established standards in the local general plan, coastal plan, noise ordinance or other applicable standards of other agencies?				X	
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?				X	

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c.	Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X	
d.	Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X	

**Impact Discussion:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements as well as the proposed amendment for the five (5) acre PD area change to HSC, will not create significant changes to or have impacts on noise or expose persons to significant levels of noise. Measures in the existing Noise Element address standards to protect exposure to noise. Those measures are not proposed for amendment.

**10.a Not Significant:** The proposed amendments do not result in the exposure of 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. Future projects will individually be evaluated to determine if any impacts will be created.

**10.b Not Significant:** The proposed amendments do not substantially conflict with or result in the exposure of persons to or generate excessive groundborne vibration or groundborne noise levels. Future projects are evaluated for any potential conflicts.

**10.c** The proposed amendments do not conflict with or cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Future projects will individually be evaluated to determine if any impacts will be created.

**10.d Not Significant:** The proposed amendments do not conflict with or cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Future projects will individually be evaluated to determine if any impacts will be created

11.	POPULATION AND HOUSING	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
	Would the project:					
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	

**Impact Discussion:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements will not create significant changes to or have impacts on population and housing. Proposed measures will increase housing opportunities for low and moderate income families but will not increase the number of residences in the City from the current Housing Element and Land Use Element provisions.

**11.a Not Significant:** The proposed amendments do not result in the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere. Amendments to the Housing Element and Land Use Element will provide additional opportunities for affordable housing in the general commercial designation and provide for possible farmworker housing. Future projects will individually be evaluated to determine if any impacts will be created.

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**11.b Not Significant:** The proposed amendments do not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Future projects are evaluated for any potential conflicts.

**11.c Not Significant:** The proposed amendments do not 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). Possible mixed use in the commercial area will result in benefits such as less vehicular trips and allow persons who don't own cars better access to jobs and shopping. Future projects will individually be evaluated to determine if any impacts will be created.

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	

**Impact Discussion:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements as well as the proposed amendment for the five (5) acre PD area change to HSC, will not create significant changes to or have impacts on public services. The amendments do not have significant changes in public services, No significant changes are proposed.

**12.a Not Significant:** The proposed amendments do not result in substantial adverse physical impacts associated with the provision of 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 fire protection. Future projects will individually be evaluated to determine if any impacts will be created.

**12.b Not Significant:** The proposed amendments do not 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 police protection. Future projects will individually be evaluated to determine if any impacts will be created.

**12.c Not Significant:** The proposed amendments do not 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 schools. Future projects will individually be evaluated to determine if any impacts will be created.

**12.d Not Significant:** The proposed amendments do not 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 parks and recreation. Future projects will individually be evaluated to determine if any impacts will be created.

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**12.e Not Significant:** The proposed amendments do not 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 other governmental services. Future projects will individually be evaluated to determine if any impacts will be created.

13. RECREATION	Would the project:	Significant	Unknown Potential Significant	Potential Significant And Mitigated	Not Significant	Impact Reviewed in Previous Document
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				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	

**Impact Discussion:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements as well as the proposed amendment for the five (5) acre PD area change to HSC, will not create significant changes to or have impacts on recreational services. The amendments do not have significant changes in recreational services .

**13.a Not Significant:** The proposed amendments do not result in a substantial adverse increase in the need for new neighborhood and regional parks or 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. Future projects will individually be evaluated to determine if any impacts will be created.

**13.b Not Significant:** The proposed amendments do not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Future projects will individually be evaluated to determine if any impacts will be created.

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

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g.	Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?				X	
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**Impact Discussion:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements as well as the proposed amendment for the five (5) acre PD area change to HSC, will not create significant changes to or have impacts on transportation services. The amendments do not have significant changes in proposed land use and therefore don't significantly change current or future transportation needs .

**14.a Not Significant:** The proposed amendments do not result in or 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). Future projects will individually be evaluated to determine if any impacts will be created. The addition of the MMTC will result in a net reduction of vehicular trips. Travel option of train and bus will become available through the MMTC.

**14.b Not Significant:** The proposed amendments do not result in the exceedance, either individually or cumulatively, of a level of service standard established by the county congestion management agency for designated roads or highways. No changes in land use designations are proposed. Amendments that encourage mixed use development as well as the proposed MMTC will potentially reduce automobile transportation and reduce vehicular trips. Currently, busses frequently have space for additional passengers. Overall, the number of vehicular trips (both busses and automobiles) are expected to be reduced after completion of the MMTC. That is a factor in the addition of the addition of the MMTC as the preferred alternative in the Department of Transportation Coast Corridor Improvements Final EIS/EIR.

**14.c Not Significant:** The proposed amendments do not 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. Future projects will individually be evaluated to determine if any impacts will be created.

**14.d Not Significant:** The proposed amendments do not result in substantially increased hazards due to a design feature (e.g. limited sight visibility, sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). Future projects will individually be evaluated to determine if any impacts will be created.

**14.e Not Significant:** The proposed amendments do not result in inadequate emergency access. Future projects will individually be evaluated to determine if any impacts will be created.

**14.f Not Significant:** The proposed amendments do not result in inadequate parking capacity. Future projects will individually be evaluated to determine if any impacts will be created. The MMTC site is adequate size to accommodate necessary parking and bus loading, and, if necessary, additional space can be added nearby to accommodate additional parking if found necessary. In addition, the HSC designation of the 1023 Broadway and Franciscan Way site provides for adequate parking for any future use of that site based on the Municipal Code parking standards.

**14.g Not Significant:** The proposed amendments do not result in conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks). Future projects will individually be evaluated to determine if any impacts will be created.

15.	UTILITIES & SERVICE SYSTEMS	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.	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	

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c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X	
e.	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				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	

**Impact Discussion:**

The proposed amendments to the Housing Element, Land Use Element and Conservation/Open Space/Safety Elements as well as the proposed amendment for the five (5) acre PD area change to HSC, will not create significant changes to or have impacts on utilities and service systems. The amendments do not have significant changes in proposed land use and therefore don't significantly change current or future utility system needs .

**15.a Not Significant:** The proposed amendments do not result in exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board. Future projects will individually be evaluated to determine if any impacts will be created.

**15.b Not Significant:** The proposed amendments do not 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.. Future projects will individually be evaluated to determine if any impacts will be created.

**15.c Not Significant:** The proposed amendments do not 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. Future projects will individually be evaluated to determine if any impacts will be created.

**15.d Not Significant:** The proposed amendments do not significantly change impacts on sufficient water supplies available to serve the project from existing entitlements and resources, nor are likely to change any expected future new or expanded entitlements. Future projects will individually be evaluated to determine if any impacts will be created.

**15.e Not Significant:** The proposed amendments do not change existing land use designations and are not expected to have significant impacts on the wastewater treatment provider in addition to the provider's existing commitments. Future projects will individually be evaluated to determine if any impacts will be created.

**15.f Not Significant:** The proposed amendments do not result significant changes in the waste needs of the City and that a landfill with sufficient permitted capacity to accommodate future project's solid waste disposal needs should not be significant. Future projects will individually be evaluated to determine if any impacts will be created.

**15.g Not Significant:** The proposed amendments do not significantly result in future increases in development and therefore should not result in noncompliance with federal, state, and local statutes and regulations related to solid waste. Future projects will individually be evaluated to determine if any impacts will be created.

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**V. INFORMATION SOURCES:**

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

- City Departments

**B. General Plan**

<u>  X  </u> Land Use Element	<u>  X  </u> Conservation Element
<u>  X  </u> Circulation Element	<u>  X  </u> Noise Element
<u>  X  </u> Seismic Safety/Safety Element	<u>  X  </u> Local Coastal Plan and Maps
<u>  X  </u> Zoning Ordinance	<u>  X  </u> Housing Element

**C. Other Sources of Information**

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

**VI. MANDATORY FINDINGS OF SIGNIFICANCE ( Cal. Pub. Res. Code §15065)**

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

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

- a. The proposed project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species. It is possible during grading and construction activities that unknown cultural resources may be unearthed, which may result in a potentially significant impact. Implementation of the mitigation measures for Cultural Resources would ensure the proposed project would not eliminate important examples of the major periods of California history or prehistory.
- b. During construction related activities, the proposed project would have the potential to generate storm-related runoff pollutants. The project will be required to prepare a plan that addresses all potential pollutants, including but not limited to soil erosion and sediment, and that plan shall be followed during grading and construction as well as maintained for the entire term of the use of the property. Other measures to address the protection against all subsurface and surface pollution shall be implemented during construction and for the full duration of the use of the property.
- c. The proposed project could result in construction dust and equipment exhaust emissions, and noise that could cause a substantial adverse effect on human beings. In addition, the primary uses of the site, which includes the storage, sale and distribution of chemicals related to agricultural products that are the business of the land owner. These impacts can be mitigated to a less than significant level with implementation of the mitigation measures contained in this initial study/Mitigated Negative Declaration.

### VII. INITIAL STUDY DETERMINATION

On the basis of the Initial Study 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.

Initial Study Determination With Public Hearing

Initial Study Determination Without Public Hearing

Previous Document:

Initial Study Project Evaluator:

Donald J. Funk CPESC, QSD/QSP  
For Community Development Director, Doreen Liberto-Blanck

Signature

February 16, 2016  
Initial Study Date

Printed Name

**CITY OF KING**  
Lead Agency

## **VIII. MITIGATION MONITORING AND REPORTING PROGRAM OF THE MITIGATED NEGATIVE DECLARATION**

**Following are the mitigation measures that will be incorporated into each future project in the City, including those in the new HSC Zoned Land at 1023 Broadway Street and will reduce the potential impacts of the project to less than significant. The criteria is applicable to all projects, including grading, excavation and construction unless specifically exempted by Federal, State or City Statute.**

**Mitigation Measure No. 1.c:** Projects, including those in the new proposed HSC designation at 1023 Broadway and Franciscan Way, will be required to obtain architectural review approval. (Single Family residences in residential zones will be exempt from this requirement unless required by a Specific Plan). A planting and irrigation plan will be prepared and approved by the City prior to issuance of building permits. The Zoning Regulations identify the criteria for architectural review and include evaluation of building design, landscaping, parking and other improvements.

**Implementation Party:** Applicant/Owner/Developers of each future development site

**Enforcement Agency:** City of King

**Timing:** Measures to be implemented during development stage of the project.

**Implementation Responsibility:** Cost and materials are responsibility of Applicant/Owner

**Mitigation Measure No. 3.c:** A plan shall be prepared by each project applicant's engineer or Certified Professional Erosion Control Specialist (for dust, chemical pollution and erosion control) to ensure these measures are implemented. Where appropriate, said dust protection plan may be part of a project erosion and sediment control plan. All new projects must comply with all Federal, State, Regional, and local air quality standards. State law requires any facility that has the potential to emit air contaminants to apply for a permit from MBUAPCD. Additionally, if development within the Project 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 shall be offset. New businesses and/or tenants of the facility shall consult directly with the MBUAPCD for permitting requirements and compliance with air quality standards.

**Implementation Party:** Applicant/Owner/Developers of each future development site

**Enforcement Agency:** City of King

**Timing:** Measures to be implemented during development stage of the project.

**Implementation Responsibility:** Cost and materials are responsibility of Applicant/Owner

**Mitigation Measure No. 5.a, 5.b, 5.c, 5.d: Cultural Resources:** In the event of an accidental discovery or recognition of any human remains, archaeological resources, paleontological resources or historical resources on the project site, if said resources are found during excavation or construction, work will be halted at a minimum of 30 feet from the find and the area will be staked off. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie cultural resources, paleontological resources, historical resources or, in the case of adjacent human remains until the coroner of Monterey County is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. A qualified professional (to be hired by the applicant and accepted by the City) in cultural resources, paleontological resources or historical resources shall evaluate the resources discovered at the site and provide recommendations for disposition of those resources. In the case of human remains, the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent ("**MLD**") from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the

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human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or its authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or its authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."

From the California Office of Historic Preservation, Technical Assistance Series #1, California Environmental Quality Act ("CEQA") and Historical Resources:

a. To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in this subdivision. The project applicant shall provide a guarantee to the lead agency to pay one half the estimated cost of mitigating the significant effects of the project on unique archaeological resources. In determining payment, the lead agency shall give due consideration to the in-kind value of project design or expenditures that are intended to permit any or all archaeological resources or California Native American culturally significant sites to be preserved in place or left in an undisturbed state. When a final decision is made to carry out or approve the project, the lead agency shall, if necessary, reduce the specified mitigation measures to those which can be funded with the money guaranteed by the project applicant plus the money voluntarily guaranteed by any other person or persons for those mitigation purposes. In order to allow time for interested persons to provide the funding guarantee referred to in this subdivision, a final decision to carry out or approve a project shall not occur sooner than sixty (60) days after completion of the recommended special environmental impact report required by this section.

b. Excavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. Excavation as mitigation shall not be required for a unique archaeological resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, if this determination is documented in the environmental impact report.

**Implementation Party:** Applicant/Owner/Developers of each future development site

**Enforcement Agency:** City of King

**Timing:** Primarily during the grading portion of the project, including the excavation of foundations, pipelines, underground utilities and other similar excavation.

**Implementation Responsibility:** Cost and materials are responsibility of Applicant/Owner

**Mitigation Measure 8.c, 8.d 8.e 8.f Stormwater Pollution Prevention:**

Stormwater and water quality protection: Developers shall be required to meet all measures for stormwater pollution control, waste management, and provide public utility connections that comply with the City and other service providers. The United State Environmental Protection Agency has promulgated regulations requiring permits for stormwater discharges from small Municipal Separate Storm Sewer Systems (MS4s). The City of King is an MS4 and therefore projects within the City shall meet the standards established by the Central Coast Regional Water Quality Control Board (RWQCB). Since impermeable surfaces (such as paving and buildings) as well as bare unvegetated soil greatly increases runoff and the potential for erosion and pollution of waters within streams and the Salinas River, mitigation measures have been deemed necessary to reduce runoff and increase percolation within the urban area of the City.

Development in the City will be required to include Best Management Practices (BMPs), including erosion and sediment control, during construction and grading and include Low Impact Development (LID) design practices in the design and layout of the project. According to the RWQCB, LID "is an effective approach to managing stormwater to minimize the adverse effects of urbanization and development on watershed processes and beneficial uses resulting from changes in stormwater runoff conditions. LID strategies can achieve significant reductions in pollutant loading and runoff volumes as well as greatly enhanced groundwater recharge rates. The

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

proper implementation of LID techniques results in greater benefits than single purpose stormwater and flood control infrastructure."

Therefore, controlling urban runoff pollution by using a combination of onsite source control and LID BMPs augmented with treatment control BMPs before the runoff enters the MS4 is important and will be required of each development project (unless specifically exempted by the RWQCB). Also, according to the RWQCB, "the risks associated with infiltration can be properly managed by many techniques, including: 1) designing landscape drainage features that promote infiltration of runoff, but do not "inject" runoff (injection bypasses the natural processes of filtering and transformation that occur in the soil), 2) taking reasonable steps to prevent the illegal disposal of wastes, 3) protecting footings and foundations, and 4) ensuring that each drainage feature is adequately maintained in perpetuity. However, in some circumstances, site conditions (e.g., historical soil contamination) and the type of development (i.e., urban infill) can limit the feasibility of retaining, infiltrating, and reusing stormwater at sites. " (Source: RESOLUTION NO. R3-2013-0032, APPROVING POST-CONSTRUCTION STORMWATER MANAGEMENT REQUIREMENTS FOR DEVELOPMENT PROJECTS IN THE CENTRAL COAST REGION, Central Coast Regional Water Quality Control Board.)

The City Engineer shall review each project, unless exempted by the RWQCB, to assure compliance with these requirements, including the RWQCB "POST-CONSTRUCTION STORMWATER MANAGEMENT REQUIREMENTS FOR DEVELOPMENT PROJECTS IN THE CENTRAL COAST REGION." These RWQCB standards include BMPs for erosion and sediment control during project construction and after completion of the project. LID measures include, but are not limited to: i) limiting disturbance of creeks and natural drainage features, minimizing compaction of highly permeable soils, limiting removal of native vegetation at the site to the minimum area needed to build the project, limiting impermeable surfaces, including buildings and paving, and the use of innovative design layout that further increases permeable surfaces and landscaping.

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

- (1) Direct roof runoff into cisterns or rain barrels for reuse
- (2) Direct roof runoff onto vegetated areas safely away from building foundations and footings, consistent with California building code
- (3) Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings, consistent with California building code
- (4) Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings, consistent with California building code
- (5) Construct bike lanes, driveways, uncovered parking lots, sidewalks, walkways, and patios with permeable surfaces
- (6) The directing of runoff to bioretention basins,
- (7) Other similar measures as determined by the City Engineer.

**Implementation Party:** Applicant/Owner/Developers of each future development site

**Enforcement Agency:** State of California & City of King

**Timing:** Prior to grading, during grading, during construction and on-going after completion of project

**Implementation Responsibility:** Cost and materials are responsibility of Applicant/Owner

## **Attachment A**

**This Mitigated Negative Declaration includes by reference:**

**Coast Corridor Improvements**

**Record of Decision and Final Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR)**

**From Salinas, CA to San Luis Obispo, CA**

**SCH# 2012081045**

**Prepared by the**

**U.S. Department of Transportation, Federal Railroad Administration**

**and the**

**San Luis Obispo Council of Governments**

**In Cooperation with the**

**Transportation Agency for Monterey County**

**and the**

**California Department of Transportation, Division of Rail and Mass Transportation**

**November 2015**

**Copies of the DOT's Final Program EIS/EIR will be available at [www.slocog.org](http://www.slocog.org)**

**and the following locations:**

**San Luis Obispo Council of Governments Office**

**1114 Marsh Street**

**San Luis Obispo, CA 93401**

**805-781-4219**

**Transportation Agency for Monterey County**

**55-B Plaza Circle**

**Salinas, CA 93901**

**831-775-0903**

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

**Attachment B**  
**Draft Amended Housing Element**

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

**Attachment C**  
**Draft Amended Land Use Element**

Mitigated Negative Declaration and Initial Study, Amendments to General Plan Housing Element, Land Use Element and Conservation/Open Space/Safety Element

**Attachment D**

**Draft Amended Conservation/Open Space/Safety Element**

**Attachment A**

**CORRESPONDENCE**



[Type here]

**Exhibit 5: February 25, 2016 Letter from HCD**



**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500  
Sacramento, CA 95833  
(916) 263-2911 / FAX (916) 263-7453  
www.hcd.ca.gov

**CITY OF KING**

February 25, 2016

MAR 1 2016

Ms. Doreen Liberto-Blanck, Contract Director  
Community Development Department  
City of King  
212 South Vanderhurst Avenue  
King City, CA 93930

**Exhibit No.**5

Dear Ms. Liberto-Blanck:

**RE: Review of King City's 5<sup>th</sup> Cycle (2015-2023) Draft Housing Element**

Thank you for submitting King City's draft housing element which was received for review on February 17, 2016. Pursuant to Government Code (GC) Section 65585(b), the Department is reporting the results of its review. Our review was facilitated by telephone communications with the City's Consultant, Mr. Scott Bruce of Earth Design, Incorporated.

The draft element addresses most of the statutory requirements described in the Department's October 5, 2015 review. However, revisions were not received to address the program requirements, such as specific timelines. Please see Finding B1 in the prior review. The housing element will comply with State housing element law (GC, Article 10.6) once revised to address the above finding, adopted, and submitted in accordance with GC Section 65585(g).

To remain on an eight year planning cycle, pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008), the City must adopt its housing element within 120 calendar days from the statutory due date of December 15, 2015 for AMBAG localities. If adopted after this date, GC Section 65588(e)(4) requires the housing element be revised every four years until adopting at least two consecutive revisions by the statutory deadline. For more information on housing element adoption requirements, please visit our website at: [http://www.hcd.ca.gov/hpd/hrc/plan/he/he\\_review\\_adoptionsteps110812.pdf](http://www.hcd.ca.gov/hpd/hrc/plan/he/he_review_adoptionsteps110812.pdf).

For your information, on January 6, 2016, HCD released a Notice of Funding Availability (NOFA) for the Mobilehome Park Rehabilitation and Resident Ownership Program (MPRROP). This program replaces the former Mobilehome Park Resident Ownership Program (MPROP) and allows expanded uses of funds. The purposes of this new program are to loan funds to facilitate converting mobilehome park ownership to park residents or a qualified nonprofit corporation, and assist with repairs or accessibility upgrades meeting specified criteria. This program supports housing element goals such as encouraging a variety of housing types, preserving affordable housing, and assisting mobilehome owners, particularly those with lower-incomes. Applications are accepted over the counter beginning March 2, 2016 through March 1, 2017. Further information is available on the Department's website at: <http://www.hcd.ca.gov/financial-assistance/mobilehome-park-rehabilitation-resident-ownership-program/index.html>.

Ms. Doreen Liberto-Blanck, Contract Director  
Page 2

Public participation in the development, adoption and implementation of the housing element is essential to effective housing planning. Throughout the housing element process, the City must continue to engage the community, including organizations that represent lower-income and special needs households, by making information regularly available and considering and incorporating comments where appropriate.

We are committed to assisting King City in addressing all statutory requirements of housing element law. If you have any questions or need additional technical assistance, please contact Jess Negrete, of our staff, at (916) 263-7437.

Sincerely,



Glen A. Campora  
Assistant Deputy Director

c: City Manager  
City Attorney

**Exhibit 6: Resolution**



**RESOLUTION NO 2016-010**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF KING  
RECOMMENDING THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE  
DECLARATION, ADOPT THE 2015-2023 HOUSING ELEMENT AND  
APPROVE THE AMENDMENTS TO THE GENERAL PLAN, LAND USE  
ELEMENT AND CONSERVATION/OPEN SPACE/SAFETY ELEMENTS FOR  
THE CITY OF KING**

**WHEREAS**, California Government Code §65000 et seq. establishes laws pertaining to the regulation of land uses by all local governments; and

**WHEREAS**, California law requires each county to prepare and adopt on a regular basis a Housing Element of the General Plan; and

**WHEREAS**, California Government Code §65588 requires the fifth revision of the County's Housing Element to be adopted by at one-hundred and twenty (12) days after **December 15, 2015**; and

**WHEREAS**, the City conducted a Planning Commission Community Workshop on **May 19, 2015**, and a community meeting on **October 14, 2015** and a joint City Council and Planning Commission meeting on **October 20, 2015** to solicit input from the community on the direction of the Housing Element update; and

**WHEREAS**, the City of King also amended the Land Use Element and Conservation/Open Space/Safety Elements; and

**WHEREAS**, Staff prepared an Initial Study/Mitigated Negative Declaration, dated **February 16, 2016** for the General Plan amendment, Draft Housing Element, Draft Land Use Element and Draft Conservation/Open Space/Safety Elements, according to CEQA Guidelines; and

**WHEREAS**, the public review on the Draft Initial Study/Mitigated Negative Declaration is from **February 16, 2016** to **March 21, 2016**; and

**WHEREAS**, the Planning Commission has recommended the City Council adopt the Mitigated Negative Declaration and adopt the Mitigation Monitoring and Reporting Program as required by the CEQA; and

**WHEREAS**, at the meeting of **March 15, 2016** staff were present and answered Planning Commissioners questions and addressed their concerns; and

**WHEREAS**, Government Code §65354 requires that the Planning Commission make a written recommendation to the City Council regarding adoption of, or amendment to, a General Plan.

**NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF KING RESOLVES AS FOLLOWS:**

Based upon the testimony provided at the public hearings, the evidence

presented in the staff report and at the public hearings, and due deliberation on the matters presented:

The Planning Commission recommends the City Council adopt the Mitigated Negative Declaration, amend the General Plan, adopt the Housing Element, and amend the Land Use Element and Conservation/Open Space/Safety Elements specifically, attached as **Exhibits 1 - 6**, and take the following actions:

1. Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Report, which is attached as **Exhibit 1**;
2. The removal of certain diagrams, as outlined in **Exhibit 2**;
3. The adoption of Housing Element, which is attached as **Exhibit 3**;
4. The amendments to the Land Use Element, which is attached as **Exhibit 4**;
5. The amendments to the Conservation/Open Space/Safety, which is attached as **Exhibit 5**; and
6. Initial Study/Mitigated Negative Declaration, which is attached as **Exhibit 6**.

This resolution was passed and adopted **15th day of March 2016**, by the following vote:

AYES: .

NOES:

ABSENT:

ABSTAIN:



---

DAVID NUCK, CHAIRPERSON

ATTEST:

---

MARICRUZ AGUILAR, SECRETARY TO THE PLANNING COMMISSION

RESOLUTION NO. 2016-\_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KING TO ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING CHECKLIST, ADOPT THE 2015-2023 HOUSING ELEMENT AND APPROVE THE AMENDMENTS TO THE GENERAL PLAN, LAND USE ELEMENT AND CONSERVATION/OPEN SPACE/SAFETY ELEMENTS FOR THE CITY OF KING**

**WHEREAS**, California Government Code §65000 et seq. establishes laws pertaining to the regulation of land uses by all local governments; and

**WHEREAS**, California law requires each county to prepare and adopt on a regular basis a Housing Element of the General Plan; and

**WHEREAS**, California Government Code §65588 requires the fifth revision of the County's Housing Element to be adopted by at one-hundred and twenty (120) days after **December 15, 2015**; and

**WHEREAS**, in general, the Housing Element must identify and analyze existing and projected housing needs and establish goals, policies, and qualified objectives, financial resources, and scheduled programs for the preservation, improvement and development of housing within the City's jurisdiction;

**WHEREAS**, the City conducted a Ma Commission Community Workshop on **May 19, 2015**, and a community meeting on **October 14, 2015** and a joint City Council and Planning Commission meeting on **October 20, 2015** to solicit input from the community on the direction of the Housing Element update and provided an overview of the Housing Element process including a review of applicable state law and Regional Housing Needs Assessment ("RHNA"); community profile information and an existing conditions report; and an overview of the existing Housing Element Goals, Policies and Objectives; and

**WHEREAS**, the City of King also amended the Land Use Element and Conservation/Open Space/Safety Elements; and

**WHEREAS**, Staff prepared an Initial Study/Mitigated Negative Declaration, dated **February 16, 2016** for the General Plan amendment, Draft Housing Element, Draft Land Use Element and Draft Conservation/Open Space/Safety Elements, according to CEQA Guidelines. The Initial Study demonstrated that the proposed project would not cause any significant environmental impacts; and

**WHEREAS**, the public review on the Draft Initial Study/Mitigated Negative Declaration is from **February 16, 2016** to **March 21, 2016**; and

**WHEREAS**, following the March 15, 2016 Planning Commission public hearing, the Planning Commission adopted Resolutions No. \_\_\_\_\_ recommending that the City Council approve the Mitigated Negative Declaration for Environmental Assessment No. \_\_\_\_\_ and approve and adopt an update to the City's General Plan Housing Element, Land Use Element, and Conservation/Open Space/Safety Element; and

**WHEREAS**, on March 22, 2016, the City Council held a public hearing to



receive public testimony and other evidence regarding the application, including without limitation, information provided by City Staff.

**WHEREAS**, this Resolution, and its findings, are made based upon the entire administrative record including, without limitation, testimony and evidence presented to the City Council at its March 22, 2016 public hearing including staff reports submitted by Staff.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KING RESOLVES AS FOLLOWS:**

**SECTION 1. Factual Findings and Conclusions.** The City Council finds that the following facts exist:

A. The purpose of the revisions to the Housing Element of the General Plan are to refine and make appropriate adjustments to the programs, goals, policies and objectives to comply with State law and to address concerns raised by the community regarding housing needs in the City in furtherance of the general welfare of the City.

B. The proposed Housing Element identifies and analyzes existing and projected housing needs. It also provides a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The Housing Element identifies adequate sites for housing, including rental housing, factory-build housing, mobile homes, and emergency shelters, and makes adequate provision for the existing and projected needs of all economic segments of the community as required by Government Code §65583.

C. During the preparation of the Housing Element Update, the public, civic organizations, public agencies and other community groups were provided the opportunity to participate in the preparation of the Element at those meetings enumerated above as required by Government Code §65351.

D. The proposed changes to the Housing Element address the following needs:

1. To conserve existing affordable housing stock;
2. To assist in the production of affordable housing;
3. To provide adequate sites;
4. To meet the City's RHNA requirements; and
5. To remove governmental and other constraints.

**SECTION 2. Environmental Assessment.** On the basis of the whole record before the City Council, including the Initial Study Checklist and comments received, the City Council finds there is no substantial evidence that the project will have any adverse significant effect on the environment with the inclusion of the mitigation measures and conditions to the project and the Mitigated Negative Declaration reflects the City Council's independent judgment and analysis.



**SECTION 3. General Plan Update.** The proposed project conforms to the City's General Plan as follows:

A. The proposed Housing Element General Plan Update is consistent with the City's General Plan as amended since it provides a set of goals, objectives and policies, an programs to meet housing needs in the City capable of supporting the urban development anticipated in the Land Use Element of the General Plan.

B. The proposed amendments to the Land Use Element along with the Conservation/Open Space/Safety Element are consistent with the City's General Plan as amended.

C. The proposed amended Elements would not create an internal inconsistency within the General Plan; and

D. The proposed amended Elements, in conjunction with the existing General Plan comprises an integrated and compatible statement of policies.

**SECTION 4. Approvals.**

A. The City Council finds that the proposed changes to the Housing Element, Land Use Element and Conservation/Open Space/Safety Element are consistent with the approved Mitigated Negative Declaration; and

B. The City Council adopts and takes action as enumerated below on the Mitigated Negative Declaration and Mitigation Monitoring and Report; the Housing Element, Land Use Element and Conservation/Open Space/Safety Element attached as Exhibits 1 through 6, which is hereby incorporated by reference.

1. Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Report, which is attached as **Exhibit 1**;
2. The removal of certain diagrams, as outlined in **Exhibit 2**;
3. The adoption of Housing Element, which is attached as **Exhibit 3**;
4. The amendments to the Land Use Element, which is attached as **Exhibit 4**;
5. The amendments to the Conservation/Open Space/Safety, which is attached as **Exhibit 5**; and
6. Initial Study/Mitigated Negative Declaration, which is attached as **Exhibit 6**.

**SECTION 5. Reliance on Record.** Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

**SECTION 6.** This Resolution will remain effective until superseded by a



subsequent resolution.

**SECTION 7.** A copy of this Resolution will be made available to any person requesting a copy.

**SECTION 8.** This Resolution is the City Council's final decision and will become effective immediately upon adoption.

**PASSED, APPROVED AND ADOPTED this 22 day of March, 2016.**

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Robert Cullen, Mayor

ATTEST: \_\_\_\_\_  
Steve Adams, City Manager

AS TO FORM: \_\_\_\_\_  
Martin Koczanowicz, City Attorney



STAFF RESPONSE TO COMMENTS

Housing Element Comments

By John Baucke Submitted on March 15, 2016

Page 67: Reads: "As of February 1, 2012, the City of King had about \$3 million in the LMIF. The City had anticipated collecting about \$275,000 per year until 2034, totaling another \$6.8 million in funds."

Revise to read: As of February 1, 2012, the City of King had about \$3 million in the LMIF of which \$1.0 Million had been committed on June 14, 2011, when the Agency has entered into a contractual agreement with Smith-Monterey LLC for LMIF funds to assist in the development of affordable housing as part of the Downtown Addition Project. The City had anticipated collecting about \$275,000 per year until 2034, totaling another \$6.8 million in funds."

**STAFF RESPONSE: Noted and under advisement.**

Page 68: Delete: "The Downtown Addition Specific Plan does not need the former CDA funding to move forward."

**STAFF RESPONSE: Staff Concurs. Revision to be incorporated prior to submitting final document to HCD.**

Page 74 & 75: Why the highlighting? Remove highlighting.

**STAFF RESPONSE: Highlighting to be removed pending Council approval of zoning revision prior to submitting Final document to HCD.**

Page 82: Reads: " The City has initiated a revision to the Code that, if approved by the City Council, will allow farmworkers in both the FSC and C-2 Zones. These changes are anticipated to occur by spring 2016. Given that the C-2 District (pending Council approval) will allow Farmworker Housing, the City has been presented with a project proposal to remodel a portion of the old Meyer tomato processing facility on First Street, accommodating 216 farmworkers under a CUP in the C-2 Zoning District."

The zoning designation for the Gill farmworker project is FSC not C-2, please correct.

Revise to read:

" The City has initiated a revision to the Code that, if approved by the City Council, will allow farmworkers in both the FSC and C-2 Zones. These changes are anticipated to occur by spring 2016. Given that the ~~C-2~~ FSC District (pending Council approval) will allow Farmworker Housing, the City has been presented with a project proposal to remodel a portion of the old Meyer tomato processing facility on First Street, accommodating 216 farmworkers under a CUP in the ~~C-2~~ FSC Zoning District."

**STAFF RESPONSE: Staff Concurs. Revision to be incorporated prior to submitting final document to HCD.**

Page 107 Add the full legislative history of the approval applicable to the Downtown Addition Project. Revise to read: " **DOWNTOWN ADDITION SPECIFIC PLAN:** On June 14, 2011 the Downtown Addition Specific Plan was approved by the City Council (Ordinance 2011-697) , followed by the adoption by the Community Development Agency of an Owners Participation Agreement and Affordable Housing Agreement later that day. In addition, an Inclusionary Affordable Housing Program Agreement ("Inclusionary Housing Agreement") was entered into on December 10, 2013. The agreement bound the project by the City's Inclusionary Housing Ordinance whereby a minimum of 15% of the 650 approved

units (98 units) would be made available to very-low and low income households. As such, the Specific Plan was amended on January 28, 2014, and Vested Tentative Map implementing the Specific Plan was adopted on February 19, 2014, and a Development Agreement was adopted on August 8, 2014 (Ordinance No. 2014-709 ) The City's Development Affordable Housing Program Agreement that implements the Inclusionary Ordinance Condition of Approval allows the Developer to meet the inclusionary requirement by providing for-sale or rental housing or by paying a per-unit in-lieu fee to the City of King. The in lieu-fee may be used at the City's discretion to build, rehabilitate and/or preserve affordable housing units for low and moderate income households. Therefore, the Very-Low and Low Income units have been shown but *\*have not been included* in the calculations. At such time as permits are pulled for individual units they will be included as appropriate."

**STAFF RESPONSE: Staff Concurs. Revision to be incorporated prior to submitting final document to HCD.**

Page 111 - Add clarifying language of the full legislative history of the approvals applicable to the Downtown Addition Project:

#### **Status of Implementation**

On June 14, 2011, the City Council approved the Downtown Addition Specific Plan (DTA-SP) (Ordinance 2011-697) and the Community Development Agency adopted an Owners Participation Agreement and Affordable Housing Agreement. In December 2013, the City entered into an Affordable Housing Program Agreement with the DTA-SP developer. The Specific Plan was Amended on January 28, 2014 and the Vesting Tentative Map was approved by the City Council on February ~~14~~ 19, 2014. In addition, a Development Agreement was adopted on August 8, 2014 (Ordinance No. 2014-709 ). The Affordable Program Housing Agreement requires that either ninety-eight (98) affordable units are to be constructed or that DTA-SP is allowed to meet a portion of their requirement by payment to the City of a \$30,250 per unit in-lieu fee to build, rehab and/or preserve affordable housing units offsite. This would amount to an in-lieu monetary contribution of up to \$983,125.

**STAFF RESPONSE: Staff Concurs. Revision to be incorporated prior to submitting Final document to HCD.**

Page 128 Reads: Last Para: The zoning designation for the Gill farmworker project is FSC not C-2, please revise to read:

**STAFF RESPONSE: Staff Concurs. Revision to be incorporated prior to submitting final document to HCD.**

" The City has initiated a revision to the Code that, if approved by the City Council, will allow farmworkers in both the FSC and C-2 Zones. These changes are anticipated to occur by spring 2016. Given that the ~~C-2~~ FSC District (pending Council approval) will allow Farmworker Housing, the City has been presented with a project proposal to remodel a portion of the old Meyer tomato processing facility on First Street, accommodating 216 farmworkers under a CUP in the ~~C-2~~ FSC Zoning District."

Page 134: Why the highlighting? Remove highlighting.

**STAFF RESPONSE: Program under review. Item to be addressed prior to submitting final document to HCD.**

## STAFF RESPONSE TO COMMENTS

### Land Use Element Comments

By John Baucke Submitted on March 15, 2016

Page 21: Top of page add description of the Downtown Addition. The Downtown Addition will be a major residential section of the City and should be included in the description of the major residential areas.

- **Downtown Addition Specific Plan Area:** The Downtown Addition Project is a large-scale, long-term, mixed-use development located east of and adjacent to the historic downtown area. Development of the Project is critical to the City's efforts to reestablish train service to the City and establishment of the Multi-modal Transportation Center. The Downtown Addition Specific Plan Project was initially approved 2011 and amended in 2014. It includes up to six hundred fifty (650) dwelling units in various configurations of attached and detached forms, up to one hundred ninety thousand and sixty (190,060) square feet of commercial space, approximately twenty-three (23) acres of open space and parks, and associated public improvements, services and infrastructure.

**Staff Response: Concur. Addition will be made to final document.**

Page 28:

1st Para, 4th line: Typo: Jean years, should be lean years.

2nd Para, 1st line: Typo: general Jaw city, should be general law city.

Last Paragraph: The City's original impact mitigation ordinance (No. 490) has been amended and replaced by Ordinances 622 and 623 see KCMC Chapter 16.18 DEVELOPMENT IMPACT MITIGATION FEES.

**Staff Response: Concur. Corrections will be made to final document.**

Page 38:

Policy 3.2.3 - Why is the density limit 24 du/acre for First Street Corridor and the Historic Downtown? Site design and feasibility studies that have been prepared for the First Street Corridor have shown that for mixed use buildings to economically perform require a minimum density of 36 du/ac, if the 1st floor is limited to commercial uses.

**Staff Response: Twenty-four (24) dwelling units per acre is the highest dwelling unit count currently permitted by the General Plan. Additional review is needed to increase the dwelling units per acre to determine whether there would be impacts (e.g., would building heights have to be taller than thirty feet (30')). Since this issue would take time to analyze, staff recommends that it be considered in the future when there are other amendments to the general plan.**

Page 53:

Development Agreements - It would be a good idea for keeping the City's Administrative record that the Development Agreements that have been adopted be listed and their adoption dates and initial expiration dates be noted after the introductory paragraph on Development Agreements.

**Staff Response: The General Plan is a regulatory document and not an informational document to define existing development agreements. Therefore, staff does not believe a list of development agreements should be incorporated into the General Plan.**

Page 56:

Table 9 - Consideration should be made to revise the housing density from 24 du/ac to 36 du/ac for the areas of the City which has mixed used zoning. See comments above on Page 38.

**Staff Response: Reference response to comment above regarding page 38.**



**STAFF RESPONSE TO COMMENTS Open Space and Conservation Element**

**By John Baucke Submitted on March 15, 2016**

**Document Wide:**

Missing Reference Numbers to a number of Figures.

***Staff Response: Staff concurs. Correction will be made to the final document.***

**Page 35:**

Section 3.3 Programs need to be changed to Program and the Second Program be renumbered to 3.3.1.1 since the prior version of 3.3.1.1 is being deleted.

***Staff Response: Staff concurs. Correction will be made to the final document***

**Page 39:**

Appendix: California Land Conservation Act (Williamson Act),

- 1st Para, 8th line has a number of typos and formatting errors.
- 3rd Para, last line has a number of typos and formatting errors.

***Staff Response: Staff concurs. Errors were due to translation of pdf file to MS Word. Corrections will be made to the final document.***





## Item 11(A)

### REPORT TO THE CITY COUNCIL

**DATE:** MARCH 22, 2016  
**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL  
**FROM:** STEVEN ADAMS, CITY MANAGER  
**RE:** PROJECT SCHEDULE AND LINE DRAWING CRITERIA FOR COUNCIL DISTRICTS

---

#### **RECOMMENDATION:**

It is recommended the City Council: 1) adopt a Resolution approving the recommended line drawing criteria for adjusting council district boundaries; and 2) approve the proposed schedule.

#### **BACKGROUND:**

On February 23, in response to concerns that the City may be in violation of the California Voting Rights Act, the City voted to move from at-large to by-district elections. Given the litigation risk and associated financial impact on the City, the City Council also indicated its preference to use the ability to switch its election system by ordinance granted by California Election Code Section 34886, rather than putting the question on the ballot for a public vote. At the March 8<sup>th</sup> meeting, the City Council approved a contract with National Demographics Corporation (NDC) to assist the City with establishing the district election process and map.

The next step in the process is to adopt criteria for drawing the districts. NDC has prepared a standard resolution providing official criteria to support any small deviations from perfect population balance when drawing council district boundaries. The criteria combine the legal requirements for election districts and the "traditional redistricting principles" that state and federal courts have approved as valid justifications for potential small population differences among the districts.

Once the Council adopts the attached resolution, preparation of the draft plans will commence and the draft maps will be presented to the City Council and community for review at future City Council public hearings.



**CITY COUNCIL  
PROJECT SCHEDULE AND LINE DRAWING CRITERIA FOR COUNCIL  
DISTRICTS  
MARCH 22, 2016  
PAGE 2 OF 3**

**DISCUSSION:**

Federal law requires that city council election districts must contain essentially equal total populations, comply with the Federal Voting Rights Act, and avoid using race as a predominate factor in defining district borders. The Courts have also allowed small population deviations if such deviations are necessary to achieve what the U.S. Supreme Court has labeled "traditional redistricting principles." However, federal courts have sometimes rejected justifications that appear to be developed to justify a plan after it is already drawn. To improve the legal standing of adopted election district maps, NDC recommends the official adoption of criteria prior to the drawing of initial draft maps.

The attached criteria resolution reflects both the legal requirements and the traditional redistricting principles, and over ninety percent of NDC client cities and school district adopt this list of criteria as-is.

The Mayor and Council Members may discuss the specific communities of interest (such as downtown or the area around a specific school or park) and/or types of communities (more general references such as senior-living communities; master-planned communities; or similar types of communities), that the Council wishes NDC to be aware of when drawing the initial draft maps.

NDC recommends the following schedule to complete this process:

- March 22      Council adopts criteria
- March 30      NDC draft maps (and any maps submitted by the public) posted to City website for review
- April 16      Council hearing to hear public reaction to draft plans and direct NDC on any desired alternatives
- April 25      Council hearing; Council direction on preferred plan
- May 24      Council hearing; Council adopts plan ordinance

**COST ANALYSIS:**

There are no additional costs involved with this step in the process.



**CITY COUNCIL  
PROJECT SCHEDULE AND LINE DRAWING CRITERIA FOR COUNCIL  
DISTRICTS  
MARCH 22, 2016  
PAGE 3 OF 3**

**ALTERNATIVES:**

The following alternatives are provided for City Council consideration:

1. Approve staff's recommendation;
2. Modify the resolution and adopt;
3. Delay the action; or
4. Do not approve, which would delay the process.

Prepared and Approved by:

  
\_\_\_\_\_  
Steven Adams, City Manager



**RESOLUTION NO. \_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KING ADOPTING LINE DRAWING CRITERIA FOR ADJUSTING COUNCIL DISTRICT BOUNDARIES**

**WHEREAS**, the City Council of the City of King (“The City”) was elected under an “at large” election system whereby Councilmembers were elected by voters of the entire City; and

**WHEREAS**, the City Council is considering a change to the “by district” elections whereby each Councilmember must reside within the designated district boundary and is elected only by voters of that district; and

**WHEREAS**, the Federal Voting Rights Act (42 U.S.C. Section 1973) prohibits the use of any voting qualification, or prerequisite to voting, or standard practice or procedure in a manner which results in a denial or abridgement of the right of any citizen of the United States to vote on account of race or color; and

**WHEREAS**, federal law and the equal protection clause require that each district be equal in population to ensure compliance with the “one person, one vote” rule; however, deviations less than five percent [5%] greater than or less than the ideal, for a total of ten percent [10%] deviation are presumptively constitutional under the equal protection clause where required to meet an official criteria; and

**WHEREAS**, the City Council has instructed its demographer and city staff to develop draft maps that fully comply with legal requirements and intends to provide official criteria for any needed deviations.

**NOW, THEREFORE, IT IS HEREBY RESOLVED** that the City Council of the City of King does hereby adopt the following criteria to guide the establishment of districts for council elections:

1. Each Council District shall contain a nearly equal number of inhabitants; and
2. Council District borders shall be drawn in a manner that complies with the Federal Voting Rights Act; and
3. Council districts shall consist of contiguous territory in as compact form as possible; and
4. Council districts shall respect communities of interest as much as possible; and
5. Council district borders shall follow visible natural and man-made geographical and topographical features as much as possible; and
6. District borders shall respect the previous choices of voters by avoiding the creation of head-to-head contests between Councilmembers previously elected by the voters, insofar as this does not conflict with Federal or State Law; and



This resolution was passed and adopted this 9 day of February by the following vote:

**AYES**, and in favor thereof, Councilmembers:

**NAYS**, Councilmembers:

**ABSENT**, Councilmembers:

**ABSTAIN**, Councilmembers:

**APPROVED:**

\_\_\_\_\_  
Robert Cullen, Mayor

**ATTEST:**

\_\_\_\_\_  
Steven Adams, City Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Martin Koczanowicz, City Attorney





## Item 11(B)

### REPORT TO THE CITY COUNCIL

**DATE:** MARCH 22, 2016

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** DOREEN LIBERTO-BLANCK, AICP, COMMUNITY DEVELOPMENT DIRECTOR

**RE:** CONSIDERATION OF CODE ENFORCEMENT PRIORITIES AND STRATEGIES

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#### **RECOMMENDATION:**

The Citizen Code Enforcement Committee recommends that the City Council adopt the categories of code enforcement issues and priorities.

#### **BACKGROUND:**

The Citizen Code Enforcement Committee ("Committee") has been meeting for approximately two (2) years. Their initial purpose was to work with City staff on code enforcement violations. The number of code enforcement cases increased during the time period. Last summer, the Committee transitioned from working on individual code enforcement cases to providing policy direction regarding code enforcement. For example, the Committee has been working on an ordinance regarding canopies in the front yard.

However, it has become difficult for staff to keep up with complaints and cases reported. In order to be more effective, staff recommended prioritizing the primary areas of code enforcement. The majority of the City's code enforcement actions are based on a complaint basis, but the Committee has desired the City to be more proactive. As a result, in addition to responding to complaints, staff has recommended dedicating some staff time to one area for proactive enforcement. Staff believes the City can make more progress in addressing code enforcement items that have been identified as areas of concern by doing this.



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**DISCUSSION:**

The majority of the Code Enforcement Officer's staff time will continue to be dedicated to response to complaints. However, given the level of concerns expressed about particularly issues, staff believes it will help make progress to also target limited efforts at specific priorities on a proactive basis. If efforts are spread amongst too many issues, staff is not available to provide appropriate follow-up to achieve compliance. As a result, it becomes general knowledge that the City does not provide appropriate follow-through on enforcement actions when voluntary compliance is not achieved. An inequitable situation can develop where those that are cooperative are penalized because they are the only ones who comply with City code enforcement regulations.

In order to utilize limited resources as effectively as possible, it is recommended to focus on one area until it appears to be under control, and then move onto the next priority. Efforts would begin with public education, then preliminary warnings and courtesy notices, and then enforcement actions. Meetings of the Citizen Code Enforcement Committee have been changed from monthly to quarterly to allow staff to report on progress and efforts before transitioning from one subject to the next.

It is also a goal of staff's recommendations to help address gang activity by dedicating some staff time to clean-up efforts related to problem properties that have become havens for gang activity. It is recommended a joint team of the Building Department, Code Enforcement Officer, and Police Department Patrol be developed to target properties that have become a public nuisance. As with other proactive enforcement, it is recommended to begin with the worst violators and focus efforts on one property until compliance is achieved and then move on to the next.

As a result, it is recommended that the code enforcement program include three areas of focus on as follows:

- 1) Response to complaints;
- 2) Targeted clean-up efforts of gang related problem properties; and
- 3) Proactive code enforcement of priority issues.



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During the February 16, 2016 meeting, the Committee prioritized a list of code enforcement issues as follows (Table 1):

**Table 1**

<b>Category</b>	<b>Priority</b>
Temporary Outdoor Structures	1
Downtown Buildings Appearance	2
Signs	3
Vehicle Abatement	4
Businesses Operating w/o Business Licenses	5
Indoor Furniture Stored/Used Outdoors	6
Outdoor/Sidewalk Sales	7
Garage Sales	8

To focus on the more important concerns, the Committee identified and prioritized categories of code enforcement issues. The Committee felt that working on temporary outdoor structures (e.g., canopies) was a top priority. The least important priority is monitoring whether people have city-approved garage sales. It does not mean that the City won't respond to complaints of lower priority issues, but proactive enforcement will only address one area at a time and Committee members will be encouraged to limit their efforts to the area identified.

**Public Notification and Input**

A public notice is not necessary for this item. The Agenda listing this item has been posted.

**Advantages**

Agreeing to categories of code enforcement issues and prioritizing them helps staff to focus on the more urgent issues. Depending on the category, new regulations may be generated, and existing regulations may be modified or action regarding specific cases (e.g., contacting business owner about sign regulations) may be taken. The intent is utilize limited staff resources effectively and to make better progress.

**Disadvantages**

Any increase in code enforcement activities results in complaints from those that are subject to the enforcement actions. In addition, targeting one area of problems will divert resources from other problems.



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**COST ANALYSIS:**

There is no cost related to this item. Recommendations are designed to help utilize existing staffing more effectively.

**ALTERNATIVES:**

The following alternatives are presented to the City Council for consideration:

1. Approve staff's recommendation;
2. Reprioritize code enforcement issues and approve;
3. Add to the category of code enforcement issues and reprioritize;
4. Do not prioritize items and continue to attempt to respond to Citizen Code Enforcement Committee items and complaints on a case by case basis; or
5. Provide other direction to staff.

Submitted by: \_\_\_\_\_  
Doreen Liberto-Blanck, Community Development Director

Approved by:  \_\_\_\_\_  
Steven Adams, City Manager





## Item 11(C)

### REPORT TO THE CITY COUNCIL

**DATE:** MARCH 22, 2016

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** STEVEN ADAMS, CITY MANAGER

**RE:** CONSIDERATION OF FORMATION OF COMMUNITY TASK FORCE TO END YOUTH VIOLENCE

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#### **RECOMMENDATION:**

It is recommended the City Council approve staff's recommendation for formation of a Community Task Force to End Youth Violence.

#### **BACKGROUND:**

King City has had the negative distinction of having the highest per capita murder rate in the State of California. As a result, increasing public safety has been identified as a top priority. Initial results of the community survey look like it will support this as a priority. Maintaining a safe environment is the most important factor in the City's role of providing a high quality of life to its residents. In addition, high crime and violence rates are a major deterrent in attracting economic development. As a result, until the City can become more effective in reducing and controlling crime and violence, it will present a significant obstacle in accomplishing most of what the City needs to do in addressing its fiscal crisis and service level deficiencies. Therefore, in November 2015, the City Manager recommended establishing a community task force to develop a comprehensive plan to end youth violence in the community.

#### **DISCUSSION:**

Staff has developed preliminary concepts for the development of this comprehensive plan. It is recommended that the conceptual structure of the plan be to establish four categories of strategies, which include the following:

1. Increased enforcement, which will include an effort to establish a dedicated gang detail in the Police Department;



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2. Targeted code enforcement, which will include efforts to coordinate code enforcement with the Building and Police Departments to focus clean-up efforts on properties that serve as havens to gang activity;
3. Technology, which will include use of surveillance cameras and increased lighting; and
4. Youth gang prevention programs, which will include youth diversion and other youth programs.

The purpose of the task force will be to identify if there are other categories that should be included; to confirm whether these ideas will be most effective; to share and develop other ideas regarding efforts within each category; and to provide input on how best to implement these strategies.

It is anticipated that the effort should take about three months. It will involve approximately five meetings. At the first meeting, the Task Force will receive a presentation on data regarding what efforts are most effective and then agree on the categories. We will then devote one meeting to each category to review information and agree on specific strategies. Staff recommends beginning as soon as the new Police Chief is hired and starts work.

The proposed membership of the Task Force is as follows:

- Two members of the City Council, which would most logically include the Mayor and the representative to 4C4P
- City Manager
- Police Chief
- Recreation Coordinator
- Representative from the Chamber of Commerce
- Representative from the School District
- Representative from the High School District
- Representative from the Hospital
- Representative from the County
- Representative from the Sheriff's Department
- Representative from the City Manager's Latino Advisory Group
- Representative from a local non-profit
- Representative from a local service club
- 5 at-large members, one recommended by each council member

The City Manager will come back with specific recommended names next month for appointments.



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**COST ANALYSIS:**

Minimal costs are proposed for the Community Task Force. There will be a substantial investment in staff time and costs associated with implementation of the plan. Staff has begun to work on grant requests and other funding strategies.

**ALTERNATIVES:**

The following alternatives are provided for City Council consideration:

1. Approve staff's recommendation.
2. Modify the proposed membership structure of the Task Force and direct staff to proceed. The Task Force is already recommended to be at the maximum size to be effective. Therefore, it is advised that any modifications not increase the total membership over a maximum of one member.
3. Make other changes to the recommendation and direct staff to proceed.
4. Do not approve formation of the Community Task Force.
5. Provide staff other direction.

Prepared and Approved by:

  
\_\_\_\_\_  
Steven Adams, City Manager





## Item 11(D)

### REPORT TO THE CITY COUNCIL

**DATE:** MARCH 22, 2016

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** STEVEN ADAMS, CITY MANAGER

**RE:** CONSIDERATION OF SALE OF CITY PARCEL NUMBER 026-351-036-000

#### RECOMMENDATION:

It is recommended the City Council: 1) direct the City Manager to obtain an appraisal on City property parcel #026-351-036-000; 2) appropriate \$2,500 for the appraisal; and 3) direct staff to prepare an amendment to the Medical Marijuana Ordinance to clarify that medical marijuana cultivation, manufacturing, processing is an allowed use in the M3 zone.

#### BACKGROUND:

The City owns a 2.48 acre parcel on Industrial Way. It is located three properties north of the Public Works Corporation Yard. The parcel used to be part of the airport land. The City has not identified any use for the property.

#### DISCUSSION:

The City has identified sale of City property that doesn't have a planned future City use as a primary strategy for generating funds to pay down existing debt. Given efforts by medical marijuana businesses to locate viable sites, the values of such properties have increased. Therefore, it is a good time to pursue a sale.

This property is in the M3 zone. It was the City Council's intent to allow medical marijuana cultivation, manufacturing and processing in all industrial zones. However, only M1 and M2 zones were identified in the ordinance. Since all uses allowed in M1 and M2 are allowed in M3, this use is technically allowed in M3. However, the City Attorney's Office has recommended it be clarified in the ordinance. Therefore, staff is recommending City Council direct staff to make this change.



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**COST ANALYSIS:**

The cost for the appraisal will be reimbursed from the proceeds of the sale. Therefore, there will be no net cost and the recommendation is intended to result in a significant net revenue.

**ALTERNATIVES:**

The following alternatives are provided for City Council consideration:

1. Approve staff's recommendation;
2. Delay consideration;
3. Do not pursue sale of the property; and
4. Provide staff other direction.

Prepared and Approved by:

  
\_\_\_\_\_  
Steven Adams, City Manager



Important Dates: City of King  
Council 2016

Updated 3/15/16 Underlined events  
are those recently added to this list

**March**

3/15 – 31 = Sol Treasures Gallery - "Visions of the  
West, Great and Small" - Solo Art show by Rebecca  
Riel

3/17 (Thurs) = **Corned Beef and  
Cabbage Feed** by King City Young Farmers at  
Pozzi's Stampede

3/19 (Sat) = Opening Day of Girls Softball for King  
City Recreation at Creekbridge Park

3/22 (Tues) = **City Council meeting**, 6 p.m. at the  
Council Chamber on South Vanderhurst Avenue

3/24 (Thurs) = **Mixer** at the Top Cut in King City  
Center hosted by the King City Chamber of  
Commerce.

3/26 (Sat) = **Easter Egg Hunt** hosted by the King  
City Lions Club at the Salinas Valley Fairground

3/28-31 (Mon-Thurs) = **Spring Break Youth Sports  
Camp**, afternoons at San Antonio Park & morning  
Bible School programs at three local churches,  
sponsored by Peninsula Bible Church of Cupertino  
3/28 (Mon) = **CPR/First Aid Class** at the Recreation  
Center, 9 a.m.-4 p.m. Cost is \$60. Limited space  
available.

3/30-4/6 = **KCHS & KCUSD Spring Break**

**April**

4/1 & 2 (Fri & Sat) = **Auditions** for the Stage Hands  
July theatre production of "The Music Man"

4/1 (Fri) = Casino Night benefitting Rancho Cielo  
Youth Campus, 6-10 p.m. at the Salinas Valley  
Fairgrounds.

4/2 (Sat) = **Mission Days** at Mission San Antonio de  
Padua, 11 a.m. to 3 p.m. see  
[www.missionsanantonio.net](http://www.missionsanantonio.net)

4/2 (Sat) = **Invitational Track Meet** hosted by King  
City Lions Club and King City Young Farmers at  
KCHS War Memorial Stadium

4/3 (Sun) = **Rotary Club Flea Market** at Salinas  
Valley Fairgrounds

4/8 (Fri) = **Community Food Pantry opens** from 10  
a.m. to 11 a.m. at Bassett and South Second Street  
through November.

4/8 & 9 (Fri/Sat) = **Asbestos Readers Theatre**  
presents Anthony Toohey's original play "It's Not  
Love on My Part" at St. Mark's Guild Hall at 7 p.m.  
4/12 (Tues) = **City Council meeting**, 6 p.m. City Hall  
4/14 (Thurs) = **Public Lecture on The Pinnacles** and  
its Biodiversity. 6 p.m. at Hartnell College, 117  
North Second Street by Dominic Gregorio

4/15 & 16 (Fri & Sat) = **Doctor Dolittle Jr.** produced  
by Sol Treasures at the Robert Stanton Theatre at  
KCHS, 7 p.m. Fri, 2 pm Saturday

4/16-24 – **Free Admission** to Pinnacles National  
Park for National Park Week

4/16 (Sat) = Del Rey School Beautification  
Day. Parents, students, staff and members of the  
community invited to help out. 9 a.m.

4/20 (Wed) = **Celebration at Pinnacles National  
Park**, East side, 3:30-6:30 in honor of the 100<sup>th</sup> Birth-  
day of the National Park Service. RSVP required 385-6112

4/23 (Sat) = **Salinas Valley Fair Kick-off Dinner,  
Dance and Auction**

4/23 (Sat) = **King City 5K Run/Walk**, 9 a.m. starting  
from Chalone Peaks Middle School benefitting the  
KCHS Cross Country Team

4/26 (Tues) = **City Council meeting**, 6 p.m. City Hall

4/28 & 29 (Thurs & Fri) = Science Camp at San  
Lorenzo Park for all fifth graders in the King City  
Union School District.

4/29 – May 1 (Fri-Sun) = Spring ballet "Cinderella"  
sponsored by the Monterey County Dance  
Foundation; Fri & Sat at 7:30, Sunday at 2 p.m.

4/30 (Sat) = Bike Race in and around King City from  
9 a.m. -3 p.m. sponsored by Pedali Alpini, Inc.,  
More details to follow. See [www.PedaliAlpini.org](http://www.PedaliAlpini.org)

**May**

5/12-15 (Thurs-Sun) = **Salinas Valley Fair**, 72nd  
annual on the third weekend in May

5/18 (Wed) = Downtown Farmer's Market, 4-7  
p.m. begins weekly Wednesdays through October.

5/18 (Wed) = **Budget Workshop** for the King City  
Council, 6 p.m. at City Hall to consider plans for the  
2016-17 budget

5/19 (Thurs) = Open House at Del Rey Elementary  
School at 6 p.m.

**June**

6/4 (Sat) = **King City Pools open** for the summer

6/6 (Mon) = **Summer Day Camp** begins at the King  
City Recreation Center

6/7 (Tues) = **Swim lessons begin** at the King City  
Pool Complex

