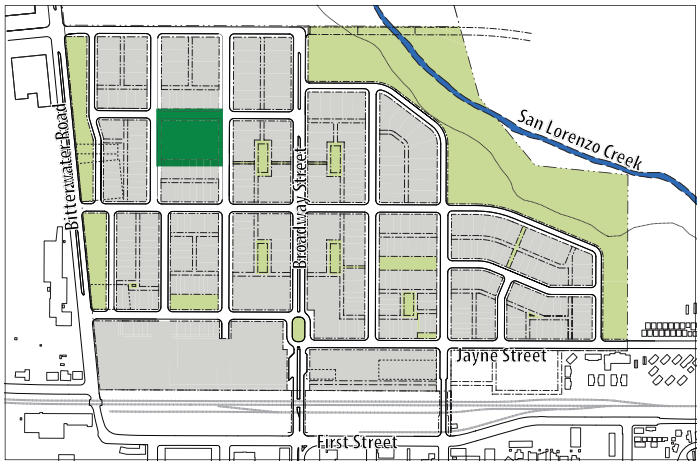
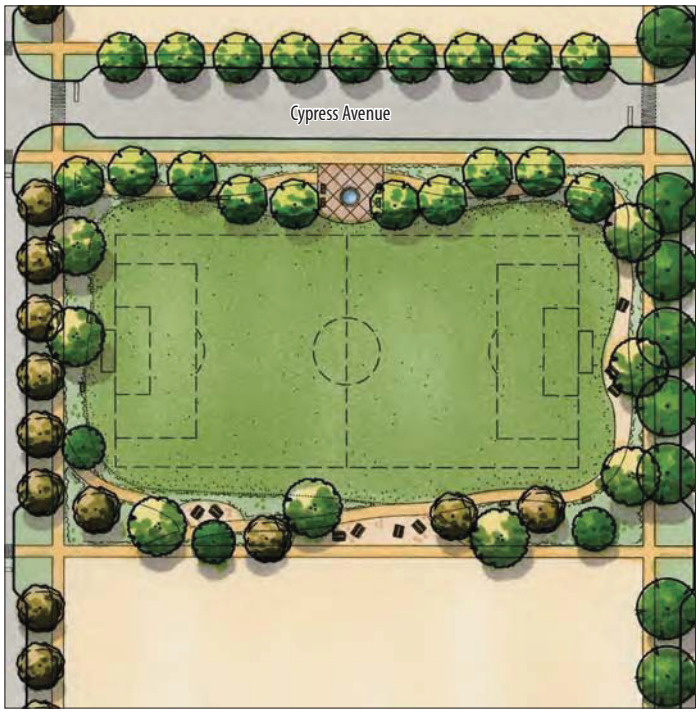
B. Neighborhood Park. The 1.4-acre park in the center of the neighborhood north of Broadway Street offers a variety of recreational opportunities for all generations and provides for overflow stormwater filtration. A large open turf area sized to accommodate a AYSO U-8 soccer field is surrounded by walking trails and a variety of seating and gathering areas. The lawn is flexible in its use and can accommodate community activities such as youth soccer, youth football, frisbee toss, lacrosse, bocce ball, volleyball, or badminton. A small plaza with a fountain as its focal point is located in the center of the Cypress Avenue frontage and provides a formal entry point. Benches are placed under canopy shade trees with bicycle parking and a picnic area is located at the southern end of the turf area. The turf area is slightly sloped to accommodate excess stormwater runoff, storage and infiltration during inclement weather. Figure 3-50 shows a conceptual layout for the Neighborhood Park.



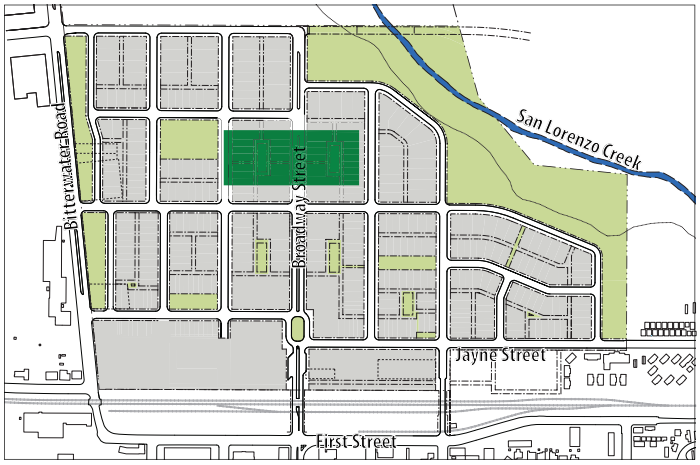
Locator Map: Park B is within area shaded in dark green.

Figure 3-50: Neighborhood Park Illustrative Detail



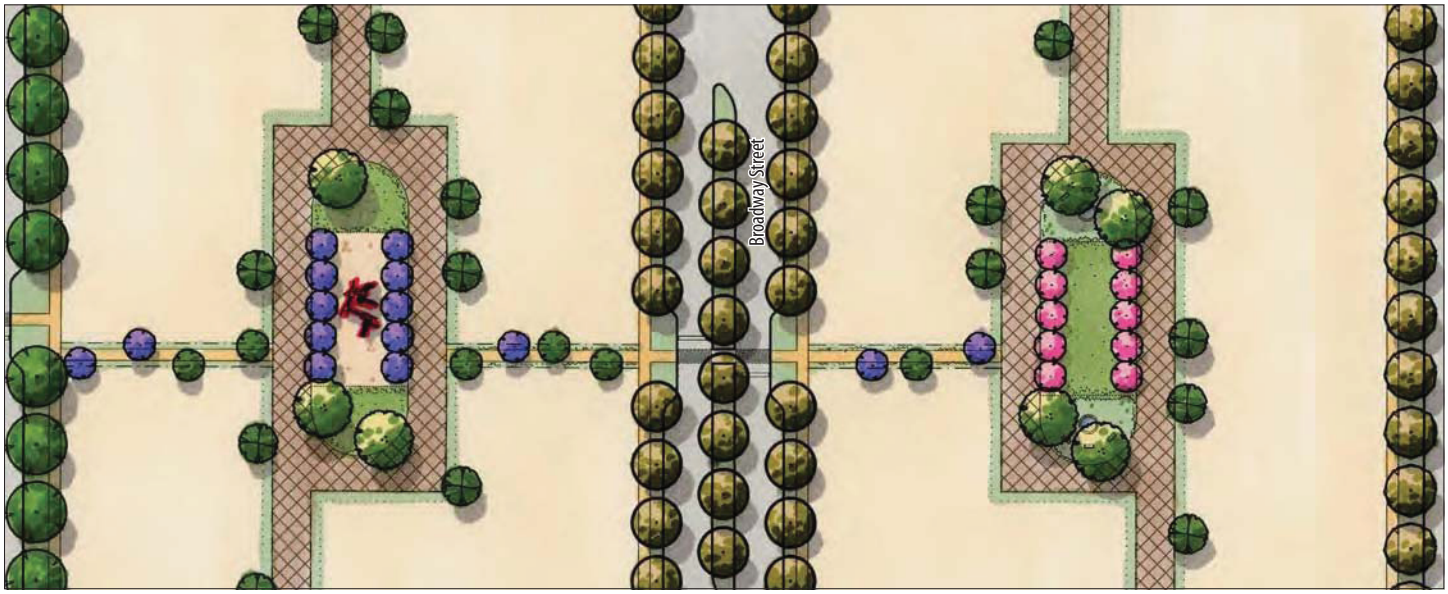
Example of a Neighborhood Park.

C. Mid-Block Common Areas. These mid-block common areas take advantage of the deep blocks and provide sheltered mini-parks in the middle of the block. These mini-parks are bounded by alleys with slow-moving local access traffic, but they are separated and sheltered from the traffic on Broadway Street. Pedestrian access to the mid-block common areas is provided through a series of paseos from Broadway and Lynn Streets that contribute to the Downtown Addition's overall pedestrian and open space network. While these mid-block common areas are public spaces, they are focused on providing passive recreating and child play areas for the surrounding residents. Deciduous shade and flowering trees provide cooling during summer and allow filtered light during the winter. Figure 3-51 illustrates conceptual layouts for the two mini-parks and the connecting paseos.

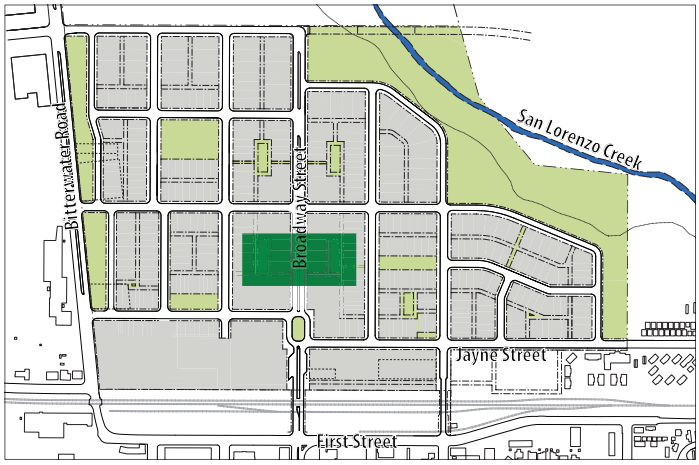


Locator Map: Park C is within area shaded in dark green.

Figure 3-51: Mid-Block Common Areas Illustrative Detail

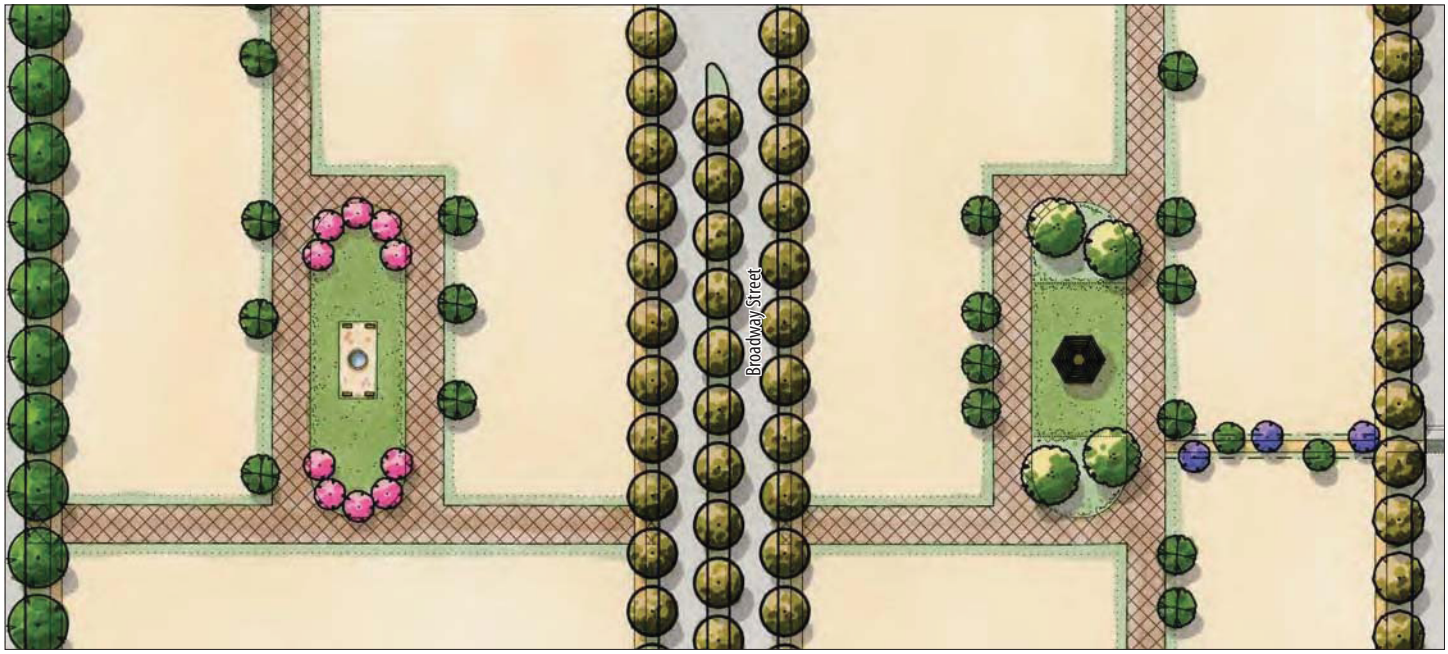


D. Mid-Block Common Areas. These mid-block common areas are similar to the ones described in C above, however, they are located at the edge of the mixed-use Neighborhood Center and are surrounded by higher density housing and retail uses. These mini-parks are focused on providing outdoor space for the surrounding residents who have less private yard space. They are more formal in character and may contain a central fountain or gazebo. Some of the mid-block areas could also accommodate additional parking should this be required to support the surrounding uses and is determined to be appropriate by the Planning Commission pursuant to the Major Plot Plan Review process. Figure 3-52 illustrates conceptual designs of two mini-park alternatives.

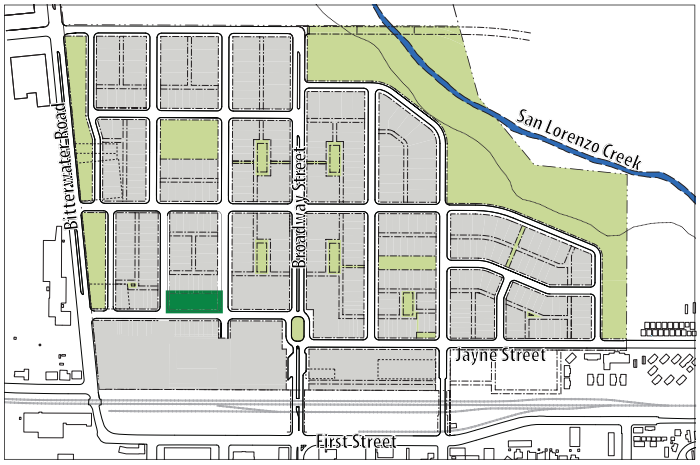


Locator Map: Park D is within area shaded in dark green.

Figure 3-52: Mid-Block Common Areas Illustrative Detail

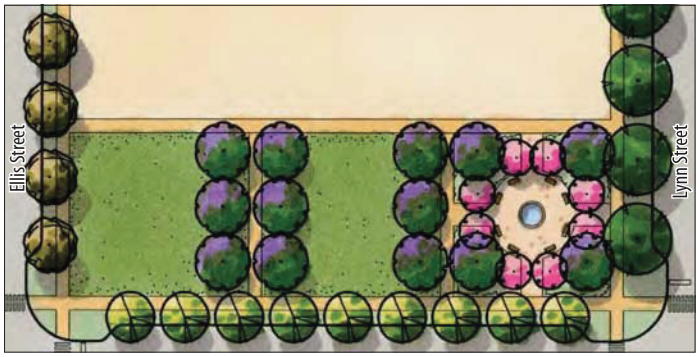


E. Chestnut Green. Chestnut Green provides a transition between the more urban commercial area to the west and the residential neighborhood to the east. Chestnut Green serves as a central gathering area for neighborhood residents and shoppers alike. A small formal plaza at the green's southern end is oriented toward the commercial core and has a fountain as its focal point. Benches that are located under the canopies of flowering trees offer a pleasant resting spot. The remainder of Chestnut Green contains lawn areas for passive or active recreation with a couple of pathways connecting the sidewalk with the walkway along the building fronts. These lawn areas also serve as overflow retention and provide stormwater cleansing. Figure 3-53 illustrates a conceptual layout for Chestnut Green.

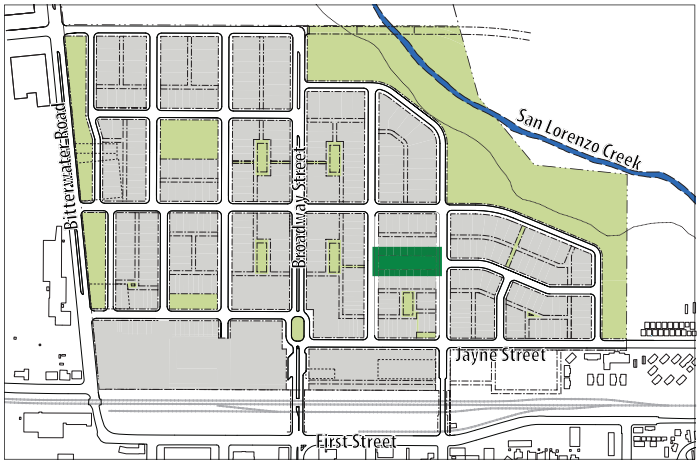


Locator Map: Park E is within area shaded in dark green.

Figure 3-53: Chestnut Green Illustrative Detail

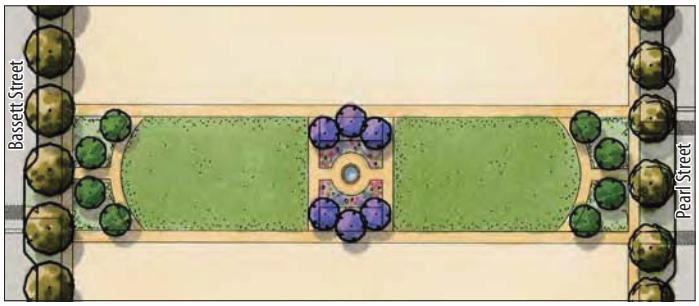


F. Rosewalk. The Rosewalk is a green pedestrian "street" lined with houses fronting it (see also Section 2.2.2). Walkways along both sides of the green provide the primary pedestrian access to the adjacent houses. The Rosewalk layout is rather formal with a fountain in its center, surrounded by a small seating area with flower beds and trees. Simple lawns flank the central seating area on both sides, providing for a variety of passive and active recreational opportunities for residents and visitors. Figure 3-54 illustrates a conceptual layout for the Rosewalk.



Locator Map: Park F is within area shaded in dark green.

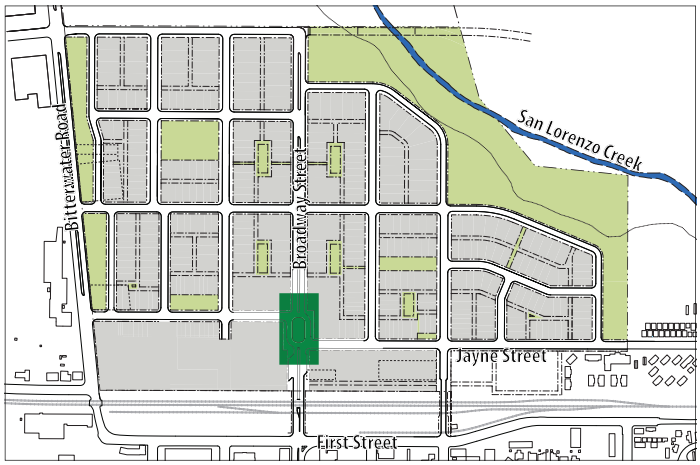
Figure 3-54: Rosewalk Illustrative Detail



G. Broadway Square. Broadway Square is an urban square located in the core of the mixed-use Neighborhood Center. The square is surrounded by retail storefronts and wide sidewalks with street trees, while the central portion of the square is a very wide median along a stretch of Broadway Street with one-way traffic circumventing it on all sides. The central island provides a plaza with benches, a pavilion or gazebo, as well as small lawn areas. The functions of Broadway Square include:

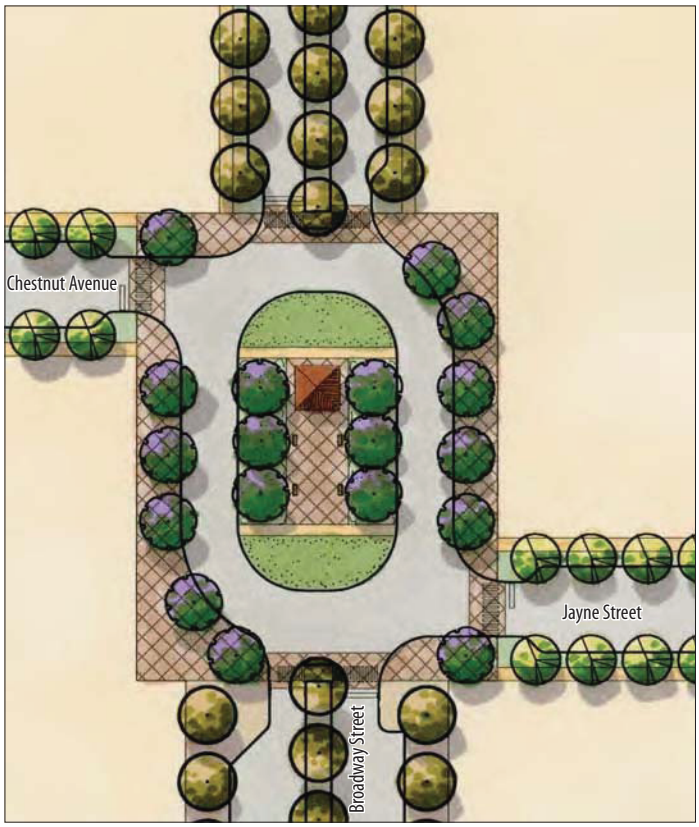
- identity-giving focal point of the Downtown Addition;
- passive recreational use for shoppers, and residents;
- civic gathering area that allows for small events;
- potential to close off the entire square to traffic for special events, such as concerts or street fairs;
- stormwater cleansing.

Figure 3-55 illustrates a conceptual layout for Broadway Square.

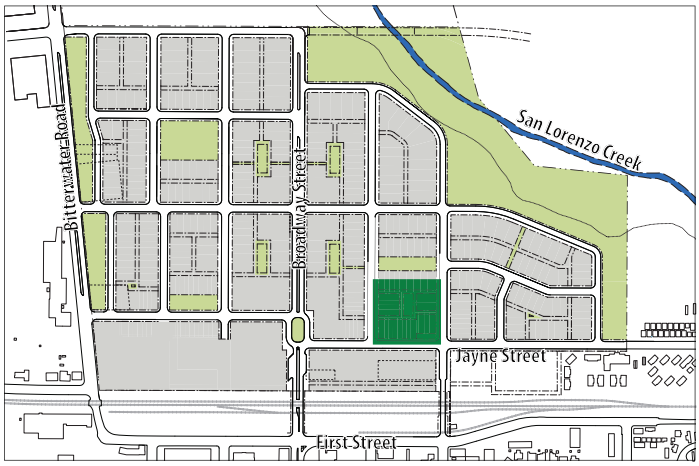


Locator Map: Park G is within area shaded in dark green.

Figure 3-55: Broadway Square Illustrative Detail



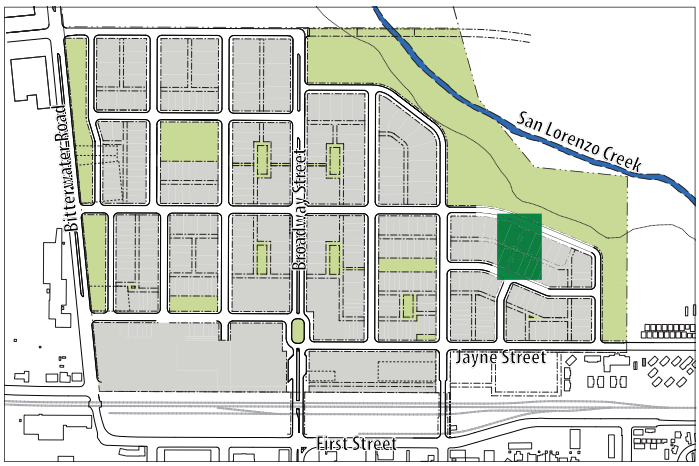
H. Mid-Block Common Area and Corner Plaza. This mid-block common area is similar to the ones described in C and D above. The mid-block mini-park is connected to a corner plaza by a paseo. The mid-block area is focused on providing lawn for passive recreation and a tot lot lined with deciduous shade and flowering trees for the surrounding residents but could also accommodate a limited amount of additional parking should this be required to support the surrounding uses and is determined to be appropriate by the Planning Commission pursuant to the Major Plot Plan Review process. The formal corner plaza is a mix of hardscaped and planted areas with a central fountain as its focal point. The plaza provides a pleasant "frontyard" for the live-work units fronting on it with bench seating situated amongst shade trees for shoppers and residents alike. It also acts as a gateway into the project area for motorists, bicyclists, and pedestrians arriving on Pearl Street. Figure 3-56 illustrates a conceptual layout for these parks. Alternatively, should the project be entered via Broadway Street, the corner plaza could be located at the corner of Bassett Street and Jayne Street, where it would create a transition between the commercial neighborhood center and the neighborhood to the south.



Locator Map: Park H is within area shaded in dark green.

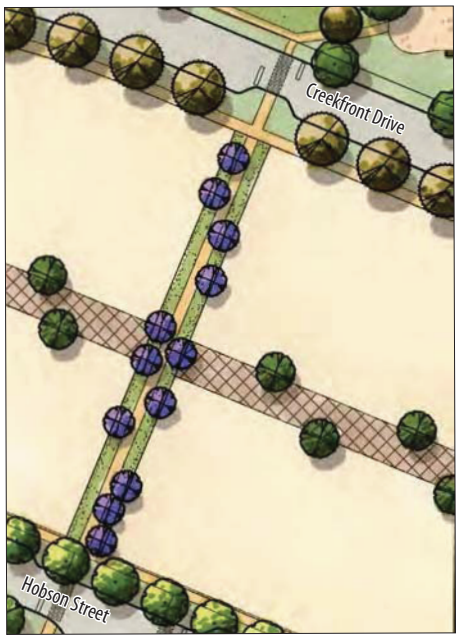
Figure 3-56: Mid-Block Common Area and Corner Plaza Illustrative Detail

I. Paseo. This paseo bisects a long block along Creekfront Drive and provides pedestrian access to San Lorenzo Creek Linear Park. A paved trail is lined with parkways and flowering trees and a couple of benches. Figure 3-57 illustrates a conceptual layout for the paseo.

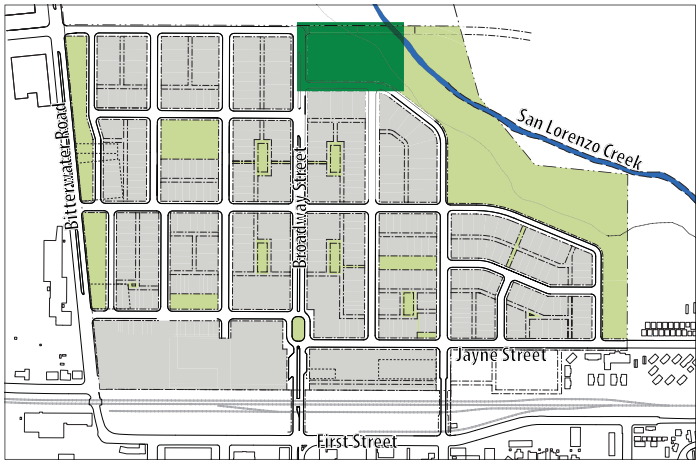


Locator Map: Park I is within area shaded in dark green.

Figure 3-57: Paseo Illustrative Detail

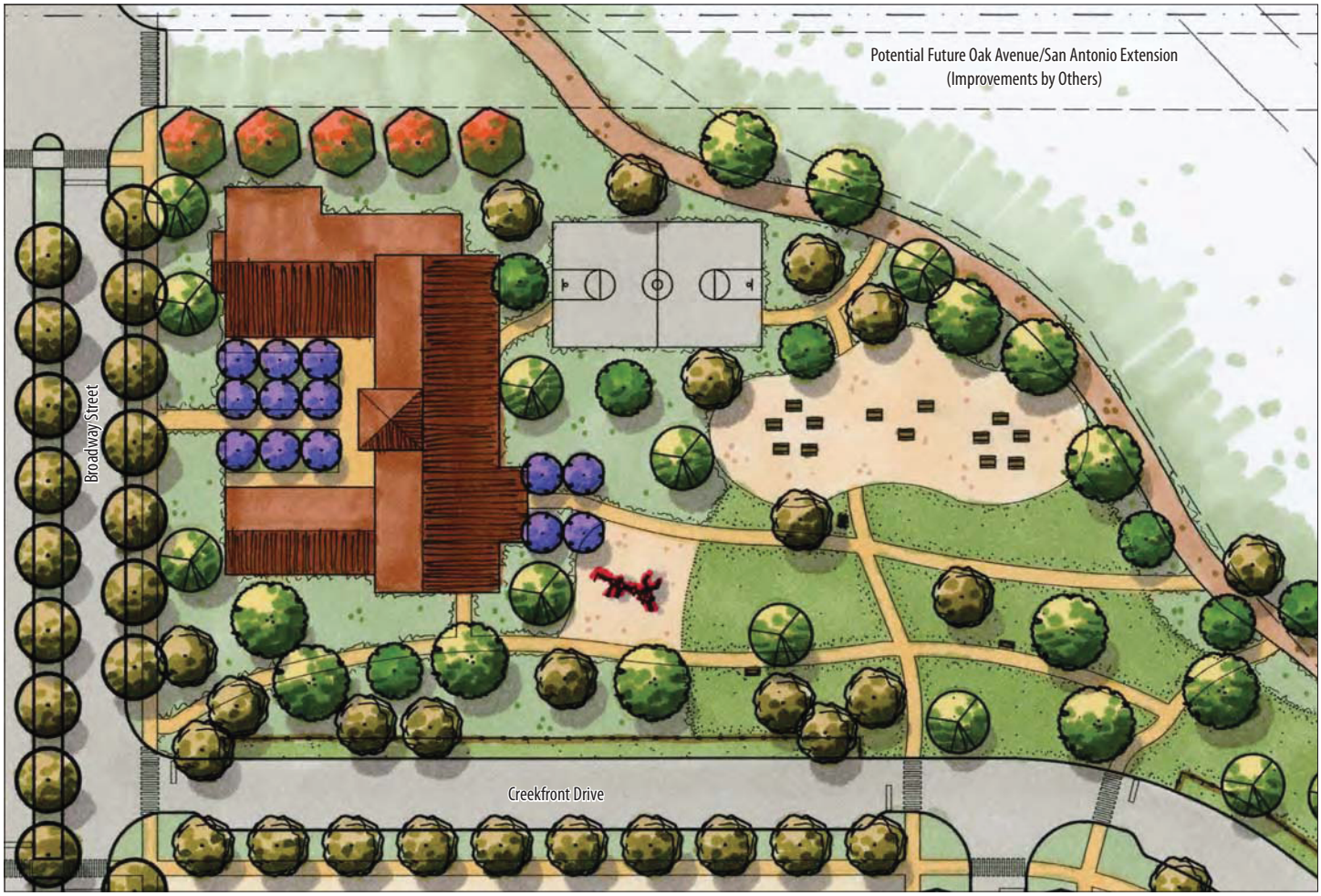


J. Community Park. The San Lorenzo Creek Linear Park (also see K below) widens at its northern end to accommodate this Community Park. A community building large enough to contain a gymnasium may be located at the park's prominent Broadway Street frontage, providing both a focal point and a centrally located civic gathering place. Initially, a public rest room facility is intended to be located in the Community Park and may be replaced by or integrated into a future Community Center. The Community Park also provides a basketball court, a tot lot, a picnic area, walking trails with benches, as well as lawn areas. Figure 3-58 illustrates a conceptual layout for the Community Park.



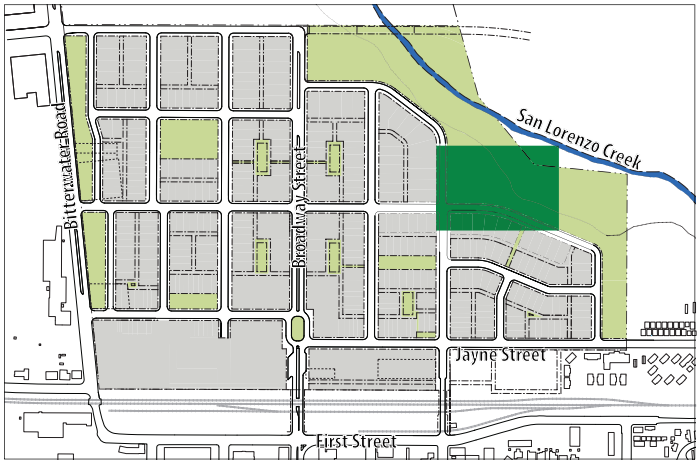
Locator Map: Park J is within area shaded in dark green.

Figure 3-58: Community Park Illustrative Detail



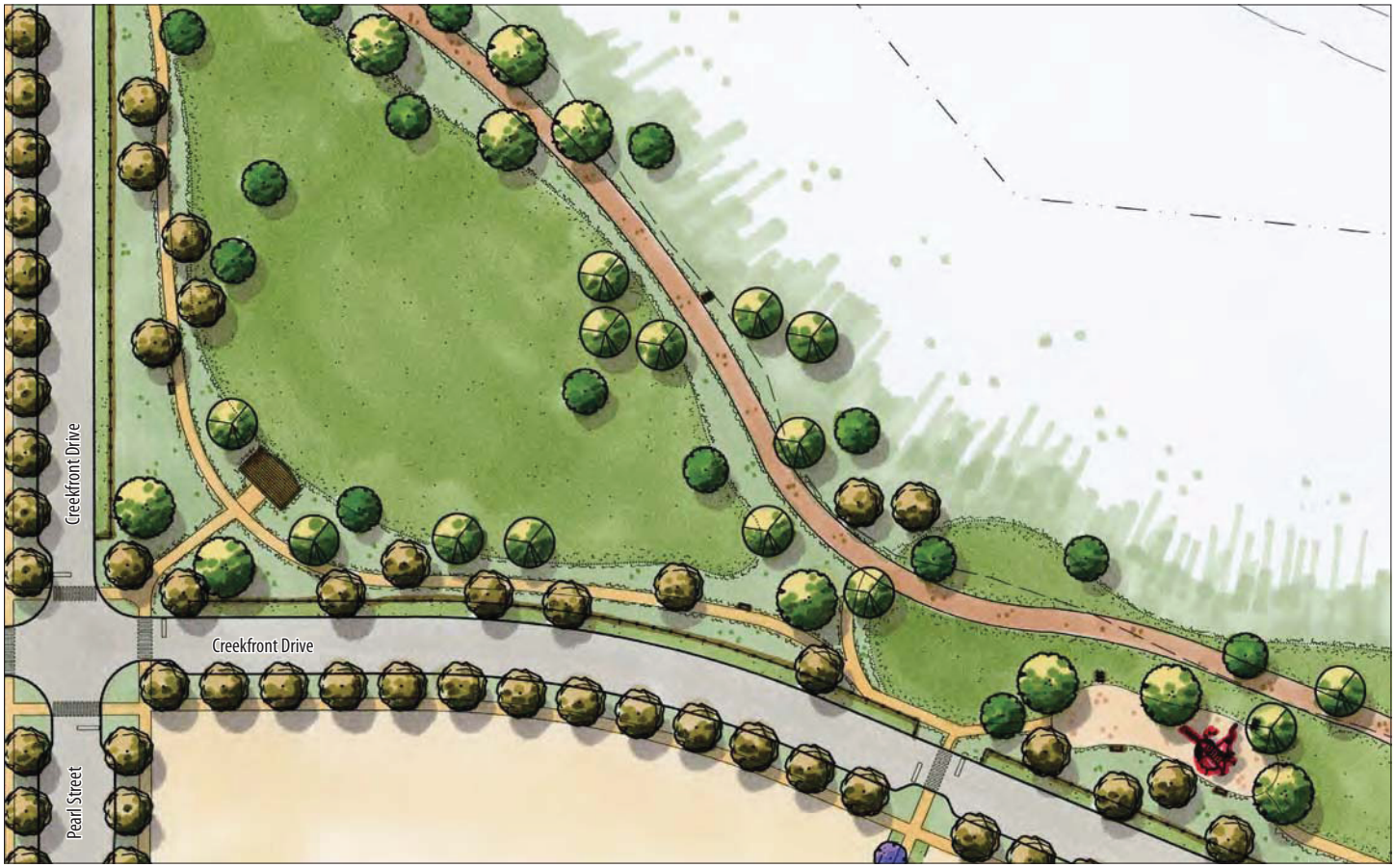
Note: The community building is shown for illustrative purposes only. While this Specific Plan provides the site for a community building as a grant to the City of King or a private not-for-profit entity, it does not obligate the owner or developer to finance or construct the illustrated community building or any other public or quasi-public structure.

K. San Lorenzo Creek Linear Park. The San Lorenzo Creek Linear Park follows the San Lorenzo Creek and constitutes the eastern boundary of the Downtown Addition. The park provides a transition from the developed neighborhood to the restored San Lorenzo Creek. A network of trails for walking, jogging and bicycling provide circulation throughout the park, including a 12-foot wide class 1 bike path that runs along the top of bank where it approximately parallels Creekfront Drive (see Section 3.8.3 for trail details). San Lorenzo Creek Linear Park provides for several active and passive uses and includes a number of tot lots and picnic areas, and large open lawn areas. Bicycle parking and benches are provided near tot lots and picnic areas. A large lawn area near the intersection of Creekfront Drive, Palm Avenue and Pearl Street is designed for filtration, infiltration, and sediment dropout, while its primary function is recreation. It receives pre-cleansed water from the residential areas and offers the opportunity for an overlook deck with educational interpretive signage to increase public awareness of environmental processes associated with proper stormwater management. Figure 3-59 illustrates a conceptual layout for this segment the San Lorenzo Creek Linear Park.

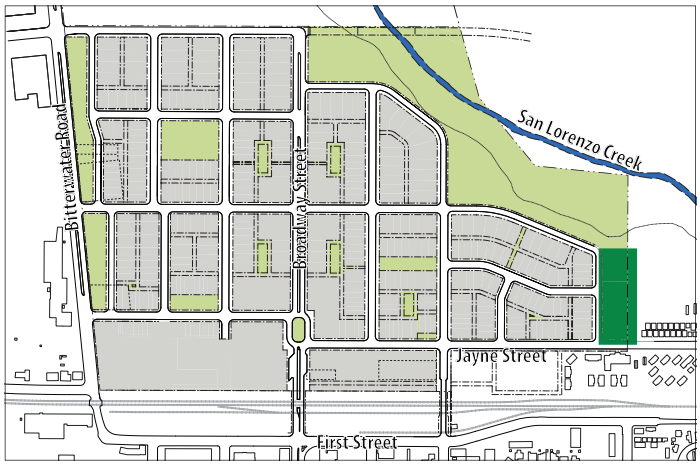


Locator Map: Park K is within area shaded in dark green.

Figure 3-59: San Lorenzo Creek Linear Park Illustrative Detail

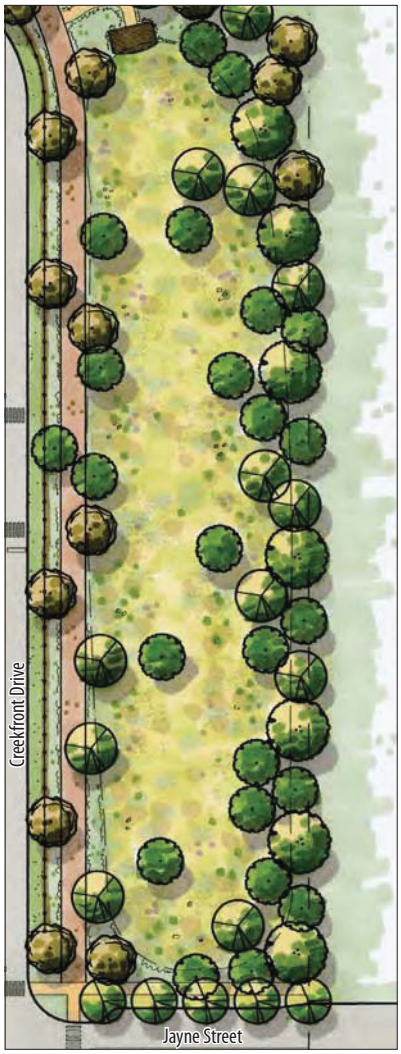


L. Water Quality Filtration Area. Unlike the lawn area described in K above, the primary function of this Water Quality Filtration Area at the southern end of the San Lorenzo Creek Linear Park is the filtration, infiltration, and sediment dropout. If found to be needed and appropriate based on the project's location within the San Lorenzo Creek Watershed this area may also provide for storage of stormwater. The approximately 0.9-acre area provides for the important cleansing of stormwater runoff before releasing it into San Lorenzo Creek. An overlook at the eastern end of the area provides an opportunity for public education and interpretive signage. The multi-use trail described above runs along the northern edge of the area paralleling Creekfront Drive. While this area provides visual open space, a wetland-like aesthetic appeal with color accents, and a landscape screen along its southern edge, it is not intended for recreational uses and will be fenced and signed as such. Figure 3-60 illustrates a conceptual layout for the Water Quality Filtration Area.

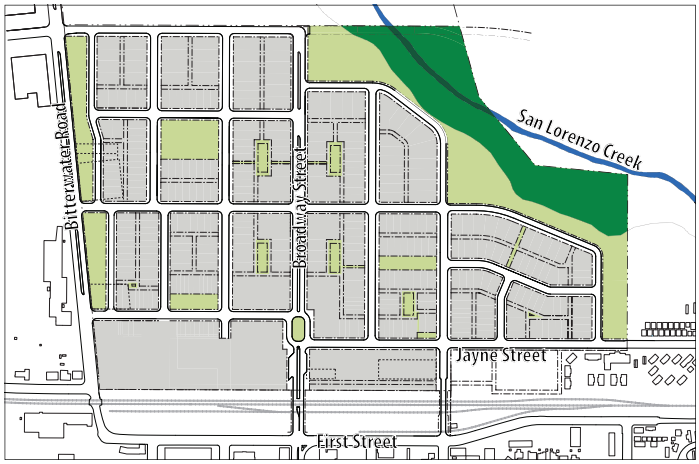


Locator Map: Park L is within area shaded in dark green.

Figure 3-60: Water Quality Filtration Area Illustrative Detail



M. San Lorenzo Creek Restoration Area and Recreational Open Space. The area between the stream bed and the top of bank is restored to prevent soil erosion and sedimentation, provide native habitat, help improve the water quality of San Lorenzo Creek, and support the Downtown Addition's system for stormwater management. Additionally, the area provides passive recreational opportunities and may be accessed by unpaved pedestrian trails (see Section 3.8.3).



Locator Map: Park M is within area shaded in dark green.

3.9.5 Landscape on Private Lots

A. Pervious open space. Each lot shall provide landscaped and permanently pervious open space as required for the applicable building type (see Section 3.6, Building Type Standards, for minimum area requirements). Impervious surfaces, accessory buildings or structures shall not be added after the initial construction and occupation of a building without obtaining a Plot Plan Review Permit and a Building Permit if a Building Permit is required.

B. Frontyard landscapes. Plantings in yard areas fronting on streets shall be appropriate to the scale, orientation and purpose of the yard. Appropriate plant materials and designs for specific frontage yard types are as follows.

1. Single-family front yards. At facades, foundation shrubs and ground cover shall be planted against the facade. At garden walls, low shrubs and wall vines or tall shrubs shall be planted against the wall.
2. Multi-dwelling front yards. Lawn, ground cover and low shrubs shall compose the front yard landscape. Shrubs shall be massed or configured as maintained hedges. Hardscape may be used adjacent to entrances and in seating areas. Tree shapes, sizes and types shall be planted at the edge of the private space, but at all times should be in proportion to the height and mass of the building facade.

C. Other yards. Side and rear yard plantings shall be planted to insure privacy and create buffers. Rear yards and property lines do not need to be landscaped, except as required to the extent that they affect the quality of the public space.

D. Acceptable plant materials - native or native-in-character drought-tolerant plants such as:

1. Trees:
Acer palmatum / Japanese maple
Cercis occidentalis / Western Redbud
Pyrus calleryana 'Aristocrat' / Aristocrat Pear
Quercus agrifolia / Coast Live Oak
Quercus douglesii / Douglas Blue Oak
Quercus suber / Cork Oak
Quercus virginiana / Southern Live Oak

2. Tall shrubs:
Abelia grandiflora / Glossy Abelia
Heteromeles arbutifolia / Toyon
Escallonia e. 'Fradesii' / Escallonia
Pittosporum spp.
Photinia fraseri / Photinia
Rhus ovata / Sugarbush
Rhus integrifolia / Lemonade Berry
Viburnum species / Viburnum

Japanese Maple.

Aristocrat Pear.

Escallonia

3. **Low shrubs and groundcovers:**
   - Camellia sasanqua / Camellia
   - Cistus salvifolius / Rockrose
   - Cotoneaster parneyii / Cotoneaster
   - Carpenteria california / Bush Anemone
   - Erigeron karvinskianus / Santa Barbara Daisy
   - Euryops pectinatus / Golden Shrub Daisy
   - Felicia amelliodes / Blue Marguerite
   - Hemerocallis Hyridus / Evergreen Daylily
   - Heuchera sanguinea / Coral Bells
   - Kniphofia uvaria / Red Hot Poker
   - Lavandula species / Lavender
   - Pittosporum 'Wheelers Dwarf' / Dwarf Tobira
   - Rhaphiolepis indica / Indian Hawthorn

Cotoneaster.

4. **Grasses:**
   - Juncus patens / California Grey Rush
   - Heliototrichon sempervirens / Blue Oat Grass
   - Miscanthus sinensis / Maiden Grass
   - Muhlenbergia rigens / Deer Grass
   - Nasella tenuissima / Mexican Feather Grass
   - Stipa gigantea / Giant Needle Grass

Maiden Grass

5. **Vines:**
   - Beaumontia grandiflora / Easter Lily Vine
   - Clematis armandii / Evergreen Clematis
   - Clematis jackmanii 'Gypsy Queen' / Clematis
   - Clytostoma callistegioides / Violet Trumpet Vine
   - Distictis laxiflora / Vanilla Trumpet Vine
   - Pandorea jasminoides / Bower Vine
   - Parthenocissus tricuspidata / Boston Ivy
   - Wisteria sinensis / Chinese wisteria

6. **Hedge (pruned shrubs that will make a solid hedgerow):**
   - Buxus japonica / Japanese Boxwood
   - Ligustrum texanum / Wax Leaf Privet
   - Myrtus communis / Myrtle
   - Myrtus c. 'Compacta' / Dwarf Myrtle
   - Pittosporum undulatum / Victoria Box
   - Rhamnus species / Coffeeberry

Violet Trumpet Vine.

3.9.6 Public Realm Landscape Standards

In addition to the other landscape standards in this section, the following shall apply to the Downtown Addition public realm as indicated in Figure 3-61:

A. All areas not devoted to paving or buildings shall be landscaped and permanently maintained.

B. Landscaping shall complement the buildings.

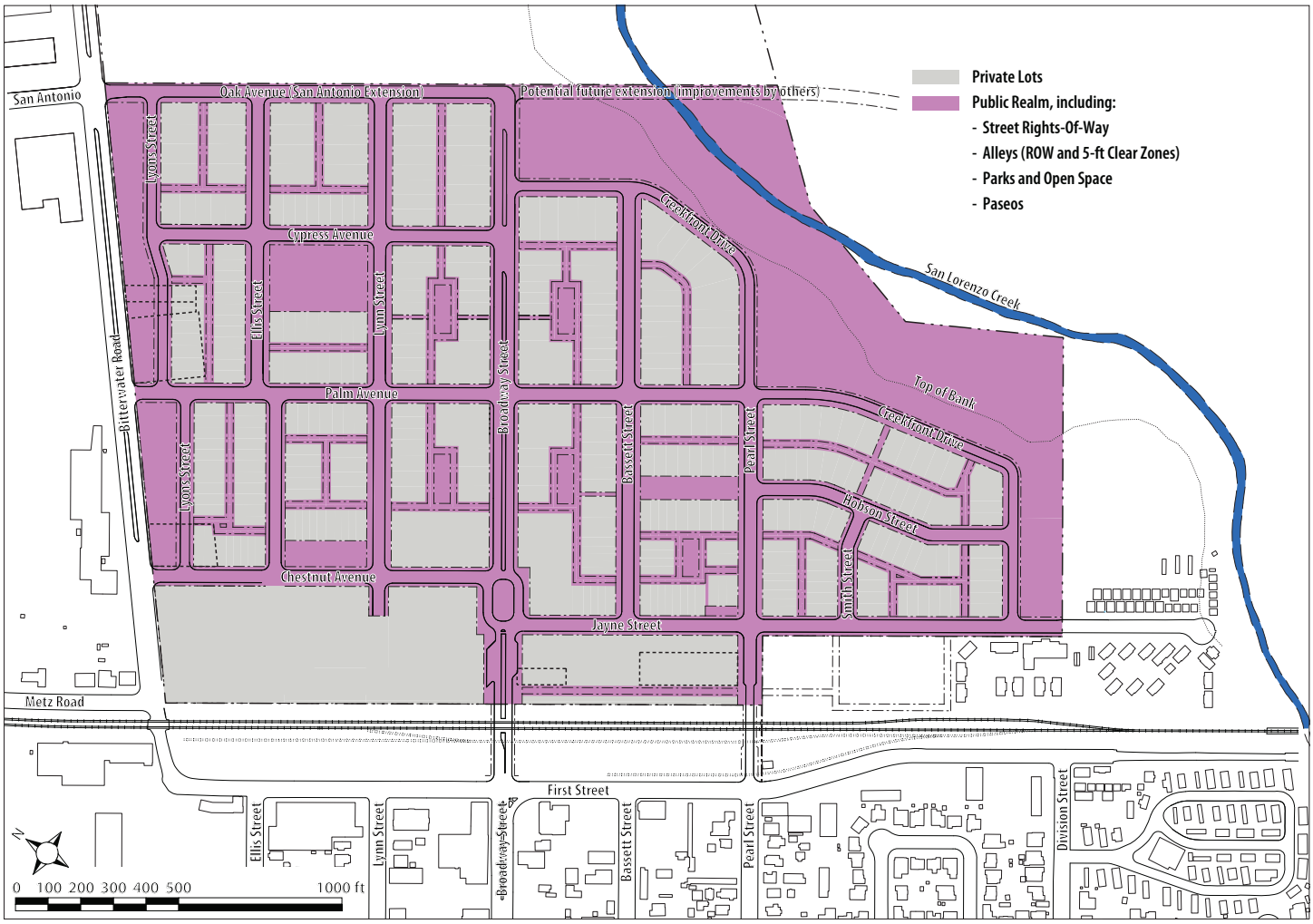
C. Permanent and automatic irrigation facilities shall be provided at all landscaped areas.

D. Prior to the issuance of building permits, a landscape and irrigation plan in conformance with these regulations shall be submitted to the City of King.

E. To minimize exterior water use, the following measures shall be incorporated into project design:

1. Use of drought tolerant, native-in-character, Mediterranean or native plants;
2. Low precipitation rate irrigation; and
3. Use of automatically controlled irrigation systems regulated to the actual envirotranspiration rate of the soil, with rain sensors.

Figure 3-61: Public Realm Plan

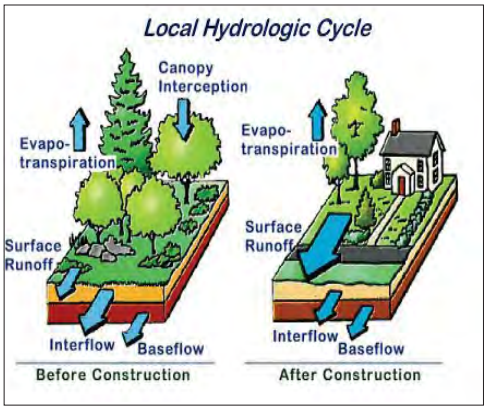


The public realm includes publicly owned areas (such as street rights-of-way) and privately owned areas with permanent public access easements (such as alleys).

3.9.7 Sustainable Development

3.9.7.1 Site Planning

The Downtown Addition's site planning embraces a number of progressive land planning principles. These principles include a commitment to conservation, preservation and the enhancement of the natural environment that is balanced with sensitivity to the economy and efficiency of contemporary building design. Buildings have been positioned on the land to minimize their impact on the terrain and limit site disturbance and grading. Reduction in pollution and land development impacts from automobile use is achieved by providing daily needs (retail, services, parks and open space) within a five-minute walk of all residents, supported by a network of safe and attractive sidewalks and trails that encourage walking and bicycling. The Downtown Addition employs Low Impact Development (LID) practices for sustainable stormwater management (see Sections 3.9.1 and 3.9.7.5).



Local hydrological cycle.

3.9.7.2 Landscape

The goal is to create an aesthetically pleasing landscape where all man-made and natural elements produce a unified and harmonious environment. Above all, the design integrates sustainable concepts and solutions that restore natural functions and processes. The overriding concept is to view the urban runoff from streets as an extension to the natural stream system and its ecology. The environmental implications of this concept are not restricted to the Downtown Addition but impact the surrounding neighborhoods and the regional watershed. See also the Low Impact Development discussion in Sections 3.9.1 and 3.9.7.5.

Use of drought tolerant plants to reduce water use.

Water efficient landscaping shall be introduced, beginning with a soil and climate analysis to determine the most appropriate landscape design, including the selection of indigenous and native-in-character, drought tolerant plants to reduce irrigation requirements. Lawn shall be restricted to areas of passive and active recreation and bioswales. Wherever lawn is used the selected species shall be a deep-rooted variety with low watering requirements. All planted areas, except for lawn and seeded groundcover, shall have a surface layer of specified recycled mulch to a depth of three inches. The mulch layer will assist in the retention of moisture and reduce watering requirements and will also minimize weed growth, reducing the need for chemical herbicide treatments.

Where irrigation is required, high efficiency irrigation technology with low pressure applications such as drip, soaker hose, systems with rain shut-off devises and low volume spray systems shall be used. The efficiency and uniformity of a low water flow rate reduces evaporation and runoff and encourages deep percolation. After the initial growth period of three to seven years, irrigation shall be limited.

Stormwater cleansing.

The location and selection of all new tree planting shall adhere to 'green infrastructure' principles by providing a visual expression of the underlying interconnectedness of the neighborhood. Species selection shall be in character with the local and regional environment, and be comprised of an appropriate mix of evergreen and deciduous trees. Trees are used to define the landscape character of recreation and open space areas, entry points, and to reinforce the legibility of the neighborhood by defining major and minor thoroughfares for pedestrians, bicycles and vehicles. Trees with a distinctive character, either in form or foliage color shall be placed at major entry points to the community. Deciduous trees shall be planted at open spaces and buildings with south and west orientation, providing passive solar light and heat gain in winter, while providing cooling shade through summer.

Grass filter strip.

3.9.7.3 Lighting

Careful selection shall be given to the selection of shielded, low intensity luminaries to minimize ambient light and preserve night sky views. Warm white light that has the highest efficacy, motion detectors, and 'full cut off' lighting shall be specified. Alternative power and energy efficient technology such as low voltage, solar powered lighting, solar photovoltaic and fuel cells are strongly encouraged.

Biofiltration strip in a parking lot.

3.9.7.4 Green Infrastructure

The streets are part of a visible system of the 'green infrastructure' that encompasses pedestrian, bicycle and auto circulation, and community open spaces that provide for various recreational needs, yet act as a functional system for stormwater treatment and management. The Downtown Addition minimizes areas of impervious pavement and utilizes areas of permeable pavement to the maximum feasible amount, supplemented with areas of soft landscape. While travel lanes will be asphalt pavement, alleys and some parking aisles shall be constructed with permeable paving. Street stormwater flows into adjacent biofiltration swales and bioretention areas before emptying to San Lorenzo Creek. Street design also incorporates the stormwater system into the aesthetics of the community and encourages community education and responsibility. Figure 3-62 depicts the Landscape Hydrology Plan and identifies the various types of stormwater management.

3.9.7.5 Water Conservation and Management

The Downtown Addition utilizes progressive techniques in water conservation technology and practices through careful planning and thoughtful design and engineering. The Downtown Addition is designed based on Low Impact Development (LID) practices to minimize stormwater flows by promoting on-site infiltration and reducing contaminants through biological filtration. The objective is to decrease runoff peak flow and volume by providing many opportunities for bioretention and on-site infiltration. As a result the rate and volume of on-site stormwater infiltration will be increased, achieving on-site water cleansing and

Figure 3-62: Landscape Hydrology Plan

LEGEND

Symbol	Type of Stormwater Management
	Bioretention BMPs: Biofiltration Swales, Flow-Through Planters, Bioretention Areas: *infiltration, filtration, sediment dropout*
	Open Space and Turf Areas - Opportunity for Collection and Cleansing Areas: *street and building runoff, mini-retention, filtration, sediment dropout decreased runoff*
	Permeable Pavement - Porous Asphalt, Pervious Concrete, Pavers on Sand, Decomposed Granite, Open Cell Pavers: *infiltration, filtration, sediment dropout*
	Potential Permeable Parking Lots - Porous Asphalt, Pervious Concrete, Pavers on Sand, Open Cell Pavers: *infiltration, filtration, sediment dropout*
	San Lorenzo Creek Restoration Area and Recreational Open Space
	San Lorenzo Creek
	Water Quality Filtration Basin: *retention, biofiltration, infiltration, sediment dropout, reduced runoff*
	Overflow Pipe or Channel: *conveyance of cleansed water to San Lorenzo Creek*
	Lots not Owned by Smith Monterey LLC

filtration, and a significant reduction in stormwater flows. Innovative stormwater management features and filtering systems for reducing pollutant loads have also been integrated into the project, such as biologically based systems and associated bioretention areas, bioswales and vegetated filter strips. In the Neighborhood Center storm drain filters (Filterra, Vortechs or equivalent units) will be installed to remove debris and hydrocarbons prior to discharge.

Figures 3-63 and 3-64 illustrate a range of options that facilitate infiltration or stormwater flow into bioretention swales. Figure 3-65 shows design alternatives for bioretention in the Downtown Addition parkways. Figure 3-66 illustrates urban storm drain filter systems such as Filterra or Vortechs. Figure 3-68 shows stormwater management and bioretention systems for alleys.

Curb-cuts allow stormwater to flow into the bioretention swales.

Sloped parkway planter allows for collection and infiltration of stormwater.

Figure 3-63: Range of Infiltration Options

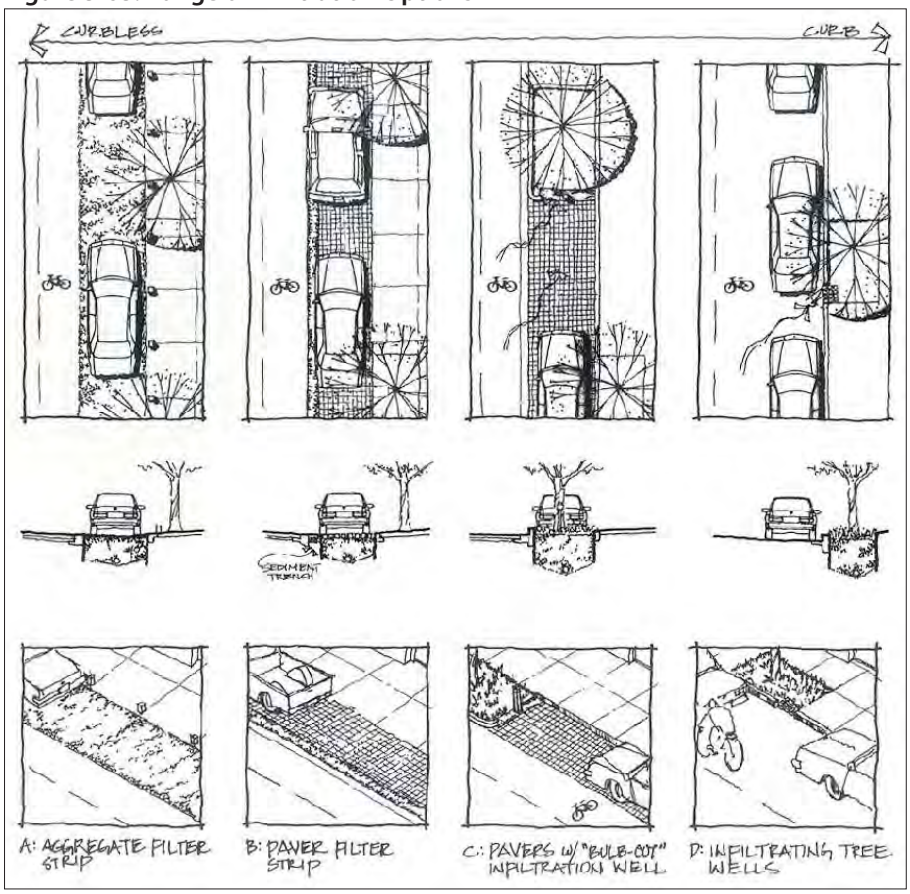


Figure 3-64: Effective Curb Options for Infiltration

Figure 3-65: Typical Parkway Bioretention

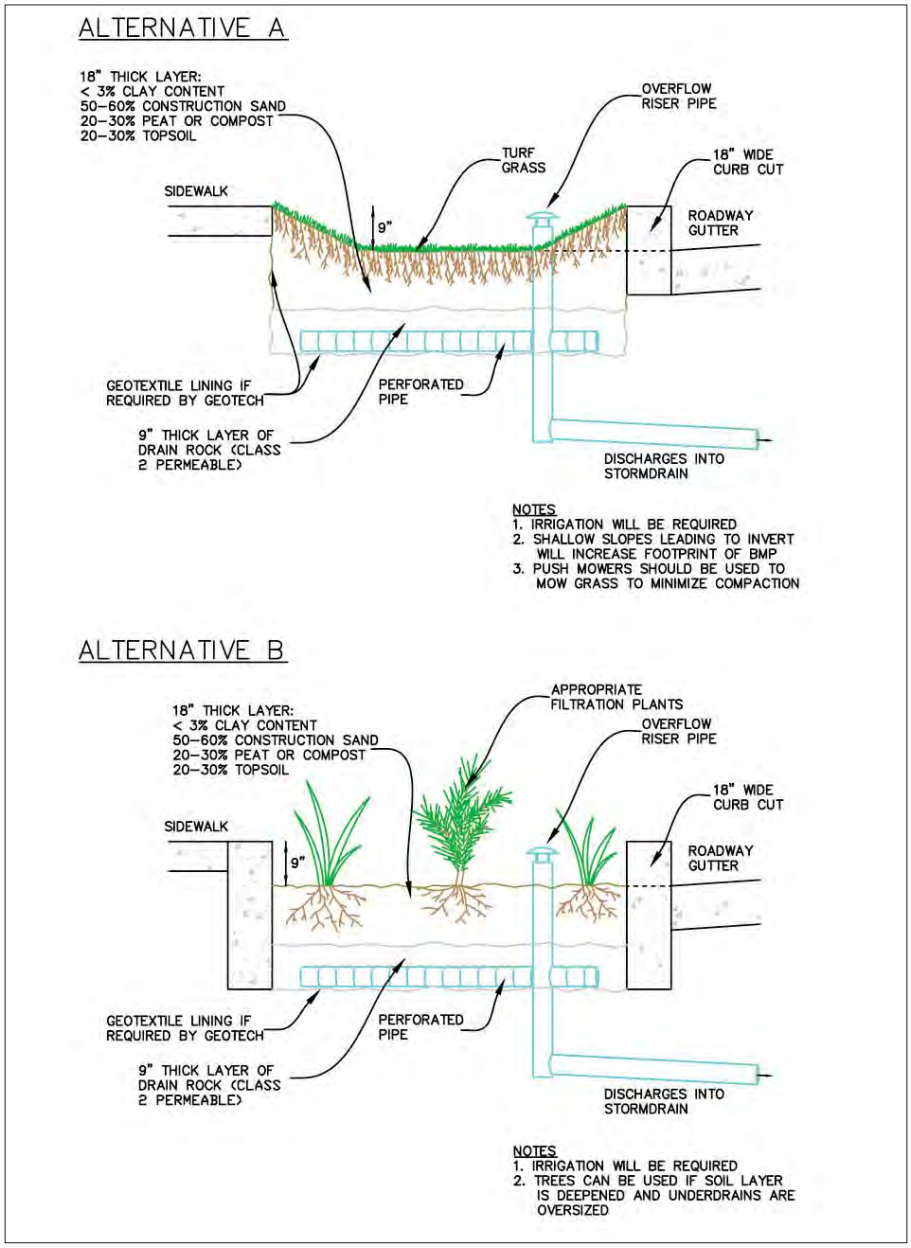
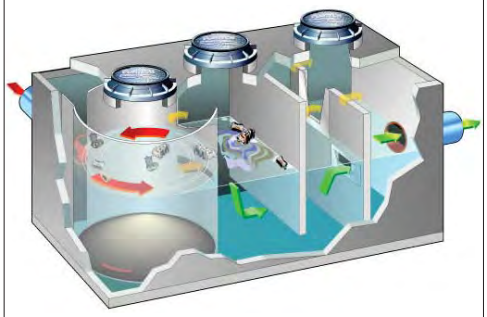
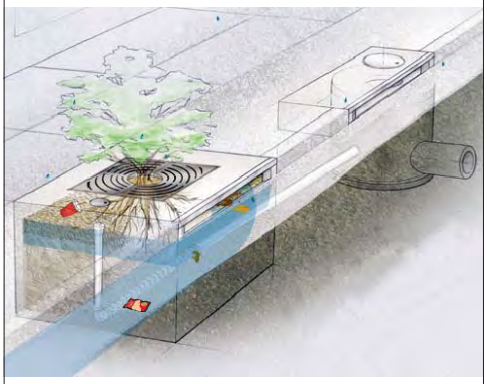


Figure 3-66: Storm Drain Filter Systems



The Vortechs® system removes finer sediment, particles, free oil , and debris from urban runoff.



The Filterra system removes TSS, nutrients, metals, oil/grease and bacteria from urban runoff. The system includes the use of plants to remove pollutants.

Examples of Filterra units.

3.9.7.6 Building Stormwater Management

Runoff from buildings will be reduced through the reduction in the overall building footprint. Roof runoff can be collected and diverted to underground drywells where water can slowly infiltrate. Drywells are sloped and located at a distance from the building foundations. Alternatively, buildings can be designed with rain-chains, stone streambeds and stone filters, porous pavers and rainwater gardens adjacent to the side of the building. Roof runoff is collected into gutters, which direct water down the rain-chains, and into rock filters. Rock filters and ephemeral graded stone streambeds further direct stormwater into the rainwater gardens. The rainwater

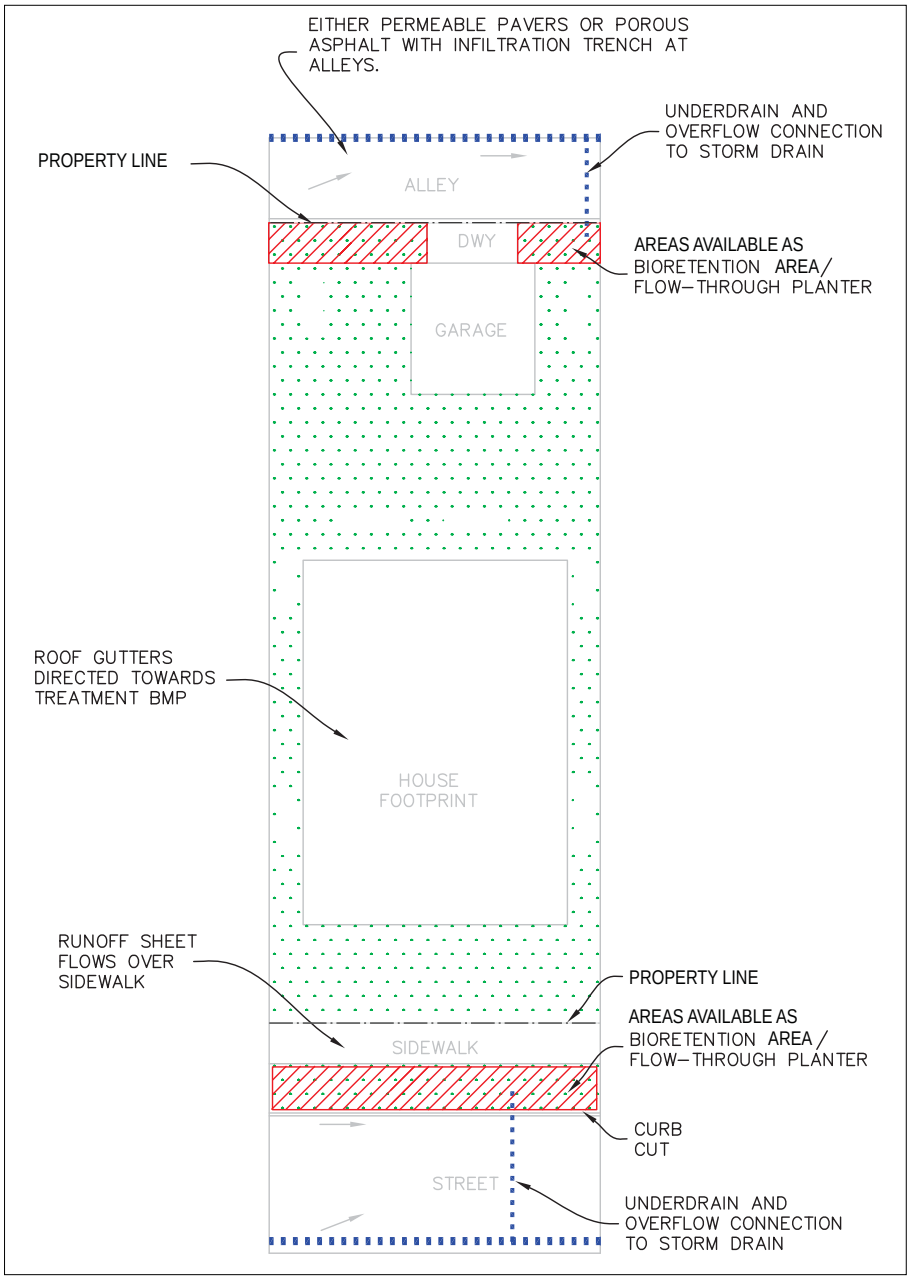
gardens are landscaped depressions, where roof runoff and ground surface runoff is directed, through grading, into the depression. These gardens filter, absorb and treat stormwater on site, provide visual identification, and promote education of residents through "celebration" of stormwater management.

Figure 3-67 shows the stormwater management on the level of a typical lot in the Downtown Addition.

Properly installed gutters allow stormwater to drain from the roof into the sideyard.

Rain gardens retain and filter stormwater.

Figure 3-67: Typical Lot Level Stormwater Management



3.9.7.7 Permeable Pavements

Permeable pavements are load-bearing surfaces that have the capability of infiltrating runoff into the underlying reservoir base coarse (with at least 40 percent void space) and soil. Different types of permeable pavement include:

- Porous asphalt that is comprised almost entirely of stone aggregate and asphalt binder with very little fine aggregate;
- Pervious concrete that has a permeability rate of 12 inches per hour and has the appearance of exposed aggregate concrete;
- Unit pavers, bricks or stones that provide a durable and attractive surface, spaced to expose a permeable joint and placed on a permeable base;
- Crushed aggregate that provides a wide variety of aggregate types, and which must be bounded by a rigid edge;
- Turf blocks;
- Cobbles which are suited for low traffic areas and require a rigid edge.

All surface parking areas shall be constructed of pervious paving material to achieve filtration and partial storage during storm cycles except those greater than ten year storm events. Permeable concrete, grasscrete, and pervious paving systems are acceptable. Surface overflow shall drain to biofiltration strips through curb cuts.

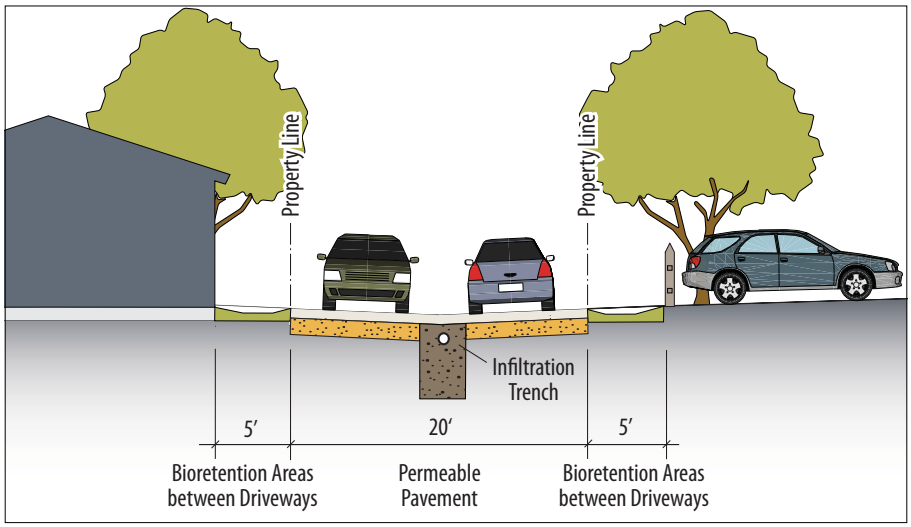
Properties that have podium or subterranean parking shall provide a cistern to collect run-off during rain events. They may be placed anywhere on the property or integrated as part of the structure. Overflow shall drain to the water quality features prior to discharge into San Lorenzo Creek.

Figure 3-68 shows the use of permeable pavement in combination with bioretention areas in the Downtown Addition alleys.

GrassPave provides infiltration.

Permeable paving reduces runoff..

Figure 3-68: Alley - Hydrology Section (see also Sections 3.8.2 and 3.9.2).



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3.10 Parking Standards

3.10.1 Purpose and Applicability

The Parking Standards describe parking strategies for the Downtown Addition and regulate off-street parking requirements, parking location, and design aspects of parking areas on private lots. These Parking Standards shall apply in addition to the neighborhood zone specific parking placement requirements set forth in Section 3.4 (Urban Standards), and in addition to building type specific parking requirements set forth in Section 3.6 (Building Type Standards).

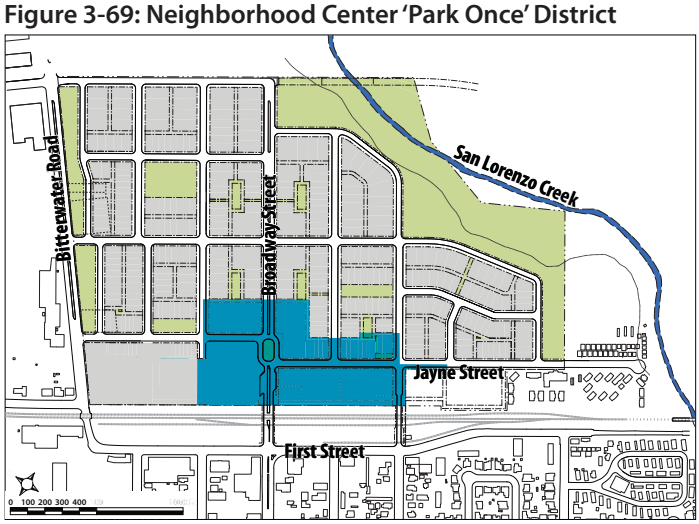
3.10.2 Parking Strategies

The utilization of a parking strategy distinct from current, conventional practice is fundamental to the successful development and operation of the Downtown Addition, particularly the mixed-use Neighborhood Center (NC) zone. The following identifies an approach for the NC zone as well as one for the residential areas of the Downtown Addition.

Residential Development

All parking for dwellings shall be provided on-site as identified in the applicable Urban Standards (Section 3.4) and Building Type Standards (Section 3.6). This includes the acknowledgement that on-street parking suffices for guest parking along with the need to minimize curb cuts to maximize on-street spaces.

Figure 3-69: Neighborhood Center 'Park Once' District



The 'park once' district, shaded in blue, allows non-residential uses in the district to utilize shared parking to fulfill their parking requirements, using a combination of on-street and off-street parking. On-street parking in the district accounts for approximately 150~~200~~ spaces; the balance of required spaces shall be provided off-street.

Non-Residential Development

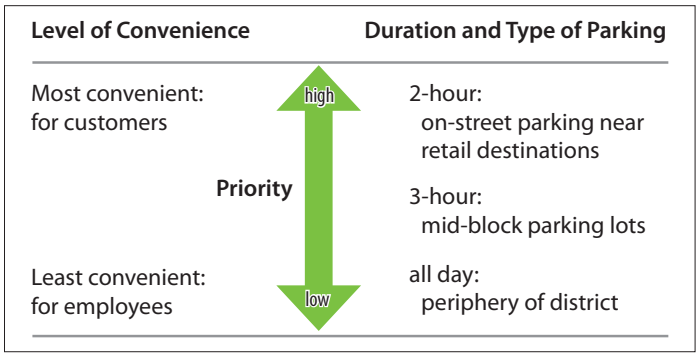
All parking for commercial, office or civic uses in the NC zone shall be strategically dispersed in a way that maximizes its use, throughout the day and evening, allowing it to be shared by a variety of businesses and uses in a 'park once' district (Figure 3-69). The district-wide parking needs shall be satisfied through a combination of off-street and on-street parking.

Required parking minimums can be reduced with a shared parking solution approved by the Director. A qualified parking or traffic consultant shall provide to the Director a parking analysis justifying the proposed parking solution, including any necessary parking management strategies needed to support the solution. In permitting the shared parking solution, the Director shall find that the reduced parking requirement conforms with the latest version of the Urban Land Institute Shared Parking Model, using parking ratios defined herein when they differ from standard Urban Land Institute ratios.

This approach to non-residential parking results in significant savings in daily trips and required parking spaces and has the following characteristics:

- 'Park Once'. Those arriving by car generate just two vehicle movements, parking once, and completing multiple daily tasks on foot;
- Parking spaces are efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail, and entertainment uses), lowering the total number of spaces needed;
- Parking supply is sized to meet average parking loads instead of the worst-case parking ratios needed for isolated suburban buildings because the common supply allows shops and offices with above-average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant;
- Put customers first. Convenient customer parking is of primary importance for retail to succeed. Short-term parking, particularly on-street parking that is strictly enforced, creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' potential profits. Business owners and their employees must therefore relinquish the best spaces to customers, and park instead in all-day spots at the periphery (Figure 3-70).

Figure 3-70: Parking Convenience and Duration



- ~~The maximum buildout potential for the NC zone has been determined not to exceed 125,000 square feet of commercial space, not including commercial or flex space within live work buildings, which would allow for up to 65,060 square feet in the NC and NG-3 zones (see Section 2.1).~~ On-street parking in the 'park once' district accounts for approximately 200 parking spaces. As individual uses are proposed, their parking requirements shall be checked against available parking supply in the 'park once' district, and any deficit shall be addressed through on-site parking or other arrangements, as approved by the Director.

3.10.3 Parking Location and Access

Vehicle parking in the Downtown Addition shall be provided on streets, in public parking lots, and on private lots. Parking for residents and for employees of businesses shall be provided off-street, at the rear of the lot, and generally accessed by alleys. Parking for guests of residences shall be provided on the streets abutting and nearby the lot. Parking for customers of businesses shall be provided on the streets abutting and nearby the business, to the extent possible, with supplemental off-street parking provided in parking lots or parking structures behind the buildings and accessed by alleys. Parking for greens and parks shall be provided on the abutting streets.

3.10.4 Parking Requirements

Table 3-10 identifies the minimum parking requirements for each of the allowed land uses in the Downtown Addition (see Section 3.3). The location of parking and the manner in which it is accessed are specified for each zone in Section 3.4 (Urban Standards) and Section 3.6 (Building Type Standards).

The off-street parking requirements for residential uses are in addition to on-street guest parking. Most commercial parking shall be provided in shared parking facilities consisting of a combination of on-street and off-street spaces. The parking requirements for commercial uses have been determined in the context of the significant amount of on-street parking, the shared parking potential of mixed-use development, and the 'park once' nature of the Neighborhood Center. Pursuant to the parking strategies in the previous subsection, a shared parking analysis shall be reviewed and approved by the Director before implementing a shared parking agreement. Off-street parking facilities requirements may be provided by the permanent allocation of the prescribed number of spaces for each use in a common parking facility as long as the total number of spaces provided is no less than the sum of the individual requirements, except as allowed by an approved shared parking solution as provided for herein. An executed and recorded copy of an agreement or joint use easement for the joint use of a common parking facility shall be filed with the application for a certificate of occupancy.

Table 3-10: Parking Requirements

Land Use Type[1]	Required Parking Spaces
Boarding and Lodging	
Bed and Breakfast Inn	2 per unit + 1 per guest room[4]
Congregate Care Housing Facility	Parking Determination[6]
Hotel	1 per guest room[4]
Eating and Drinking	
Restaurant (without drive-through)	1 per 80 sf of customer area + 1 per 250 of preparation area[5]
Café, coffee shop, delicatessen (no alcoholic beverages sales)	1 per 300 sf[5]
Bar, tavern, night club	1 per 80 sf of customer area + 1 per 250 of preparation area[5]
Mixed-Use	
Home occupation	none
Live-work building - residential component	2 per unit[4]
Live-work building - commercial component	1 per 300 sf of retail use[5] 1 per 400 sf of office use[5]
Mixed-use building - residential component	1 per efficiency/1-bedroom unit[4] 1.5 for 2-bedroom unit[4] 2 per 3+ bedroom unit[4]
Mixed-use building - commercial component	1 per 300 sf of retail use[4] 1 per 400 sf of office use[4]
Recreation, Education and Public Assembly	
Recreation facility - indoor	Parking Determination[5,6]
Fitness/athletic club	Parking Determination[5,6]
Library or museum	Parking Determination[5,6]
Meeting facility, public or private	Parking Determination[5,6]
School - specialized education/training	Parking Determination[5,6]
Studio - art, dance, martial arts, music, etc.	Parking Determination[5,6]
Theater - cinema, performing arts	Parking Determination[5,6]

Table 3-10: Parking Requirements (continued)

Land Use Type[1]	Required Parking Spaces
Residential	
Dwelling - two, three, multiple family[2]	1 per efficiency/1-bedroom unit[4] 1.5 for 2-bedroom unit[4] 2 per 3+ bedroom unit[4]
Dwelling - single family[3]	2 per unit[4]
Carriage unit	1 per efficiency/1-bedroom unit[4] 1.5 for 2-bedroom unit[4]
Retail	
Alcoholic beverage sales - off-premise	1 per 300 sf[5]
General retail	1 per 300 sf[5]
Groceries/market (up to 50,000 sq.ft.)	1 per 300 sf[5]
Convenience/mini-market (up to 5,000 sq.ft.)	1 per 300 sf[5]
Newspaper rack	none
Services	
ATM, bank, financial services (no drive through)	1 per 300 sf[5]
Business support service (copy/postal center, laboratory, etc.)	1 per 300 sf[5]
Child day care center	Parking Determination[6]
Child day care - Small family day care home	none
Child day care - Large family day care home	none
Clinic - outpatient	1 per 200 sf[5]
Dry cleaner (without on-site cleaning facility)	1 per 300 sf[5]
Laundromat	1 per 300 sf[5]
Office - business, administrative, medical or professional	1 per 400 sf[5]
Personal services (barber, beauty, nail, etc.)	1 per 300 sf[5]
Repair (leather, luggage, shoes, etc.)	1 per 300 sf[5]
Transportation, Communications & Infrastructure	
Parking facility, public or commercial	n/a
Telecommunications facility	n/a
Utility facility	n/a
Utility infrastructure	n/a
Miscellaneous Uses	
Any use found similar to the above uses, based on the findings and procedures in Municipal Code §17.02.050	see under similar use above

Notes:

1 See Section 3.3 for Land Use Regulations.

2 Including Large Lot House, Rearyard House, Sideyard House, Duet, and Rowhouse.

3 Including Multigeneration House, Triplex, Quadplex, Villa, and Courtyard Housing.

4 Parking spaces to be provided off-street.

5 Parking spaces to be provided in shared parking facilities consisting of a combination of on-street and off-street spaces.

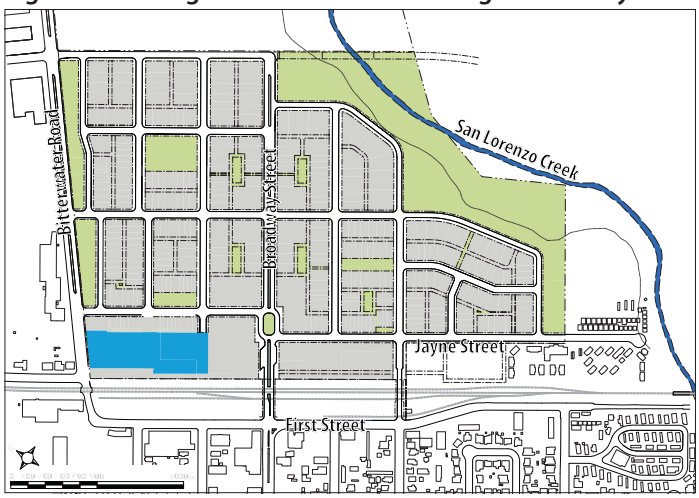
6 The Director shall make a Parking Determination identifying the number and location of required parking spaces in compliance with the requirements of this Regulating Code.

3.10.5 Parking Lot Standards

The following standards shall apply to all surface parking areas in the Downtown Addition providing 10 or more parking spaces, except where noted otherwise:

- Parking lots shall be limited to the areas designated for parking placement in the applicable zone (see Sections 3.4.4 through 3.4.7), except where noted otherwise in this section.
- The parcels identified in Figure 3-71 (Neighborhood Center Parking Lot Overlay) are intended for surface parking to support the commercial and residential uses in the Neighborhood Center. These parcels shall be exempt from the parking placement standards for the Neighborhood Center zone and shall comply with the setback and screening requirements contained in this section instead.
- Where available, parking lots shall be accessed from an alley. Additional driveway access shall be limited to one driveway per block face. Driveway curb cuts shall not be permitted within 100 feet of any intersection or curb cut.
- At the entrances to a parking lot driveways shall be detailed with enhanced pavement, such as pavers or stamped concrete. Where a driveway and a sidewalk intersect, the sidewalk shall be the dominant feature and continue without change in grade or material.
- Parking spaces shall be a minimum of 9 feet in width by 19 feet in depth. Up to 30 percent of the spaces may be compact spaces and shall be a minimum of 8 feet in width by 16 feet in depth. In angled parking configurations stalls shall be large enough to fully contain a rectangle with the

Figure 3-71: Neighborhood Center Parking Lot Overlay



minimum stall dimensions (see Figure 3-72). The paved parking stall depth may be decreased by up to two feet by providing an equivalent vehicle overhang into landscaped areas.

- Pairs of on-site parking spaces for use by employees of a single business, or for use by residents of a single dwelling unit, may be provided in tandem configuration (one behind the other) when approved by the Director.
- Parking lot aisles shall have minimum dimensions as identified in Table 3-11. Drive aisles not directly abutted by parking stalls shall be a minimum of 20 feet wide. Figure 3-72 illustrates the basic parking lot configuration.
- Internal vehicular circulation shall be contained within a parking lot and shall not utilize public street rights-of-way. However, alleys may be utilized for internal circulation.
- Pedestrian walkways shall be paved and have a minimum unobstructed width of five feet. Vehicle overhangs shall not encroach into this width.
- In any case where a row of parking is parallel to the side of a building or use through which public entry is provided, pedestrian walkways shall be provided at intervals of not greater than 75 feet.
- Parking area landscaped planters and tree wells shall have a minimum width of not less than five feet and shall be protected from vehicle overhang where necessary through the provision of barriers, tire stops, or additional width. Any vehicle overhang shall require the minimum planter area width to be expanded by an equivalent dimension.
- Trees shall be planted per the applicable sections of the Landscape Standards (Section 3.9).
- All parking areas abutting a street right-of-way shall be screened from the public realm in one of the following ways:
    - Pavement shall be set back from the back of sidewalk a minimum of six feet. A decorative masonry wall a minimum of 30 inches and a maximum of 42 inches in height shall be placed at the back of sidewalk providing a continuous screen. The setback area shall be landscaped with groundcovers, grasses and/or shrubs no more than 42 inches in height at maturity. In addition, shade trees shall be planted in the setback area spaced at about 30 feet on center. See Figure 3-73 (Typical Parking Lot/Street Interface A). Or,

Figure 3-72: Parking Lot Configuration

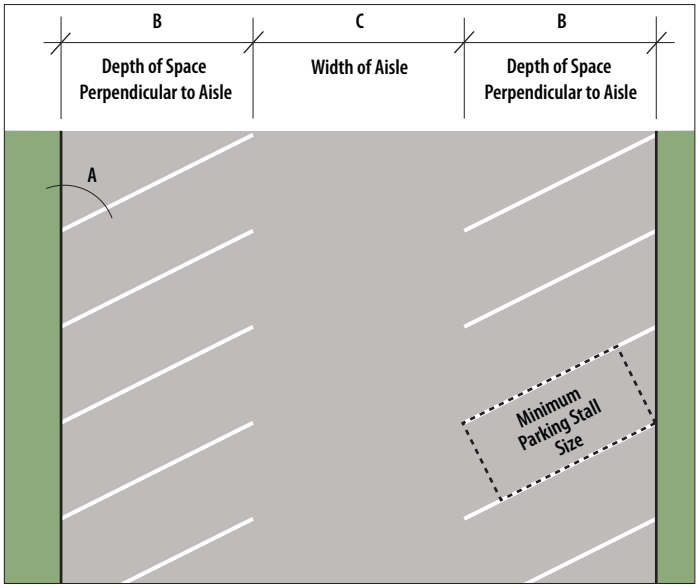


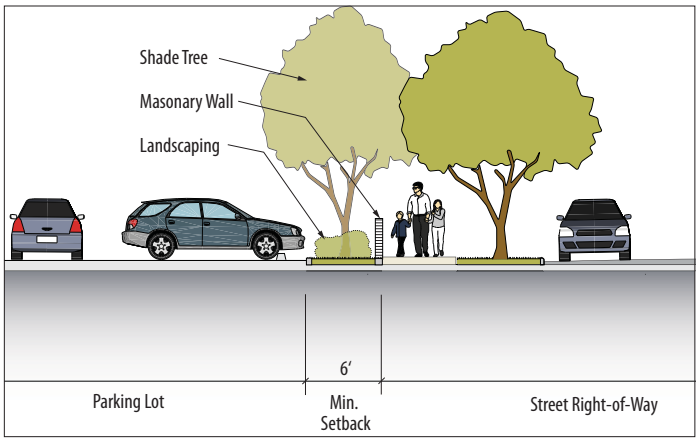
Table 3-11 : Minimum Parking Lot Dimensions

Traffic Flow	A	B[1]		C
	Angle of Parking	Min. Depth of Space Perpendicular to Aisle		Min. Aisle Width
		Standard	Compact[2]	
2-way	90	19	16	24
2-way	60	21	18	24
2-way	45	20	17	24
1-way	90	19	16	22
1-way	60	21	18	16
1-way	45	20	17	14

1 Dimension may be reduced by up to two feet if unobstructed vehicle overhang into an adjoining landscaped area is provided.

2 Limited to 30 percent of the number of parking spaces.

Figure 3-73: Typical Parking Lot/Street Interface A



- Pavement shall be set back from the back of sidewalk a minimum of six feet. A continuous screen shall be created through a combination of a wrought iron fence (or steel fence faithfully imitating wrought iron - see Section 3.7, Architectural Standards) and landscaping. The fence shall be a minimum of 30 inches and a maximum of 42 inches in height and be placed at the back of sidewalk. Landscaping may consist of vines, shrubs and hedges that provide an evergreen screen a minimum of 30 inches and a maximum of 42 inches in height at maturity. In addition, shade trees shall be planted in the setback area spaced at about 30 feet on center. See Figure 3-74 (Typical Parking Lot/Street Interface B). Or,
- Pavement shall be set back from the back of sidewalk a minimum ten feet. The setback area shall be landscaped with shrubs and/or hedges providing a continuous, evergreen landscape screen. At maturity all plant material shall be 30 inches minimum and 42 inches maximum in height. In addition, shade trees shall be planted in the setback area spaced at about 30 feet on center. See Figure 3-75 (Typical Parking Lot/ Street Interface C).

- Parking lots abutting an alley shall be set back at minimum ten feet from the alley right-of-way, including the five-foot clear zone required on both sides of the alley (see Section 3.8.2.11). The remaining setback directly abutting the parking lot shall be landscaped with shrubs and/or hedges providing a continuous, evergreen landscape screen. At maturity all plant material shall be 30 inches minimum and 42 inches maximum in height. In addition, shade trees shall be planted in the setback area spaced at about 30 feet on center. See Figure 3-76 (Typical Parking Lot/Alley Interface).
- All lighting used to illuminate a parking lot shall be shaded or diffused so as to reflect the light away from the adjoining property and from public rights-of-way. Light fixtures shall match or be compatible with the Downtown Addition street light fixtures (see Section 3.8.4).
- Additional standards for parking areas are included in Section 3.9 (Landscape Standards).

Figure 3-74: Typical Parking Lot/Street Interface B

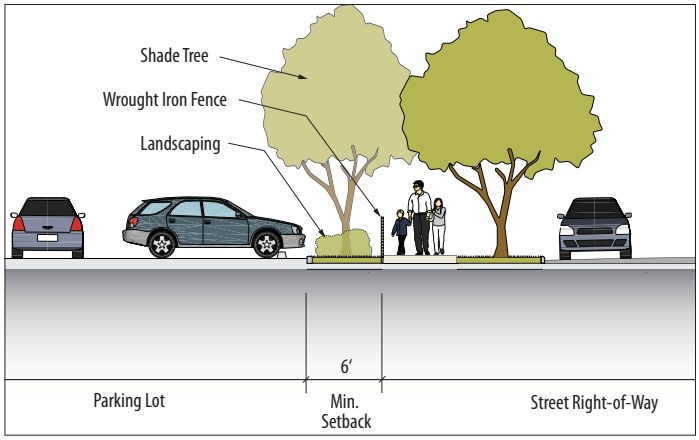


Figure 3-75: Typical Parking Lot/Street Interface C

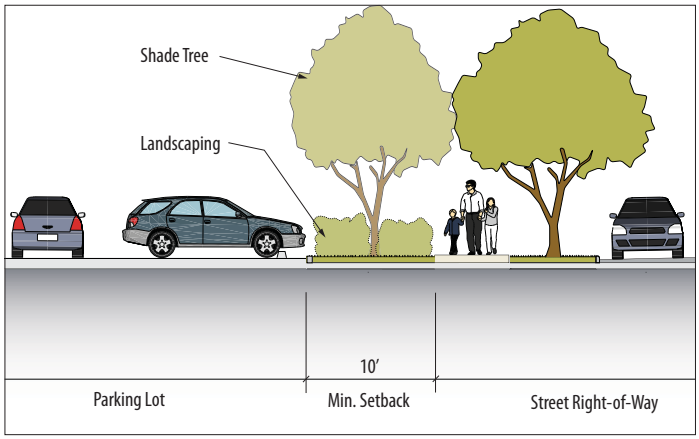
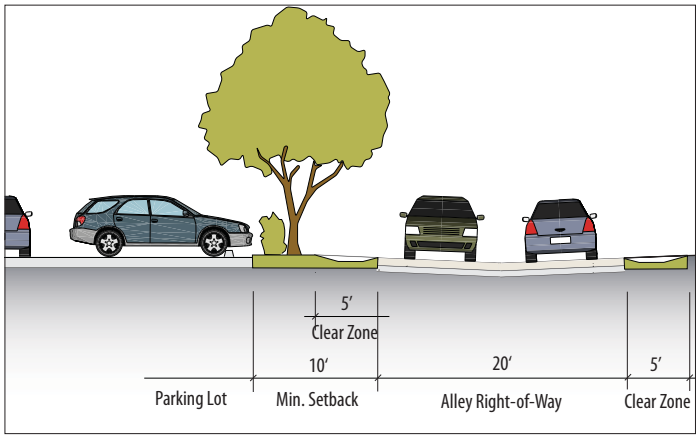


Figure 3-76: Typical Parking Lot/Alley Interface



3.10.6 Parking at Alleys

Parking within the alley right-of-way or the adjacent five-foot clear zone shall be prohibited to provide for unobstructed vehicle movement and back-out space. Parking may be provided in uncovered spaces or in driveways in front of garages. These parking spaces shall be perpendicular to the alley and at minimum 20 feet in depth. Therefore, only the following two garage setback scenarios shall be allowed:

- The garage shall be set back five feet from the alley-right-of-way to accommodate the clear zone width. See Figure 3-77. Or,
- The garage shall be set back at least 25 feet from the alley right-of-way to accommodate the clear zone width and parking space depth. See Figure 3-78.

Garage setbacks between five and 25 feet shall be prohibited so as not to encourage parking on driveways with insufficient depth, causing vehicles to overhang into the clear zone.

See Section 3.8.2.11 for additional alley standards.

Figure 3-77: Garage Setback without Parking

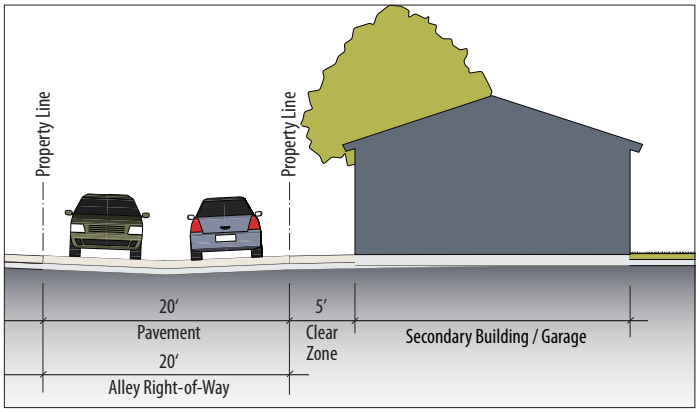
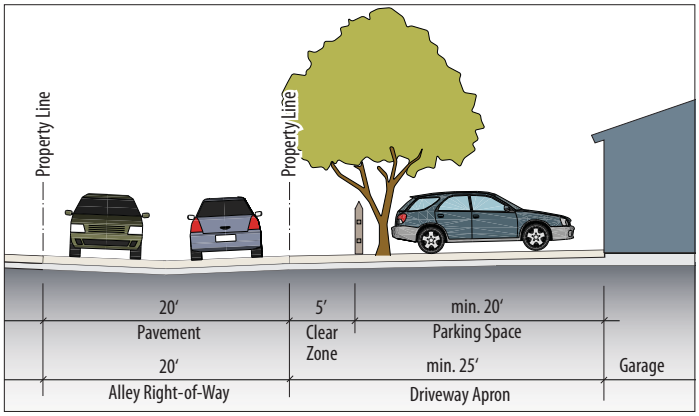


Figure 3-78: Garage Setback with Parking



3.11 Services and Utilities Standards

3.11.1 Purpose and Applicability

The Service of Utilities Standards regulate proper placement, configuration and screening of service and utility devices and equipment. These standards shall apply to all "wet" and "dry" utility distribution lines; wall-mounted, ground-mounted or underground utility junctions, meters, transformers and pedestals; trash and recycling receptacles. "Wet" utilities include water, sanitary sewer, and stormwater. "Dry" utilities include natural gas, electrical, telecommunication, cable television, and street lighting. See Sections 3.6 and 3.7 for additional requirements for utility, mechanical and electrical equipment.

3.11.2 Standards for Properties with Alley Access

All "dry" utilities shall be located in the alley, except street lighting power lines, which shall be located in the sidewalk (for street lighting fixtures see Section 3.8.4). "Wet" utilities should typically be located in the street, but may be located in the alley to address topographical, efficiency or other engineering reasons, or if stated as such in Section 4 (Infrastructure and Public Services). If "wet" and "dry" utilities are co-located in the alley proper trench separation and utility access shall be ensured.

All above-ground utility equipment and meters, and all trash and recycling receptacles, shall be located in the shaded areas identified in Figures 3-79 and 3-80 and shall be accessed from the alley. Above-ground devices or equipment in all other areas shall be prohibited. Landscaping shall be used to sufficiently screen wall-mounted and ground-mounted devices so they cannot be seen from any public right-of-way. However, access to meters and other devices requiring periodic access shall not be obstructed by fences, walls, landscaping, or other means.

Key

- Above Ground Utilities Limited to Shaded Area
- Pad Mounted Transformer - Typical Location
- Pedestal - Typical Location
- Wall or Ground Mounted Meter - Typical Location
- Double Detector Check Valve - Typical Location
- Underground Transformer - Typical Location
- Underground Utility Access/Meter - Typical Location
- Underground Utilities - Typical Alignment
- Fence - Typical Alignment to Allow Access to Utilities

Figure 3-79: Typical Utilities Configuration - Residential Properties with Alley Access

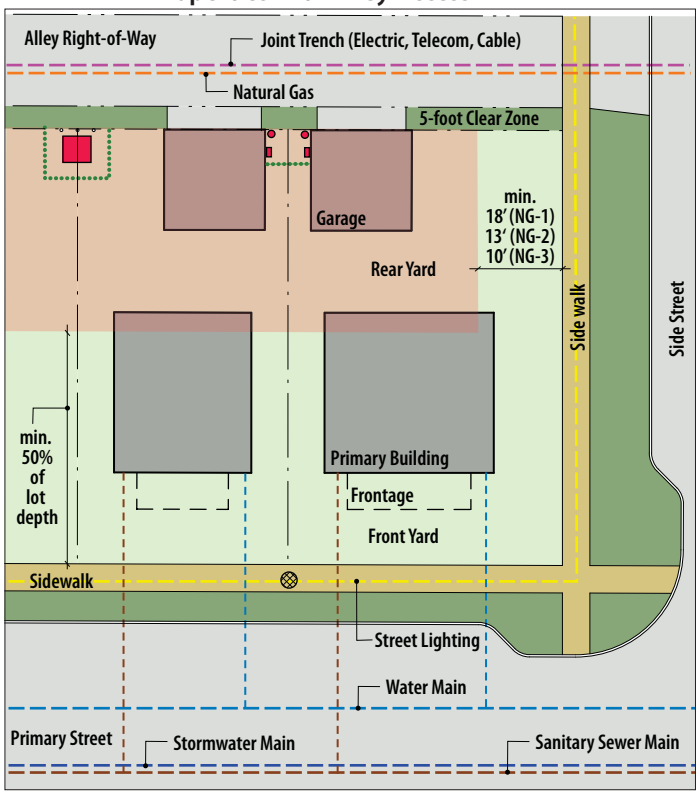
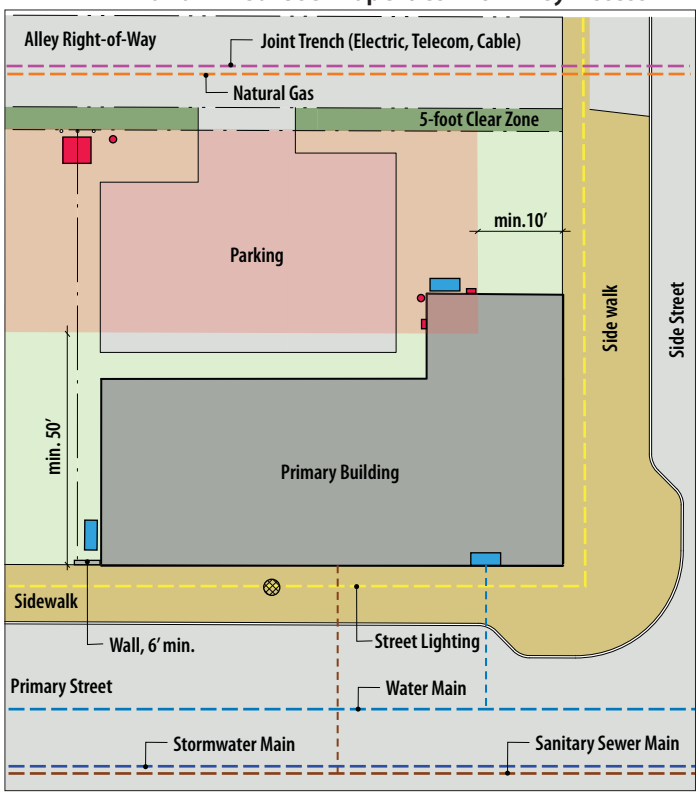


Figure 3-80: Typical Utilities Configuration - Commercial and Mixed-Use Properties with Alley Access



Double detector check valves in the Neighborhood Center shall be located in one of the following ways, as indicated in Figure 3-80: within the building envelope, with external fire department standpipe connections integrated into the building facade (see examples in Figure 3-83); within the side yard of a detached building, screened from public view by a minimum six-foot wall that is integrated into the building and compatible with the building's architecture; if the water main is located in the alley at the rear of the lot within the shaded area, and properly screened with landscaping.

Access and meters for "wet" utilities and street lighting may also be provided below-grade in the street or sidewalk and shall be flush with the surrounding grade.

Figure 3-79 shows the typical configuration of a residential lot with alley access in the Neighborhood General zones. Figure 3-80 shows the typical utilities configuration of a commercial or mixed-use property with alley access in the Neighborhood Center zone.

3.11.3 Standards for Properties without Alley Access

All "wet" utilities shall be located in the street. All "dry" utilities shall be located in the sidewalk.

All above-ground utility equipment and meters, and all trash and recycling receptacles, shall be located in the shaded areas identified in Figure 3-81 and shall be accessed from the street. Above-ground devices or equipment in all other areas shall be prohibited. Landscaping shall be used to sufficiently screen wall-mounted and ground-mounted devices so they cannot be seen from any public right-of-way. However, access to meters and other devices requiring periodic access shall not be obstructed by fences, walls, landscaping, or other means.

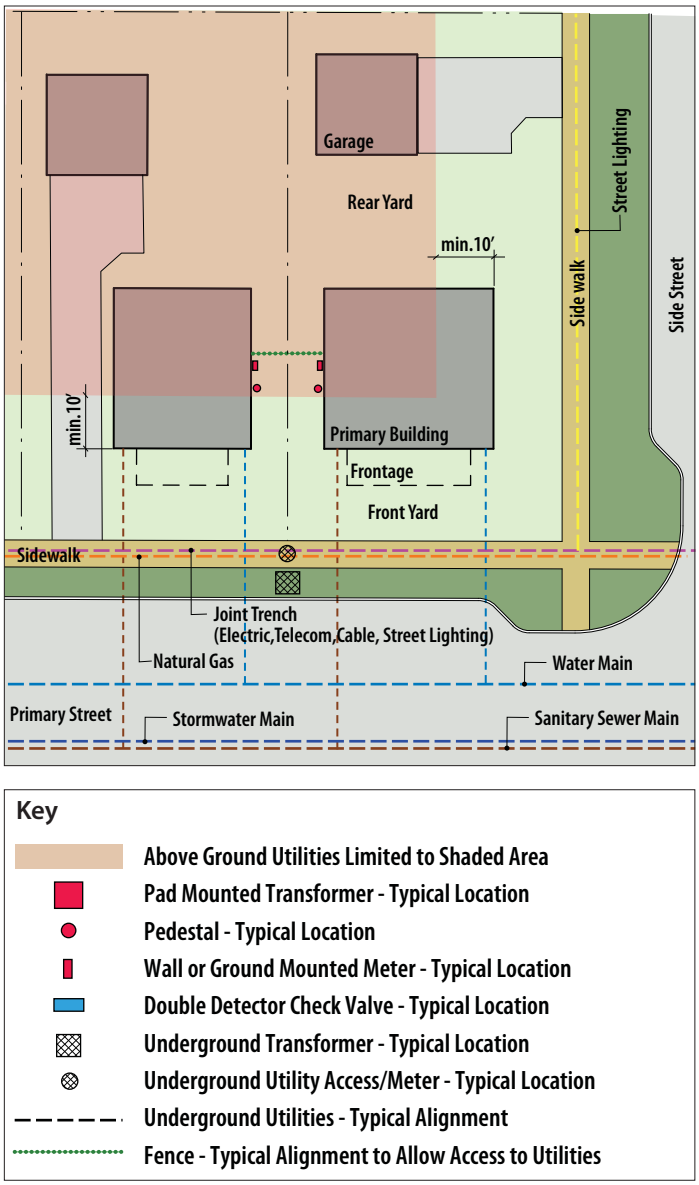
Access and meters may also be provided below-grade in the street or sidewalk and shall be flush with the surrounding grade. Underground transformers may also be located with the parkway and shall be flush with the surrounding grade.

Figure 3-81 shows the typical configuration of a residential lot without alley access in the Neighborhood General 1 zone.

3.11.4 Services and Utilities Precedents

Figures 3-82 and 3-83 show precedents of utility devices in recent developments, illustrating the importance of proper placement and screening.

Figure 3-81: Typical Utilities Configuration - Residential Properties without Alley Access



The examples shown in Figure 3-82 illustrate how utility devices and meters can be placed appropriately and in compliance with these standards.

Figure 3-83 illustrates how inappropriately placed utility devices can detract from the overall aesthetic appeal of the neighborhood. The examples shown in Figure 3-83 are non-compliant with these standards.

Figure 3-84 shows appropriate fire department standpipe connections integrated into the building facade. Figure 3-85 shows inappropriately located exterior double detector check valves.

Figure 3-82: Examples of Appropriate Utility Placement

Example of appropriately placed wall-mounted and ground-mounted utility devices and meters, as well as trash cans at an alley. All devices are accessible from the alley and screened with appropriate landscaping.

Example of appropriately placed wall and ground-mounted utilities located at the side wall of a garage on an alley.

Example of an appropriately placed underground transformer in a parkway.

Figure 3-83: Examples of Inappropriate Utility Placement

Example of inappropriately placed above-ground utilities in a parkway.

Example of inappropriately placed above-ground utilities in a parkway.

Example of an inappropriately placed pad-mounted transformer in a front yard.

Figure 3-84: Examples of Appropriate Standpipe Connections

Example of an appropriately placed double standpipe connection in the base of a storefront.

Example of an appropriately placed double standpipe connection in the base of a building at the sidewalk.

Example of an appropriately placed quadruple standpipe connection in the base of a storefront at the sidewalk.

Figure 3-85: Examples of Inappropriately Located Double Detector Check Valves

Example of inappropriately placed check valves and other utility devices in the front yard of a commercial building.

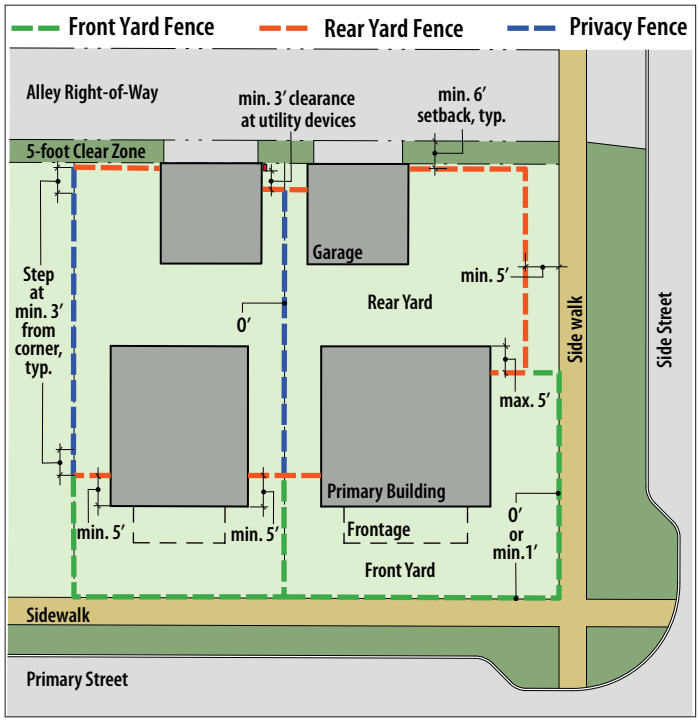
Examples of inappropriately placed double detector check valves in the parkway.

3.12 Fence Standards

The Fence Standards provide direction for the location of a fence on a lot, its height, and its basic design features. Additional requirements are set forth in Section 3.5 (Frontage Type Standards) and in Section 3.7 (Architectural Standards). Fences shall also comply with all applicable setbacks set forth in Section 3.11 (Services and Utilities Standards).

Figure 3-86 identifies three types of fences, distinguished by the space they enclose and their context. Examples of these fence types are shown in Figure 3-87. Sound attenuation walls may be constructed at property lines adjacent to the railroad right-of-way.

Figure 3-86: Fence Types and Locations



3.12.1 Front Yard Fence

The following standards apply to all fences and garden walls identified as Front Yard Fences in Figure 3-86. Unless required by the applicable Frontage Type, Front Yard Fences are optional.

Street Setback:	0 ft; or 1 ft. min. to provide for landscape strip outside the fence line.
Height:	42 in. max., unless stated otherwise in the applicable Frontage Type standards.
Design Characteristics:	High quality design compatible with the architecture of the primary building. Fences shall be semi-transparent and not obstruct views of the building facade.

3.12.2 Rear Yard Fence

The following standards apply to all fences and garden walls that are visible from the public realm, except for Front Yard Fences, and are identified as Rear Yard Fences in Figure 3-86.

Side Street Setback:	5 ft. min. to provide for landscape strip outside the fence line.
Side Facade Coverage:	The fence may extend 5 ft. max. forward of the building's rear corner. If the fence is an integral part of the building's architecture deviations may be allowed upon Design Review approval, however, in no case shall the fence conflict with the Facade Setback below.
Alley Setback:	6 ft. min. from alley right-of-way to accommodate 5-ft. clear zone and an additional 1-ft. planting strip; additional 3 ft. min. clearance between fence and utility entrances and meters to allow unobstructed access from the alley.
Facade Setback:	5 ft. min. behind the primary street facing primary building facade.
Height:	72 in. max.; optional horizontal trellis top may extend to 96 in.
Design Characteristics:	High quality design compatible with the architecture of the primary building. Fences may be solid up to 48 in. in height; the top 24 in. shall be semi-transparent with 50% max. opacity. The fence posts may exceed the maximum fence height by up to 24 in. to accommodate an optional pergola, which shall be limited to 20 in. in width centered on the fence.

3.12.3 Privacy Fence

The following standards apply to all fences and garden walls that are not visible from the public realm and intended to provide privacy for rear yards. These fences are identified as Privacy Fences in Figure 3-86.

Lot Line Setback:	0 ft.
Facade Setback:	5 ft. min. behind the street facing primary building facade.
Height:	60 in. min, 84 in. max. typical; privacy fences abutting a rear yard fence with trellis top may extend to 96 in.; within 3 ft. of intersection with front or rear yard fence privacy fence height to match adjoining fence.
Design Characteristics:	Basic quality. Fences shall be solid up to 48 in. in height and may be solid or semi-transparent above 48 in.

Figure 3-87: Examples of Fence Types

Example of a Front Yard Fence.

Example of a Front Yard Fence/Garden Wall combination.

Example of an elaborate Rear Yard Fence with Pergola.

Example of a simple Rear Yard Fence.

Example of a typical Privacy Fence.

Example of a simple Privacy Fence.

4.1 Introduction

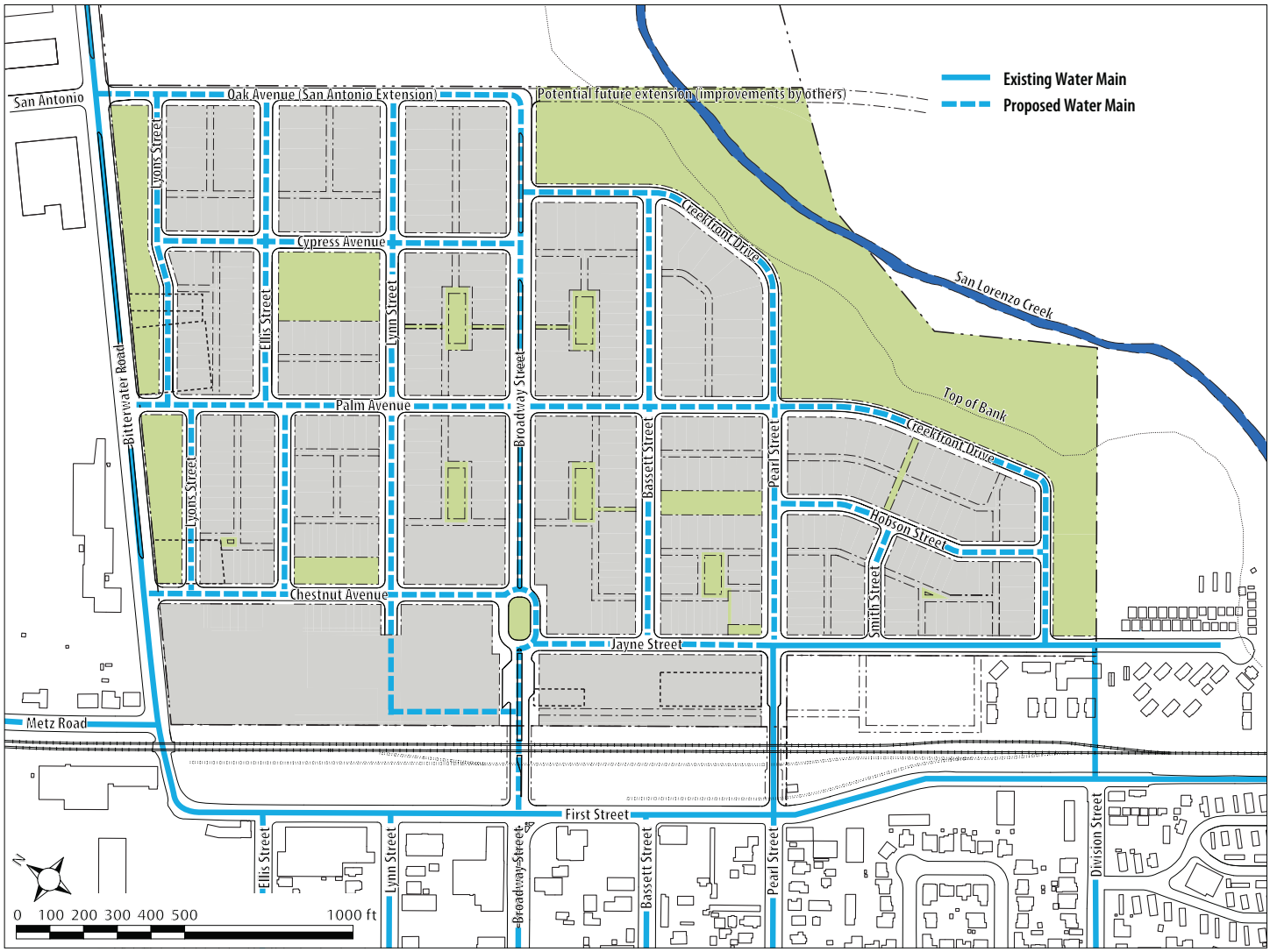
The California Government Code requires a Specific Plan to include text and diagrams that specify "the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan." This section of the Specific Plan helps fulfill this requirement and meets the City's Zoning Ordinance for the preparation of Specific Plans. In addition, this section facilitates orderly development by identifying the "backbone" utility infrastructure needed to support the proposed level of development.

4.2 Water Supply

The Monterey County Water Resources Agency is the State agency responsible under State law for the management of water resources within the Salinas Valley, and domestic water service is provided to the City of King by the California Water Service Company (Cal Water), which will also supply potable water to the Downtown Addition area.

The City of King potable water supply comes mainly from four groundwater wells with a total design capacity of 3,250 gallons per minute, or 4.68 million gallons per day. Water is pumped from the Salinas Valley groundwater area and disinfected with chlorine prior to distribution. Distribution lines are connected to booster stations and at-grade storage tanks.

Figure 4-1: Domestic Water System Schematic Layout



Domestic water is available at several points along the Specific Plan boundary at Bitterwater Road, Pearl Street and Jayne Street (see Figure 4-1). Cal Water has indicated that it will have adequate water supplies to meet the projected average annual day and maximum day demands of the Downtown Addition Specific Plan in addition to those of its existing customers and other anticipated future water users in the City of King District service area for the 20 year period from 2006 to 2026 under normal single dry year and multiple dry year conditions. Since the Downtown Addition is within the City limits, no major impacts to the existing water supply system are anticipated. Future demand is expected to be offset in part by improving water conservation and increasing ground water pumping.

Domestic water service within the site will be provided by the construction of on-site distribution lines. Pipe connections will include adequate looping to provide redundancy for the system. The internal mains will be sized to comply with Cal Water's Master Plan.

A schematic layout of the domestic water system is shown in Figure 4-1.

4.3 Wastewater Disposal

The City of King Public Works Department will provide wastewater service to the Downtown Addition Plan Area, which is completely within the existing wastewater collection and treatment service area of the City of King. Both the Sewer Collections System Master Plan (1992) and the Wastewater Facilities Plan (2004) included the area of the Downtown Addition Specific Plan in their plans. Both of these adopted plans forecast significant wastewater generation from the project area. The project site is represented by tributary areas 7 and 61 in the Sewer Master Plan which modeled sewerage flows from the project site at 0.24 MGD Average Daily Flow (ADF). The Specific Plan has been estimated to generate 0.18 MGD ADF and a peak flow of 0.54 MGD. This significantly lower sewer generation rate is due to the fact the project does not contain industrial uses which have high wastewater generation rates but rather proposes residential and commercial uses which have lower wastewater generation rates.

Table 4-1: Domestic Wastewater Generation

	Average Daily Flow (MGD[1])	Peak Daily Flow (MGD[2])
City of King Existing (2008)[3]	0.87	2.61
Arboleda Specific Plan	0.14	0.41
Mills Ranch Specific Plan	0.13	0.39
Downtown Addition Specific Plan	0.199~~18~~	0.597~~4~~
Total	1.32	3.96
WWTP Capacity Phase I Improvements	1.53	4.59
WWTP Capacity Phase I Improvements	1.92	5.76

1. MGD - million gallons per day.
2. Peak Volume Factor (3:1).
3. 2008 Demand Rates include generation of approximately .09 MGD ADF from constructed portion of: 1) Arboleda Specific Plan - 199 residential units (59,700 gpd), Middle School (10,000 gpd) and Parks (8,000); and 2) Mills Ranch Specific Plan – 32 residential units (9,600 gpd).

The Wastewater Treatment Plant (WWTP) is located near the northwest corner of the City, just east of the Salinas River. The WWTP was constructed in 1970 and underwent capacity expansion in 1982 and 1991. In 2004, the City of King adopted a Wastewater Facilities Plan (WFP), prepared by Carollo Engineers.

The WFP recommended, based on projected growth in wastewater flows, that the WWTP be expanded to treat 4.7 MGD. The growth projection and corresponding wastewater flows included a population projection of 26,804 at year 2023. This population target included significant potential growth area outside of the 2004 municipal boundaries of the City of King. The areas outside of the municipal boundary identified in the Wastewater Facilities Plan where as follows: "North of City Limits" - Meyer-Mills Ranch, "Northeast Silva Property", "Development Southeast", and "Pine Canyon". Only the "North of City Limits" - Meyer-Mills Ranch has been subsequently annexed to the City of King. None of the other remaining growth areas are currently reasonably foreseeable as additional growth areas at this time.

The WFP also determined that the additional capacity could be achieved by excavating sludge from the existing aeration ponds to provide more depth and volume and installing mechanical aerators. The City Council adopted this plan for implementation which included re-rating the plant, headworks upgrades, disposal upgrades, and pond improvements.

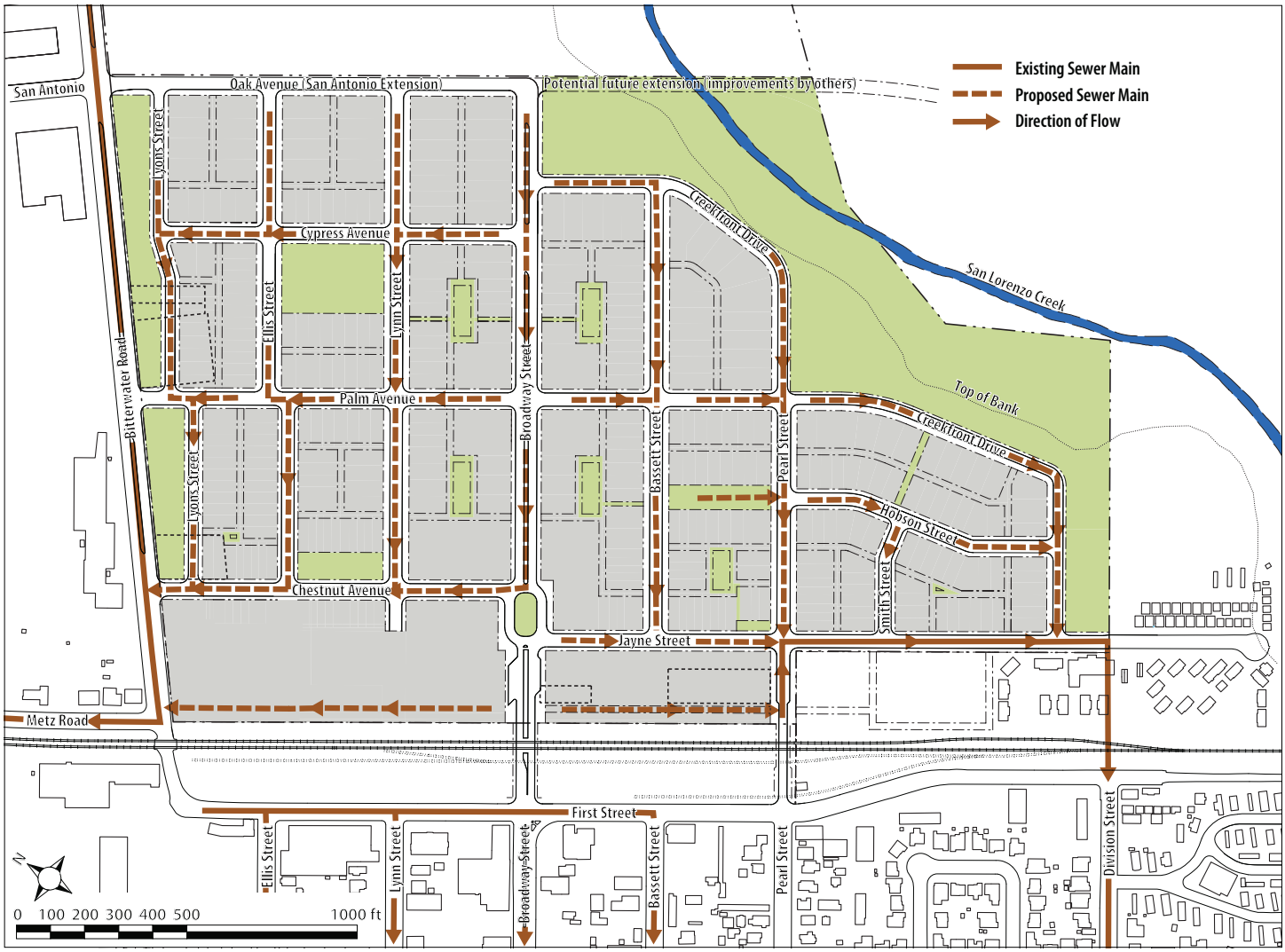
In 2008, the City conducted an operational and infrastructure review of the Wastewater Treatment Plan. This review found that as currently managed, the facility produces an acceptable effluent. The current 2-year average daily flow treated at the WWTP is estimated to be 0.87 MGD and the capacity of the plant

is currently operated at 1.0 MGD, below the permitted capacity to treat 1.2 MGD (The City operates the domestic treatment and disposal system under Waste Discharge Requirements Order No. 91-05 issued by the Regional Water Quality Control Board).

In accordance with the 2008 determination, the City has commenced the first phase of improvements to implement the adopted Wastewater Facilities Plan. These improvements include the deepening of Ponds 1A and 1B, installation of ten (10) 40 hp aerators and expansion of the spray fields. These improvements will increase the treatment capacity of the facility to 1.53 MGD based on the revised combined capacity of the facultative ponds. Five (5) ponds will be "aerated." To meet projected increases in demand, a second phase of improvements is scheduled for design which include additional facultative ponds that, when added, will bring the pond capacity up to 1.92 MGD. As the operational load of the plant increases to 1.53 MGD with the improvements to the facultative ponds, the current application rate of 0.8 inch/day on the spray fields will need to be increased or additional land area committed to the spray fields. The City of King City has ownership of the land area required to expand the size and number of the spray fields needed for the expansion of the treatment plan as set forth in the Wastewater Facility Plan.

The wastewater demand of the Specific Plan, 0.1998 MGD can be accommodated within the existing 0.343 MGD existing unused capacity (1.2 MGD Permitted Capacity - 0.867 MGD existing demand) limits of the wastewater treatment facilities and the Phase 1 improvements which will be in position prior to the wastewater demands project being placed on the WWTP. The

Figure 4-2: Sewer System Schematic Layout

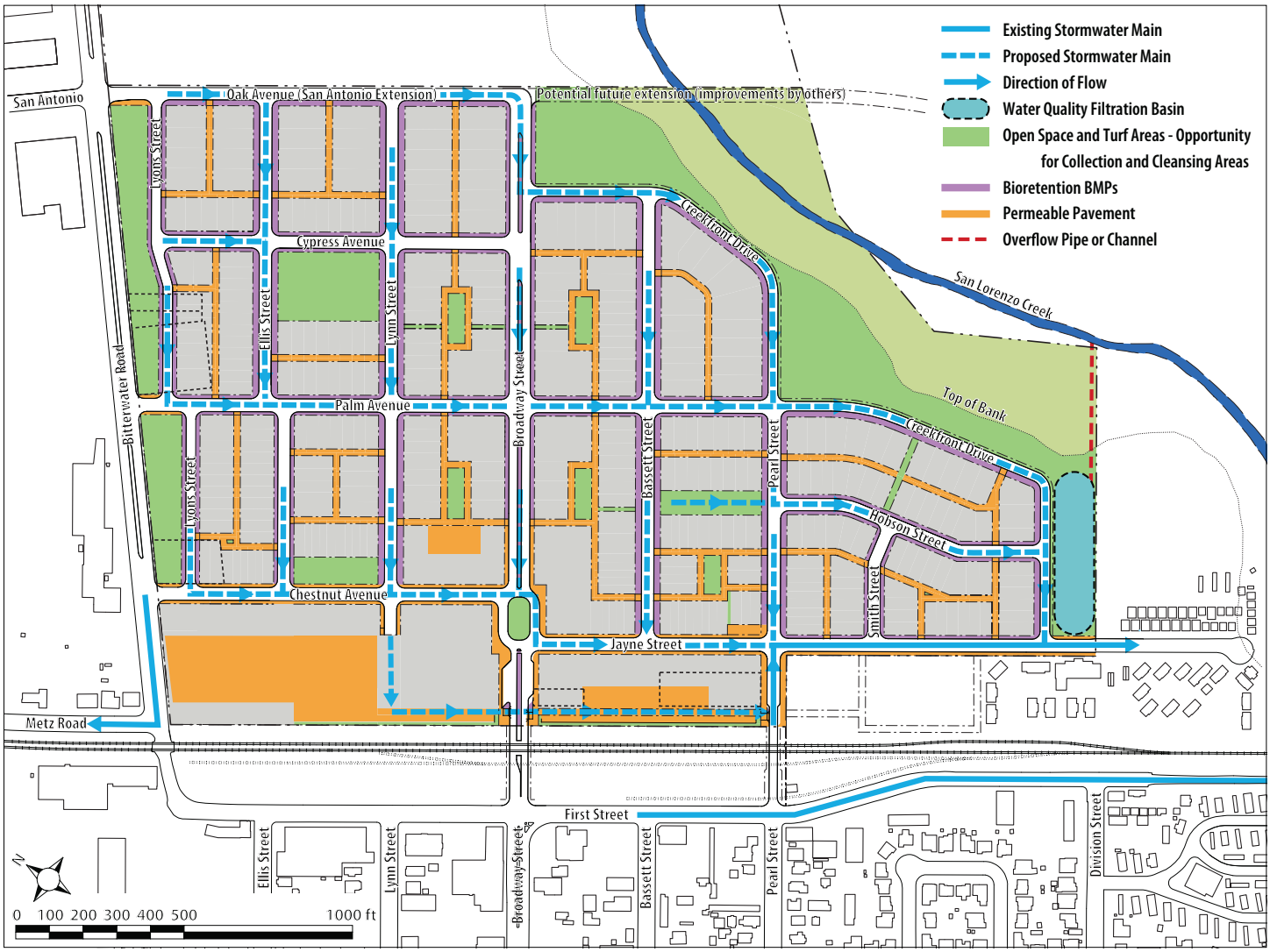


Phase 1 WWTP upgrade is designed to accommodate future wastewater needs in the City including the development of the Specific Plan. With the implementation of this upgrade, the project would demand approximately 15 percent of 1.2 MGD permitted wastewater capacity. Therefore, the project would not require expansion of the WWTP under existing or future conditions.

The City of King Sanitary Sewer Collection Master Plan (1992) identified deficiencies in the sanitary sewer collection system for both existing conditions and build-out of the City's service area. Additional sewer lines and collection systems must be constructed to provide wastewater service to the Downtown Addition. The plan area consists of two sanitary sewer service areas and several tributary areas, all of which are consistent with the 1992 Sanitary Sewer Collection Master Plan. The existing Jayne Street/Division Street main will collect the sanitary sewer from the southern third of the site. Sewer from the northern two thirds of the site will be collected and added to the existing main in Bitterwater Road/Metz Road that connects to the San Antonio Street main. The new internal collection system will consist of gravity lines, service laterals, and related additions. These lines will be designed in accordance with the City of King's design standards and are anticipated to be eight to ten inches in diameter.

A schematic layout of the sewer system for the Downtown Addition is shown in Figure 4-2.

Figure 4-3: Storm Drain System Schematic Layout



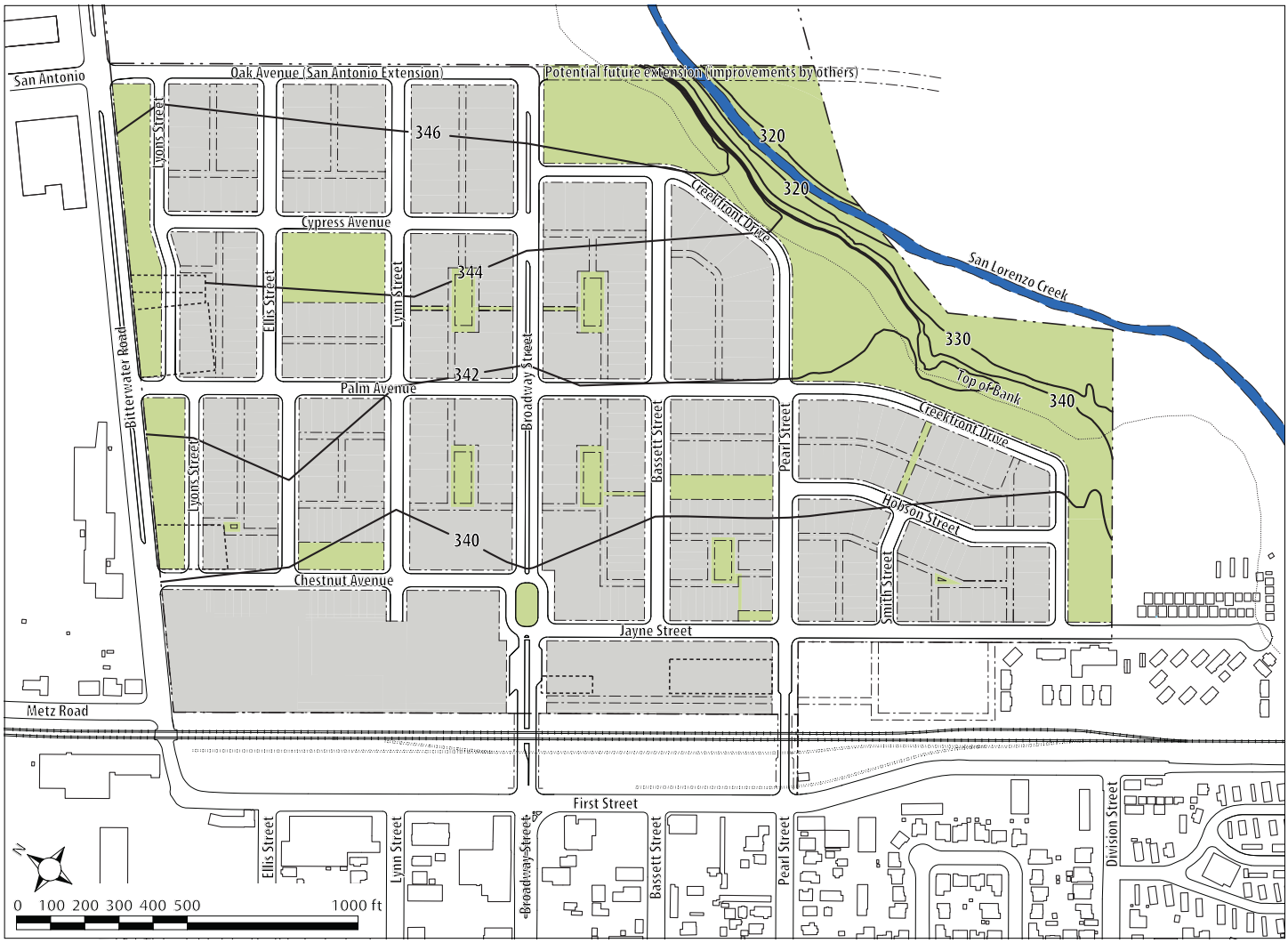
4.4 Storm Drainage and Grading

The Downtown Addition contains the northern edge of San Lorenzo Creek and a portion of the site located within the banks of the creek is subject to flooding. However, the drainage patterns run from the northeast to the southwest towards First Street and, currently, infiltrate into the relatively flat plowed agricultural lands.

The existing storm drainage infrastructure adjacent to the site has been sized with the future development of this area in mind. The existing Jayne Street 24-inch storm drain main and outfall into the San Lorenzo Creek is an ideal point of connection for the future internal network of storm drain mains.

The stormwater collection system for the Downtown Addition is based on "state of the art" Low Impact Development (LID) water quality treatment and best management practices. As described in detail in Section 3.9.7 (Sustainable Development) the project is designed to treat and collect stormwater at the "point of source" through the use of biofiltration features that are tied to stormwater inlets with underground piping systems in the streets and commercial parking areas. Stormwater is designed to discharge into pretreatment areas such as biofilters (vegetated swales/strips) and storm drain filters (Filterra or Vortechs units) that will release into channels or underground pipes, and a water quality basin that will convey the runoff into the Jayne Street outfall. Based on the limitations of the Jayne Street outfall a new outfall into San Lorenzo Creek is also proposed.

Figure 4-4: Conceptual Grading Plan



Runoff from parks, open space, and landscaped areas will also be pretreated through biofilters or other equivalent methods bordering streams and/or natural swales.

Storm drain facilities will be included in the plan to mitigate any increase of the developed condition peak flow over the undeveloped peak flow as appropriate based on the location of the project with the San Lorenzo Creek watershed. Stormwater facilities may consist of bioretention area(s), dual use areas, and/or underground storage. All stormwater facilities will be shown in detail during the final design of the neighborhood.

There are no anticipated significant upstream or downstream impacts from the Downtown Addition development due to the installation of appropriate bioretention facilities and Best Management Practices (BMPs).

A schematic layout of the storm drain system for the Downtown Addition is shown in Figure 4-3.

The Conceptual Grading Plan for the King City Downtown Addition was developed to minimize the overall quantity of earth moved, while at the same time preparing areas to optimize the quality of the developed area. Due to the relatively flat topography of the site, large cuts or fills are not necessary. The Specific Plan area will be graded to provide a more uniform slope across the site and to provide additional cover over existing utilities that may be shallow in some locations. The grading plan generally follows the natural drainage patterns of the site from the northeast to the southwest (Figure 4-4). The major exceptions to this general pattern ~~include the area near the frontage road along the railroad tracks, which will be graded down towards Metz Road, and~~ is the neighborhood street, which cuts through the center of the plan area, which will be graded towards Broadway.

4.5 Schools

The City of King is served by two separate school districts: the King City Joint Union High School District and the King City Union School District. School locations are shown in Figure 4-5 (Public Services and Civic Uses).

The King City Joint Union High School District serves most of the southern part of Monterey County. The District operates two high schools, King City High School (1,125 student capacity) and Greenfield High in Greenfield (900 student capacity), and a small continuation school, Los Padres High School, with 64 students. These schools operate at or near capacity.

The King City Union School District is in charge of two elementary schools (Del Rey and Santa Lucia), a Charter School, and a middle school (Chalone Peaks Middle School). Del Rey Elementary School opened its doors in the 1987-1988 school year as a third through fifth grade school. In 1996, it was reconfigured to serve kindergarten through sixth grade students and has since nearly doubled its original enrollment to 720 students for the 2008-2009 school year, which is 80 percent of its 900 student capacity. Del Rey Elementary School operates on a traditional school year schedule. Santa Lucia Elementary School serves kindergarten through fifth grade and also runs on a traditional year school schedule. Approximately 650 students were enrolled at Santa Lucia during the 2008-2009 school year. Santa Lucia is also nearing its student capacity.

Chalone Peaks Middle School is a new middle school constructed as part of the Arboleda Specific Plan. The Chalone Peaks Middle School opened during the 2008-2009 school year with an enrollment of approximately 750 students, with room for growth. Also, starting the 2008-2009 school year, the King City Union School District converted the San Lorenzo Middle

Table 4-2: Student Generation - Maximum Density

Unit-type	Units	K-5		6-8		9-12		Total Students
		Students per Unit	Student Generation	Students per Unit	Student Generation	Students per Unit	Student Generation	
Single-family detached	175	0.46~~185~~	81~~4.9~~	0.192 ~~291~~	34 ~~50.9~~	0.325 ~~26~~	57 ~~45.5~~	172 ~~181.3~~
Single-family attached	346	0.46~~185~~	160 ~~7.8~~	0.192 ~~291~~	66 ~~100.7~~	0.325 ~~26~~	112 ~~90.0~~	338 ~~358.5~~
Multifamily attached	189*~~129~~	0.70~~460~~	133 ~~98.0~~	0.228 ~~480~~	43 ~~61.9~~	0.257 ~~19~~	49 ~~24.5~~	225 ~~184.5~~
Total	**710~~650~~**		**37~~450.7~~**		**143~~213.5~~**		**218 ~~160.0~~**	**735 ~~724.2~~**

Note - * Includes the addition of 60 multi-family housing units to the Downtown Addition Specific Plan area from the Bitterwater/Chestnut Housing Project
Sources: King City Joint Union High School District, King City Union School District, and Crawford, Multari & Clark Associates

Figure 4-5: Public Services and Civic Uses

School back into an elementary school which now functions as the school districts Charter School for grades K-5. The Charter School has an enrollment of approximately 180-200 students for 2008-2009 school year.

Based on student generation factors received from the City of King public school districts (Aug. 2008), the Downtown Addition Specific Plan development is expected to generate a maximum of 735 ~~724~~ students (Table 4-2). However, because of the new school facility developed as part of the Arboleda Specific Plan, no additional elementary or middle school will be needed as part of the Downtown Addition. Also, according to the school district, the school system will be able to absorb the additional high school students.

4.6 Emergency Services

The City of King Police Department is authorized for 16 sworn officer positions (15 are filled and there is one full-time vacancy), the 16 sworn officer positions include four sergeants, one captain and one chief (Police Chief Balvidiez, 2008). In addition they have six reserves. Both a Monterey County Sheriff Substation and a California Highway Patrol Substation are located within the City to provide back up when needed. To further enhance public safety, the police department works closely with a local citizens group known as Town Watch. The force also offers special public safety programs to local schools.

The City of King's volunteer fire department consists of 35 members and is equipped with three triple combination pumpers and one standby pumper. United Underwriters has designated the City of King with an insurance classification number of "5" on a scale of 1 to 10.

Based on past experience with the development of residential neighborhoods, the Downtown Addition Specific Plan project is anticipated to have only a minor impact on the City's emergency services. Emergency services are shown in Figure 4-5 (Public Services and Civic Uses).

4.7 Energy (including Solid Waste)

Pacific Gas & Electric (PG&E) provides electricity and natural gas services in King City. AT&T and SBC provide telephone and cable television services, respectively. According to the City of King General Plan, these services are expected to be available. Necessary extensions or relocations of existing lines will be paid for as set by the agency or utility. No major disruptions of these services are anticipated.

King City Disposal Company, a private franchise company, operates a recycling program and transports solid waste to landfill sites operated by the Salinas Valley Solid Waste Authority. These landfill sites are considered adequate for the anticipated volumes of solid waste from King City and the surrounding area for many years into the future. The landfill sites are operated in full compliance with applicable State and federal requirements.

4.8 Infrastructure Goals, Policies and Programs

Goals

1. To provide the level of public services desired by the residents at a reasonable cost.
2. To ensure the provision of public services keeps pace with new development.

Policies

1. Encourage transit-oriented development through compact design and consideration of the development of a regional transit center.
2. Public facilities should be located and designed so that noise, light, odors, and appearances do not adversely affect nearby land uses.
3. The City shall promote the efficient use of water and reduced water demand by requiring water-conserving design and equipment in new construction and by encouraging water-conserving landscaping and other conservation measures.
4. The majority of landscaping for both public and private projects shall employ low water demand/drought tolerant native plants.

5. In any turf areas within public spaces, street medians or landscaping barriers, hydro tensiometers and automatic irrigation systems (or similar technology) shall be used to achieve the most effective use of water applied to turf.
6. Natural drainage systems will be encouraged where feasible to preserve and enhance natural features.
7. Improve the quality of urban stormwater runoff and quality of groundwater recharge through the use of appropriate mitigation measures including, but not limited to, infiltration/sedimentation areas, oil/grit separators, and other best management practices, such as stormwater retention.
8. Require new development to adequately mitigate increases in stormwater peak flows and/or volume. Mitigation measures shall take into consideration impacts on adjoining properties and impacts on groundwater recharge related to existing and proposed water wells.
9. Engineered drainage plans shall incorporate a collection and treatment system for stormwater runoff consistent with applicable federal and State laws.
10. Employ existing fee programs to finance required off-site infrastructure.
11. Work closely with the school district to ensure adequate funding for new school facilities and mitigate the cost of providing school facilities needed to serve the Downtown Addition.
12. The City shall consider public safety issues in all aspects of commercial and residential project design, including crime prevention through design.
13. The City shall ensure that all proposed developments are reviewed for compliance with fire safety standards per the ~~Uniform~~ California Fire Code and other City standards and ordinances.

Programs

1. Complete on-site water distribution lines in the Downtown Addition Specific Plan area to serve individual parcels. Pipe connections will include adequate looping to provide redundancy for the system. The internal mains will be sized to comply with Cal Water's Master Plan.
2. Install fire sprinkler systems within all buildings and place fire hydrants at most intersections and every 500 feet. Fire sprinkler systems and hydrant locations will be reviewed and approved by the City of King Fire Marshall.
3. Complete on-site sewer mains in the Downtown Addition Specific Plan area to serve individual parcels. Determine the location and size of utility lines during the design of each neighborhood.
4. Complete a stormwater collection system that connects into the existing 24-inch storm drain mains. The stormwater collection system for the Downtown Addition will primarily consist of bioretention features, stormwater inlets with underground piping systems, which will discharge into secondary pretreatment areas such as biofilters (vegetated swales/strips) and a water quality basin.
5. Construct stormwater facilities to mitigate the increase of the developed condition peak flow over the undeveloped peak flow. Stormwater facilities may consist of bioretention area(s), dual use areas, and/or underground storage.
6. Submit development plans to the police department and fire department to ensure to the extent practical that design of the project facilitates public safety.
8. Install utilities underground to secure such utilities from damage

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5.1 Introduction

This Section describes the responsibilities and procedures required for implementing the Downtown Addition Specific Plan. Capital improvements, financing, and phasing entailed in implementing the Downtown Addition Specific Plan as well as the regulations that will govern its implementation are addressed. Included in the discussion are the financing strategies for both off-site and on-site public facilities. A number of public and capital facilities will be required to support the development of the site and to provide high quality amenities. The development will require water and sewer systems, new roadways, dry utilities, drainage, parks and other facilities. This section of the Specific Plan addresses the financing strategies for both on-site and off-site pubic facilities and provides a breakdown of sources and uses of funds, including both estimated fee revenues and infrastructure improvements costs by type.

Estimated project Development Impact Fee revenue (approximately $ ~~17.3~~ 14.3 Million (2008 Dollars) includes fees for law enforcement, fire protection, traffic, sewer, storm drainage, community facilities, parks and schools. Estimated on-site infrastructure costs (approximately $ 19.1 Million (2008 Dollars)) include the necessary water system, sewer system, roadways, dry utilities, drainage, parks, and miscellaneous costs related to the proposed development (see Tables 5-2 and 5-3).

This section responds to Government Code §65451 which requires that specific plans must include a program for implementation including regulations, conditions, programs and additional measures as necessary to implement the plan.

Lastly, adoption of the Downtown Addition Specific Plan is a "project" as defined by the CaliforniaE n vironmentalQ u ality Act (CEQA). For this reason, the Plan will require environmental review to determine the extent of potential adverse environmental impacts that may occur through its adoption, ~~and~~ implementation, and/or revision.

5.2 Specific Plan Regulatory Approach

The implementation procedures set forth in this section and illustrated in Table 5-4 are intended to assure the development of the Downtown Addition in accordance with the planning and design intent of this Specific Plan and other applicable City of King regulations.

A progressive planning tool known as a "Form-Based Regulating Code" activates the Specific Plan. This code differs from conventional zoning codes, which simply address the issues of use and development parameters. A Form-Based Regulating Code aims to produce a particular physical environment for an area by addressing a variety of subjects that deal with making buildings that add up to coherent blocks of desirable development.

The Downtown Addition Specific Plan applies to all lands within the boundaries shown in Figure 3-1 and further described in Appendix I. All development proposals within the Specific Plan Boundaries must be consistent with the Specific Plan and City of King General Plan. The Regulating Code, presented in Section 3 of the Downtown Addition Specific Plan, contains development regulations which upon approval of the Specific Plan by the City Council will become mandatory in authority for all properties within the Specific Plan boundaries.

5.3 Implementation Schedule

~~It is anticipated that development of the Downtown Addition Specific Plan will occur over a nine (9) year period of time in eight (8) major phases, plus a pre-development phase (Figure 5-1).~~ The Downtown Addition Specific Plan's phases are conceptual and can be adjusted to meet market demands. Each major phase will be broken down into number of sub-phases to coordinate infrastructure and financing needs with the level of market demand. Major phase boundaries typically follow the edge of the streets and rights-of-way. Generally, the project is anticipated to start on the southwestern edge ~~end~~ of the site near ~~around~~ the railroad ~~crossing at Pearl Street~~ and then fill in to the southeast, and then to the northeast. As part of the first phase any required interim improvements to the Pearl Street at-grade crossing will be constructed along with the roadway improvements to Chestnut Avenue, a portion of Broadway Street (Broadway Square) and Jayne Street to complete the circulation connection from Bitterwater Road to Pearl Street/First Street. The commercial space would be developed ~~adjacent to the railroad~~ in the final development phases, as build-out of the site is needed to generate adequate market demand. The infrastructure improvements will be matched to meet the needs of each phase of development. In addition, a proportional amount of the required park space will be built with each phase. Refer to Figure 5-1, Downtown Addition Phasing Guide, and Table 5-1, Downtown Addition Phasing.

The vesting tentative map, master plot plan, phased final maps, improvement plans, and building permits are required to implement the infrastructure improvements. Each of these maps and plans are subject to City of King review and approval. Table 5-4, Entitlement and Decision Making Process outlines the sequence of entitlements required to implement the Specific Plan. The vesting tentative map reflects the proposed phasing plan. Multiple final maps clearly depicting the phases and/or sub-phases will be filed for the project. In conformance with the City of King's requirements, the developer(s) will need to post a Surety Bond(s) to guarantee the improvements shown on each final map.

The phasing of the Specific Plan is designed to meet the following objectives:

- Orderly build-out of the community based upon market and economic conditions.
- Providing adequate infrastructure and public facilities concurrent with development of each phase.
- Protection of public health, safety and welfare.

A development agreement may provide for the developer to determine some aspects of phasing. Phasing will occur as appropriate levels of infrastructure, community facilities, and open space dedications are provided. Phasing sequencing is subject to change over time to respond to these various factors and individual phases may overlap or develop concurrently. Phased infrastructure improvements, as required and approved by the City Engineer to support each phase, will be installed by the Master Developer/Builder or Neighborhood Builder(s)/Developer(s). ~~It is assumed that t~~The Specific Plan's ~~will have a 9 year~~ phased construction ~~schedule; however, this is considered an estimated time frame and~~ is subject to outside forces, including regulatory approvals, weather, and the economic climate.

Figure 5-1: Downtown Addition Phasing Guide

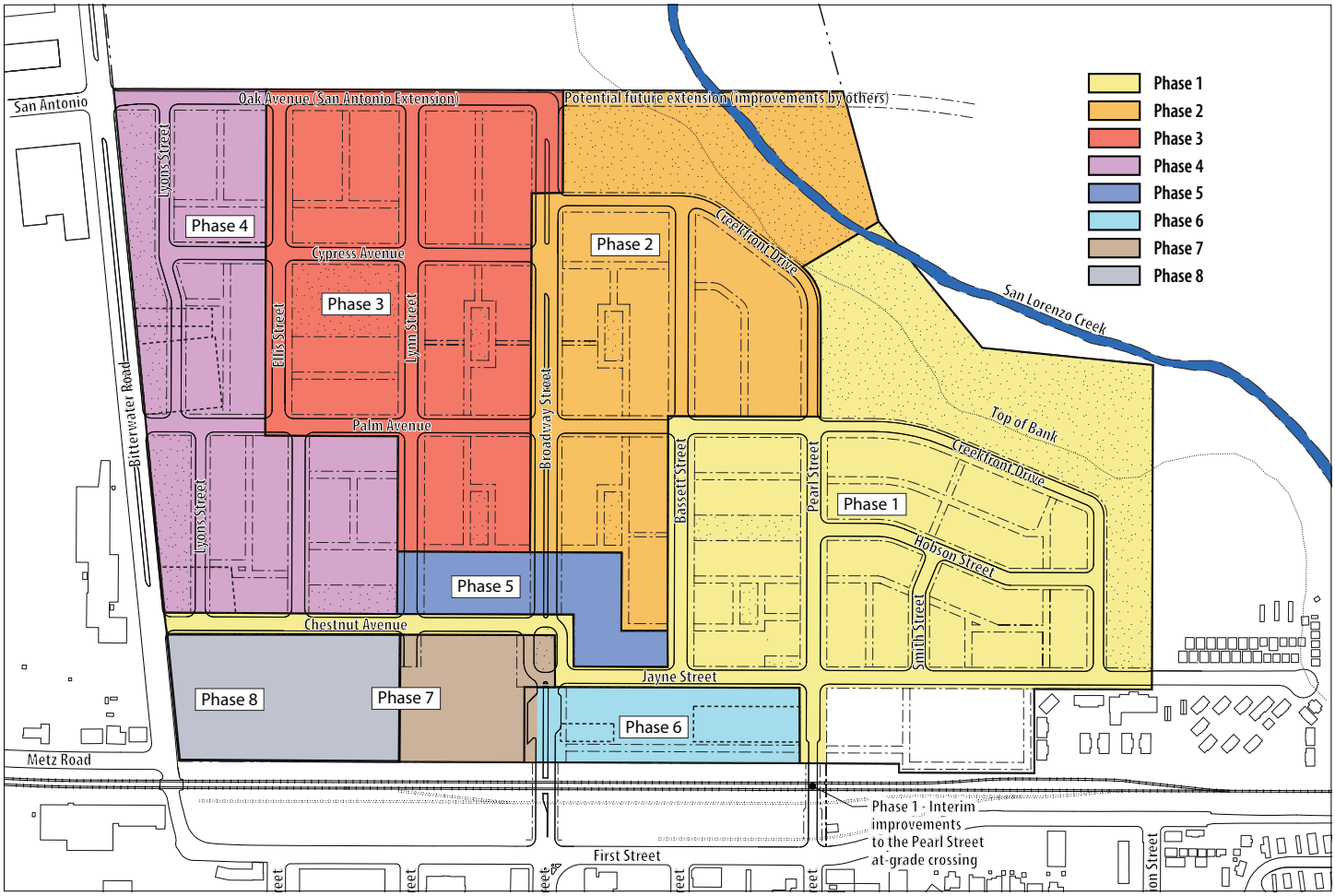

Table 5-1: Downtown Addition Phasing - Maximum Development Scenario

	Phase	Pre-dev.	1	2	3	4	5	6	7	8
	~~Year~~	~~1~~	~~2~~	~~3~~	~~4~~	~~5~~	~~6~~	~~7~~	~~8~~	~~9~~
RESIDENTIAL UNITS Single Family Detached	**totals** 175		59	33	32	51				
Single Family Attached	250~~6~~		~~455~~	69	88	44				
Multi-Family/Apartment	127~~8~~				~~98~~					118
Live/work units	82~~90~~		16			8	20~~1~~	18	20	~~7~~
Mixed Use (condo over retail)	121						45	50	26	
Total Residential Units	**710~~650~~**	**~~0~~**	**79~~130~~**	**102**	**129~~8~~**	**103**	**65~~6~~**	**68**	**46**	**118~~7~~**
COMMERCIAL SPACE (square feet) Grocery Store	**totals** ~~50~~37,000								~~50~~37,000	
Small Retail	~~20,000~~						~~1~~ ~~000~~	22,080	~~10,000~~	
Convenience Retail	55,000						~~15~~23,000	25,000	~~15~~7,000	
Live/Work Commercial Space	~~65,060~~		~~11,500~~			~~6,000~~	15,~~0~~200	~~13,000~~	~~14,500~~	~~5,060~~
Total Commercial Space	~~90,060~~	~~0~~	~~11,500~~	**0**	**0**	~~6,000~~	~~40,00~~	~~38,000~~	~~89,000~~	~~5,060~~
INFRASTRUCTURE Additional Roads (miles)	**totals** 3.6~~06~~		1.09	0.59	0.86	0.70	0.23	0.04	0.09	~~0.06~~
Additional Alleys (miles)	2.52~~7~~		0.79	0.47	0.52	0.45		0.13	0.16	~~0.05~~
Developed Parks (acres)	12.01		4.57	2.60	1.41	3.23	0.20			
Water Quality Basin (acres)	0.89		0.89							
Paseos (acres)	0.26		0.14	0.06	0.06					
Mid-Block Areas (acres)	1.45		0.25	0.58	0.59	0.03				
Recreational Open Space (acres)	9.38		5.03	4.35						

5.4 Infrastructure and Public Facilities

This section provides an overview of the parties involved in the implementation, ownership, and long-term maintenance responsibilities for the infrastructure and public facilities required to support the Specific Plan area. It also provides an overview of the estimated cost and sources of funding for such infrastructure and public facilities. It is assumed that some of these improvements and services will be financed through dedicated fees and rates. Table 5-2 provides a summary of the estimated costs of the on-site infrastructure improvements.

Table 5-3, Estimated Project Development Fee Revenue, provides a breakdown of the Development Impact Fee revenue sources for the Specific Plan shown in Table 5-3, the City, school district and other public districts will collect an estimated ~~approximately~~ $12,828,067 ~~14,756,084.03~~ ~~17,308,033~~ for off-site infrastructure and facilities. If the developer constructs any of the required off-site improvements, they will receive reimbursement or a fee credit to cover the cost.

Other on-site capital improvements, including roads, will be

Table 5-2: Summary of On-Site Infrastructure Improvements

Item	Total
Water System	$2,423,000
Sanitary Sewer	$1,701,500
Paving & Concrete	$1,046,000
Storm Drain	$1,820,000
Mobilization, Demolition, & Grading	$3,247,500
Miscellaneous	$8,843,500
Total	**$19,081,500**

Notes:

1. This is a preliminary opinion of probable cost by the civil engineer. The civil engineer makes no representation concerning the above items show in connection with the plans and specifications being prepared.
2. Cost figures are conceptual only. Actual costs are dependent on the items shown at bidding time, the general market situation, the contractor's workload, seasonal factors, labor and material cost, etc.
3. Costs are subject to revision due to changes, additions, and deletions resulting from ongoing agency review.
4. Appropriate contingency should be considered.
5. This analysis does not include costs to acquire right-of-way needed for this project.
6. Off-site infrastructure and public facilities not included

Table 5-3: Estimated Project Development Fee Revenue - Maximum Density

Fee Type	Land Use	Fee	Fee Unit	Units/Square Feet	Total Revenue
Law Enforcement	Single-family	$~~881.22~~38.00	Housing Unit	175	$~~154,213.50~~46,650
	Multifamily	$~~249.16~~36.94	Housing Unit	535 ~~475~~	$~~133,300.60~~12,547
	Commercial	$~~0.40~~38	Square Foot	148,060 ~~5,000~~	$~~59,224~~ ~~47,552~~
	Subtotal				$~~346,738.10~~06,748
Fire Protection	Single-family	~~$865.22.78~~	Housing Unit	175	$~~151,413.50~~43,987
	Multifamily	$~~692.64~~58.66	Housing Unit	535 ~~475~~	$~~370,562.40~~12,864
	Commercial	$~~0.57~~4	Square Foot	148,060 ~~25,000~~	$~~84,394.20~~67,931
	Subtotal				$~~606,370.10~~524,781
Bridges, Signals & Thoroughfares	Single-family	$~~2,181.91~~074.89	Housing Unit	175	~~$381,834.20~~63,106
	Multifamily	$~~1,385.26~~17.32	Housing Unit	535 ~~475~~	$~~741,114.10~~625,727
	Commercial	$~~5.30~~4	Square Foot	148,060 ~~25,000~~	$~~784,718~~630,400
	Subtotal				$~~1,907,666.30~~619,233
Storm Drainage	Single-family	$~~521.29~~495.72	Housing Unit	175	~~$91,225.75~~86,751
	Multifamily	$~~246.92~~34.81	Housing Unit	535 ~~475~~	$~~132,102.20~~11,535
	Commercial	$~~0.30~~28	Square Foot	148,060 ~~25,000~~	$~~44,418~~35,336
	Subtotal				$~~267,745.95~~33,622
General Governmental Facilities	Single-family	$~~757.79~~20.62	Housing Unit	175	$~~132,613.25~~26,109
	Multifamily	~~$757.79~~20.62	Housing Unit	535 ~~475~~	$~~405,417.65~~342,295
	Commercial	$~~0.32~~0	Square Foot	148,060~~25,000~~	$~~47,379.20~~37,947
	Subtotal				$~~585,410.10~~468,403
Library Expansion Facilities[3]	Single-family	$~~500.61~~476.06	Housing Unit	175	$~~87,606.75~~3,311
	Multifamily	$~~533.76~~07.58	Housing Unit	535 ~~475~~	$~~285,561.60~~41,101
	Commercial	$0.00	Square Foot	148,060~~25,000~~	$0
	Subtotal				$~~373,168.35~~24,411
Public Meeting Facilities	Single-family	$~~705.21~~670.62	Housing Unit	175	$~~123,411.75~~17,359
	Multifamily	~~$754.35~~17.35	Housing Unit	535 ~~475~~	$~~403,577.25~~340,741
	Commercial	$0.00	Square Foot	148,060~~25,000~~	$0
	Subtotal				~~$526,989~~ ~~458,100~~
Aquatic Center Facilities	Single-family	$~~697.21~~63.01	Housing Unit	175	$~~122,011.75~~16,027
	Multifamily	$~~746.35~~09.74	Housing Unit	535 ~~475~~	$~~399,297.25~~37,127
	Commercial	$0.00	Square Foot	148,060~~25,000~~	$0
	Subtotal				$~~521,309~~ ~~453,153~~
Park and Open Space Acquisition	Single-family	$~~3,675.75~~495.46	Housing Unit	175	$~~643,256.25~~11,706
	Multifamily	$~~3,932.91~~740.01	Housing Unit	535 ~~475~~	$~~2,104,106.85~~ 2,1,776,505
	Commercial	$0.00	Square Foot	148,060~~25,000~~	$0
	Subtotal				$~~2,747,363.10~~388,210
Impact Fee Subtotals by Type	Single-family	$~~10,786.21~~110,257	Housing Unit	175	$~~1,887,586.75~~795,003
	Multifamily	$~~9,299.14~~ 8,843	Housing Unit	535 ~~475~~	$~~5,144,196.20~~4,200,439
	Commercial	$~~6.89~~6.55	Square Foot	148,060~~25,000~~	$~~1,020,133.40~~819,166
Other Impact Fees	see next page				

Notes:

1. Multifamily housing includes Multigeneration House, Triplex/Quadplex, Rowhouse, Villa, Courtyard Housing, Live-Work Building, and Mixed-Use Building.
2. Development Impacts Fees effective August 2019. ~~School impact fees are based on an average unit size of 1,700 square feet.~~
3. ~~Commercial sewer connections - first 10 fixture units $2,554.00 each, additional units $106.00. It was assumed that no one structure would need more than 10 units and 100 80 units would be needed for all commercial development.~~

~~4~~3. ~~Development Impact Fees effective November 15, 2018 for projects vested as of August 21, 2010July 1, 2008 (Resolution No. 08-4246).~~

~~4~~3. Not applicable for projects after 2010. ~~Residential school impact fees are not categorized into different types of residences; therefore, it is not included in the subtotals for Single-family or Multi-family at the bottom of the table on page 5-5.~~

Table 5-3: Estimated Project Development Fee Revenue - Maximum Density (continued)

Fee Type	Land Use	Fee	Fee Unit	Units/Square Feet	Total Revenue
Sewer	Single-family	$2,463.03 2,554.00	Housing Unit	175	$431,030.25 446,950
	Multi-family	$1,458.73 2,129.00	Housing Unit	535 475	$780,420.55 1,011,275
	Commercial	$0.668 2,554.00	Fixtures Square Foot	148,060 100	$98,904.08 255,400
	Subtotal				$1,310,354.88 1,713,625
School Impact	Residential	$3.484.88	Square Foot	1,205,300105,000	$4,194,444 5,392,400
	Commercial	$0.5636	Square Foot	148,06025,000	$82,913.60 45,000
	Subtotal				$4,277,357.60 5,437,400
Regional Traffic Impact Fee	Single-family	$1,88565,200.00	Housing Unit	175	$330,050 910,000
	Multi-family	$731 3,184.00	Housing Unit	535475	$391,085 1,512,400
	Commercial	$2.67 7.36	Square Foot	148,06025,000	$395,320.20 920,000
	Subtotal				$1,116,455.203,342,400
Subtotals	Single-family	$15,135.24 16,538	Housing Unit	175	$2,648,667 2,894,150
	Multi-family	$11,488.87 14,565	Housing Unit	535 475	$6,146,545.45 6,918,375
	Commercial	$17.68 9.76	Square Foot	148,06025,000	$2,617,700.80 1,220,400
Impact Fees					$8,051,916.35 6,814,608
Other Impact Fees					$6,704,167.68 10,493,425
Total Impact Fees					**$14,756,084.0317,308,033**

Notes:

1. Multifamily housing includes Multigeneration House, Triplex/Quadplex, Rowhouse, Villa, Courtyard Housing, Live-Work Building, and Mixed-Use Building.
2. Development Impacts Fees effective August 2019. School impact fees are based on an average unit size of 1,700 square feet.
3. Commercial sewer connections - first 10 fixture units $2,554.00 each, additional units $106.00. It was assumed that no one structure would need more than 10 units and 80 100 units would be needed for all commercial development.

43. Development Impact Fees effective November 15,2018 for projects vested as of August 21, 2010 July 1, 2008 (Resolution No. 08-4246).

43. Not applicable for projects after 2010. Residential school impact fees are not categorized into different types of residences; therefore, it is not included in the subtotals for Single-family or Multi-family at the bottom of the table on page 5-5.

constructed with funds derived from the proceeds of sale of land and /or housing units. Developer equity and loans will cover start-up costs and cash flow shortages in the early phases of the development. (See also Section 5.5 Financing Plan.)

5.5 Financing Plan

The financing and maintenance plan for the Downtown Addition Specific Plan will ensure the timely completion of public facilities, streets, utilities, and other necessary capital improvements, as well as the proper maintenance of these facilities.

The following principles shall guide the development and funding of facilities and public services for the Downtown Addition Specific Plan:

- Use pay-as-you-go financing to the extent possible. Use debt financing only when essential to provide facilities necessary to maintain service standards.
- Fully fund new onsite and offsite public infrastructure and services needed to support the Specific Plan development;
- Utilize existing fee programs to fund required off-site infrastructure.
- Fund the costs of mitigating the adverse impacts on the City's existing infrastructure;
- Provide for a fair allocation of costs among land uses.
- Phase on-site improvements to ensure that they are constructed when necessary and when funds are available to construct public improvements;
- Provide for reimbursements from other development for infrastructure costs that the Specific Plan area is required to advance; and
- Ensure financing mechanisms are flexible to accommodate different combinations of infrastructure timing and funding requirements.

The following policies govern the financing of infrastructure and public services for the Downtown Addition Specific Plan in accordance with the above principles:

- Fund the full costs of on-site and off-site public infrastructure and public services required to support the development in the Downtown Addition Specific Plan from revenues generated by development within the Specific Plan Area, except where specific existing City, County, District or State sources are available.
- Allocate the core infrastructure costs to property within the Downtown Addition Specific Plan based on the general principles of benefit received, with consideration of the financial feasibility of the proposed land use.
- Require development projects in the Specific Plan to fund the over-sizing of facilities if required by the City, subject to reimbursement from future developments benefiting from the over-sizing.
- Require Neighborhood Builder(s)/Developer(s) who proceed ahead of the infrastructure sequencing plan to pay the costs of extending the core infrastructure to their project subject to future reimbursement.
- Require dedication of land for road improvements and construction of road improvements consistent with city-wide policies.

Utilizing these principles will optimize the use of available resources and ensure that adequate infrastructure and services are provided in a timely manner. If necessary, a detailed financing plan that will specify the financing strategy in greater detail and provide additional infrastructure financing options, such as bonds secured by special taxes will be prepared by the Master Developer/Builder.

As shown in Table 5-2, the total cost of the on-site infrastructure program will be approximately $19.1 million. These amounts also do not include the costs of in-tract and other subdivision-specific improvements, which are assumed to be independently financed as part of the vertical development.

A Community Facility District (i.e., Mello-Roos), Landscaping and Lighting District or other types of assessment districts, Geologic Hazard Abatement District (GHAD), Homeowners Association (HOA), or other mechanisms including conventional subdivision financing may be used to fund the development of onsite infrastructure improvements (e.g., streets, sewers, water and storm drains) and the operation and maintenance of the parks, streetlights, and other landscaping improvements.

5.6 Methods and Procedures for Implementation

The Specific Plan development procedures, regulations, standards and specifications supersede any conflicting portions of the City of King Municipal Code (KCMC) unless they are incompatible with California or Federal law. Any development regulation and building requirements not addressed in the Specific Plan is subject to the KCMC; adopted ordinances and resolutions; and other City policies and procedures.

5.7 Specific Plan Approvals, Amendments and Changes

Table 5-4, Entitlement and Decision Making Process outlines the level and order of entitlements required to implement the Specific Plan. There are several levels of review and approval by the City of King for implementation of the Downtown Addition Specific Plan. The first level is the legislative act of adoption of the Specific Plan, General Plan Amendment and Rezoning. The second level is the implementation of the Specific Plan through the adoption of a Tentative Subdivision Map. The third level is the discretionary review and approval of Architectural Plans is through the Design Review process pursuant to procedures set forth in KCMC Chapter 17.50. The Design Review process establishes the preliminary design of buildings proposed for the residential and commercial areas. The fourth level is the discretionary review and approval of a Master Plot Plan for the project. The Master Plot Plan application may be or the entire site or may be on a major phase by major phase basis. Review and approval of the Master Plot Plan shall be through a site plan review pursuant to KCMC Chapter 17.50. The fifth level is the adoption of Final Subdivision Maps by phase or sub-phase. The sixth level is the ministerial Plan Check review and approval of construction documents (plot plans, building plans, landscape plans, and improvement plans). Any public facilities component of the Specific Plan shall be approved through final approval of the City Council.

5.7.1 General Plan Amendment

The various land uses and regulations of the Downtown Addition Specific Plan are compatible with the objectives, policies, general land uses and programs specified in the City's General Plan. A General Plan Amendment was processed concurrently with the approval of this Specific Plan. Approval of the Amendment will create complete consistency between the Specific Plan and the City of King General Plan.

5.7.2 Specific Plan Adoption

The Downtown Addition Specific Plan shall be adopted or revised by ordinance of the City of King City Council as set forth in KCMC Section 17.33.050. Thereafter, the land uses and development standards of this plan will be mandatory for development within the Downtown Addition Specific Plan.

5.7.3 Amendments to the Specific Plan

Any proposed changes to the Specific Plan that would substantially alter the Land Use Plan contained within this document are considered amendments to the Specific Plan and must be processed pursuant to provisions contained in Government Code § 65453 and in the same manner as a zoning text amendment as set forth in KCMC Section 17.66.

It is anticipated that certain modifications to the Specific Plan text and exhibits may be necessary during the life of the project. Any modifications to the Specific Plan must occur in accordance with the amendment process described in this section.

Administrative modifications allow for minor changes to the Specific Plan, found to be in substantial compliance, and may be approved by the Director. All other proposed changes are considered formal amendments and are required to be reviewed for approval by the Planning Commission and City Council pursuant to KCMC 17.33.050. In all cases, amendments must be found to be consistent with the goals and policies of the Specific Plan, and the City of King General Plan.

5.7.3.1 Administrative Modifications

Upon determination by the Director, certain minor modifications to the Specific Plan text and/or graphics may not require a formal amendment (i.e. through public hearing) to the Specific Plan as approved. The Director has the authority to approve modifications to the Specific Plan as follows:

1. Minor expansions or reductions (10 percent) of the geographic area covered by a given Neighborhood Zone.
2. Realignment or modifications to internal streets serving the project, lot lines, easement locations and grading adjustments, if approved by the City Engineer.
3. Minor modification to design criteria such as paving treatments, architectural details and related criteria.
4. Minor modification to landscape treatments, fencing, lighting, trails, and entry treatments, provided the modifications are in substantial conformance with the purpose and intent of the specified design criteria.
5. Minor modifications to the approved Master Plot Plan, provided the modifications are in substantial conformance with the purpose and intent of the design criteria contained in the Specific Plan and the original approval by the Planning Commission.
6. Minor modifications to the area contained in the major phases of the Phasing Plan.
7. Changes in the order of the major phases, especially if it results in commercial square footage being constructed earlier.
8. Additional environmental review is not required for administrative amendments unless required by State law.

5.7.3.2 Formal Amendments

All Specific Plan modifications, which do not meet the criteria of an Administrative Modification noted in this section, require a Formal Amendment of the Specific Plan. These amendments must be processed pursuant to the KCMC Section 17.33.50. All Formal Amendments must be reviewed for approval by the Planning Commission and City Council.

The Specific Plan text and exhibits represent an integrated, well-balanced plan for development, which has been reviewed in great detail by the City's staff, Planning Commission and City Council. Therefore, it is the applicant's responsibility to demonstrate that:

1. The proposed amendment meets the goals and objectives of the City of King General Plan; and
2. Any impacts to the Specific Plan resulting from the amendment can be satisfactorily addressed. It is also the applicant's responsibility to update any Specific Plan studies and/or provide additional studies when determined necessary by the Director or applicable law.

5.8 Tentative and Final Subdivision Maps

All subdivision maps of any type must be submitted, reviewed and approved in accordance with the Title 16 of the KCMC and the California Subdivision Map Act. For projects requiring a tentative or parcel map(s), the provisions and procedures of this Specific Plan apply, unless otherwise provided for in the KCMC. A tentative map or parcel map may be processed concurrently with this Specific Plan. Applications for tentative and final subdivision maps, parcel maps, and lot line adjustments must be filed with the Director in accordance with the KCMC.

Table 5-4: Entitlement and Decision Making Process

	Entitlement Process Timeline: Kick-off → Entitlement
Public Charrette	■
Specific Plan	
Planning Commission and City Council Workshops	■
Planning Commission Review - Public Hearing	■
City Council Review and Adoption - Public Hearing	■
Street and Block Network	
Thoroughfare Type Diagram	x
Palette of Thoroughfare Types	x
Block Layout	x
Public Services Infrastructure	
Backbone Utility Design	x
Utility Connection Standards	x
Public Realm - Landscape, Parks and Open Space	
Public Realm - Landscape, Parks and Open Space Master Plan	x
Open Space Types	x
Landscape Standards	x
Regulating Plan	
General Design Standards	x
Land Use Regulations	
General Design Standards	x
Urban Standards	
General Design Standards	x
Frontage Type Standards	
General Design Standards	x
Building Type Standards	
General Design Standards	x
Architectural Style Standards	
General Design Standards	x
Tentative Subdivision Map	
Planning Commission Review - Public Hearing	■
City Council Review and Adoption - Public Hearing	■
Street and Block Network	
Preliminary R.O.W. Design	x
Preliminary Lotting	x
Public Services Infrastructure	
Preliminary Utility Design	x
Preliminary Utility Connection Details	x
Public Realm - Landscape, Parks and Open Space	
Master Landscape Plan	x
Preliminary Parks & Streetscape Design	x
Affordable Housing Program	
Program Adoption	x

Table 5-4: Entitlement and Decision Making Process (continued)

Entitlement Process Timeline: Kick-off → Entitlement

Design Review - Architectural Plans																
Staff / Town Architect - Review and Comment to PC (Architectural Committee)								■								
Planning Commission (Architectural Committee) Design Review - Public Hearing									■							
City Council Design Review Appeal Hearing - If Required										■						
Regulating Plan																
Preliminary Design										x						
Land Use Regulations																
Preliminary Design										x						
Urban Standards																
Preliminary Design										x						
Frontage Type Standards																
Preliminary Design										x						
Building Type Standards																
Preliminary Design										x						
Architectural Style Standards																
Preliminary Design										x						
Master Plot Plan - Submittal By Phase and / or Sub-Phase																
Staff / Town Architect Review - Submittal By Phase and/or Sub-Phase											■					
Planning Commission (Architectural Committee) Design Review - Public Hearing												■				
City Council Design Review Appeal Hearing - If Required													■			
Product Mix and Fit																
Preliminary Design													x			
Final Map(s) - Submittal By Phase and / or Sub-Phase																
Staff Review and Recommendation														■		
City Council Adoption - May Be By Phase or Sub-Phases															■	
Street and Block Network																
Final R.O.W. Design															x	
Final Lotting															x	
Public Services Infrastructure																
Final Utility Design															x	
Public Realm - Landscape, Parks and Open Space																
Final Parks & Streetscape Design															x	
Plan Check - Submittal By Phase and / or Sub-Phase																
Staff / Town Architect Review - Submittal By Phase and / or Sub-Phase																■
Plot Plans																
Final Plan																x
Landscape Plans																
Construction Documents																x
Building Plans																
Construction Documents																x
Improvement Plans																
Construction Documents																x

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Regulating Code Glossary

Purpose

This section provides definitions of terms and phrases used in the Regulating Code that are technical or specialized, or that may not reflect common usage. If a definition in this section conflicts with a definition in another provision of the Municipal Code, these definitions shall control for the purposes of this Regulating Code. If a word or phrase used in this Regulating Code is not defined in this section, or in the City of King Municipal Code, the Director shall determine the correct definition, giving deference to common usage.

Definitions of Specialized Terms and Phrases

As used in this Regulating Code, the following terms and phrases shall have the meaning ascribed to them in this section, unless the context in which they are used clearly requires otherwise.

Adverse Impact: The negative consequences of the use of a building on adjacent lots, usually as a result of noise, vibration, odor, pollution, or socioeconomic disruption. The noise level emanating from the building, as measured at the property line, shall not exceed that of 25 mph traffic noise. Negative consequences resulting from the use of the building and confined within the lot boundary are not considered to create Adverse Impact.

Alcoholic Beverage Sales - Off-Premise: The retail sale of beer, wine, and/or spirits in sealed containers for off-site consumption, either as part of another retail use, or as a primary business activity.

Alcoholic Beverage Sales - On-Premise: The sale of beer, wine, and/or spirits for on-site consumption, limited to premises that contain a kitchen or food-servicing area in which a variety of food is prepared and cooked. The primary use of the premises shall be for sit-down food service to patrons. The premises shall serve food to patrons during all hours the establishment is open for customers. No alcoholic beverages, including beer or wine shall be sold or dispensed for consumption beyond the premises. The premises shall be defined as a "bona fide public eating place" by the State of California Department of Alcoholic Beverage Control.

Arcade: A Frontage Type created by projecting a building's upper floors above the sidewalk while aligning the ground floor facade with the property line. Arcades typically contain ground-floor storefronts, making this frontage type is ideal for retail use. A colonnade structurally and visually supports the building mass that encroaches into the public right-of-way. See Section 3.5.

ATM: An automated teller machine (computerized, self-service machine used by banking customers for financial transactions, including deposits, withdrawals and fund transfers, without face-to-face contact with financial institution personnel), located outdoors at a bank, or in another location. Does not include drive-up ATMs, which are instead included under the definition of "Drive-Through Retail."

Automotive - Sales, Parts, Repair, Storage: Any facility that sells automobiles or automobile parts, provides general repair services to automobiles (including body repairs, engine overhaul, upholstery work, parts rebuilding and like activities), or provides long-term vehicle storage.

Awning: A lightweight roof structure typically constructed of fabric on a supporting framework that projects from and is supported by the exterior wall of a building. Canvas awnings may cover balconies or Shopfronts, but only in shed configurations. Quarter sphere or quarter cylinder configurations are not permitted.

Bank, Financial Services: Financial institutions including: banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, other investment companies, securities/commodity contract brokers and dealers, security and commodity exchanges, vehicle finance (equity) leasing agencies.

See also, "ATM" Does not include check cashing stores, which are instead defined under "Personal Services - Restricted."

Bar, Tavern, Night Club:

> **Bar, Tavern:** A business where alcoholic beverages are sold for on-site consumption, which are not part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. May also include beer brewing as part of a microbrewery ("brew-pub"), and other beverage tasting facilities.

Night Club: A facility serving alcoholic beverages for on-site consumption, and providing entertainment, examples of which include live music and/or dancing, comedy, etc. Does not include adult oriented businesses.

Bed and Breakfast Inn: A single-family, owner-occupied detached dwelling which provides only transient lodging in not more than five rooms with a maximum stay of fourteen consecutive nights. A bed and breakfast inn may provide no food or beverage service for the transient guests other than breakfast provided in the areas of the dwelling commonly used by the resident family for the consumption of food.

Building Type: The structure defined by the combination of configuration, disposition and function.

Build-to Line: A line appearing graphically on the regulating plan or stated as a setback dimension, along which a building facade shall be placed.

Bungalow Court: An arrangement of four or more detached single-family houses around a shared courtyard or greenway, which provides direct access to all houses that do not directly front on a street.

Business Support Service: An establishment within a building that provides services to other businesses. Examples of these services include:

computer-related services (rental, repair), copying, quick printing, and blueprinting services, film processing and photofinishing (retail), mailing and mail box services.

Café, Coffee Shop, Delicatessen (no alcoholic beverages sales): A retail business selling ready-to-eat food and/or beverages for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption ("counter service"); and establishments where customers are served food at their tables for on-premise consumption ("table service"), that may also provide food for take-out, but does not include drive-through services, which are separately defined and regulated.

Carriage Unit: A carriage unit is an auxiliary housing unit located above or adjacent to the garage of the primary housing unit on the lot, with the front door and access directed towards an alley or side street on a corner lot. A carriage unit constitutes a residential second unit in compliance with the Government Code Section 65852.2 and, as provided by the Government Code, is not included in the maximum density limitations established by this Specific Plan. Carriage units shall be between 375 square feet and 700 square feet in floor area, and shall be provided with off-street parking per Section 3.10 of this Regulating Code.

Child Day Care: Facilities that provide non-medical care and supervision of minor children for periods of less than 24 hours. These facilities include the following, all of which are required to be licensed by the California State Department of Social Services.

Day Care Center: Commercial or non-profit child day care facilities designed and approved to accommodate 15 or more children. Includes infant centers, preschools, sick-child centers, and school-age day care facilities. These may be operated in conjunction with a school or church facility, or as an independent land use.

Family Day Care Home: As defined by Health and Safety Code Section 1596.78, a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family day care home or a small family day care home.

Large Family Day Care Home: As defined by Health and Safety Code Section 1596.78, a day care facility in a single-family dwelling where an occupant of the residence provides family day care for seven to 14 children, inclusive, including children under the age of 10 years who reside in the home.

Small Family Day Care Home: As defined by Health and Safety Code Section 1596.78, a day care facility in a single-family residence where an occupant of the residence provides family day care for eight or fewer children, including children under the age of 10 years who reside in the home.

Civic: A term defining not-for-profit organizations, dedicated to arts, culture, education, religious activities, government, transit, municipal parking facilities and clubs.

Civic Building: Civic Buildings are designed for occupancy by public or quasi public uses that provide important services to the community. A Civic Building contributes significantly to the quality of a place and often is the focal point of a public open space. For that reason, the architectural quality of a Civic

Building shall exceed the quality of the surrounding buildings. Civic Buildings may be publicly owned and operated, semi-public, or privately owned and operated (see Section 3.6).

Clinic - Outpatient: An organized outpatient health facility for human patients who remain therein less than 24 hours.

Colonnade: A structure consisting of a row of evenly spaced columns.

Commercial: A term defining workplace, office and retail use collectively.

Commercial Building: A Commercial Building is designed for occupancy by commercial uses such as retail, restaurant, personal service or office uses. Commercial Buildings are typically single-story structures but may also accommodate two-story commercial spaces. A Commercial Building may be occupied by a single user or may be subdivided into multiple smaller commercial units, each with a separate entrance (see Section 3.6).

Common Yard: A Frontage Type created by substantially setting back the building facades from the property line. Common Yards remain unfenced and are visually continuous with adjacent yards, supporting a common landscape. Porches or stoops that provide access to the buildings may encroach into the setback. See Section 3.5.

Congregate Care Housing Facility: A multi-family residential facility with shared kitchen facilities, deed-restricted or restricted by an agreement approved by the City for occupancy by low or moderate income households, designed for occupancy for periods of six months or longer, providing services which may include meals, housekeeping and personal care assistance as well as common areas for residents of the facility.

Convenience/Mini-Market (up to 5,000 sq.ft.): A neighborhood serving retail store of 5,000 square feet or less in gross floor area, primarily offering food products, which may also carry a range of merchandise oriented to daily convenience shopping needs, and may be combined with food service (e.g., delicatessen).

Courtyard Housing: An arrangement of stacked and/or attached dwelling units around one or more common courtyards, which provide direct access to all dwelling units that do not directly front on a street. The courtyard is intended to be a semi-public space that functions as an extension of the public realm into the private lot.

Cornice: Any projecting ornamental molding that finishes or crowns the top of a building, wall, door or window.

Design Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with the criteria and standards contained in the Specific Plan. This compliance evaluation is conducted through a discretionary permit decision by the Planning Commission or sub-committee following submittal of an application containing the information specified in Chapter 17.50 on the Municipal Code.

Director: The Community Development Director of the City of King, or his/her duly appointed representative.

Dooryard: A Frontage Type consisting of an elevated yard or terrace between the street and the building. Dooryards are enclosed by low garden walls at or near the property line, with a few steps leading from the sidewalk to the elevated yard. Building facades are set back from the property line. Buildings are accessed directly from the Dooryards. See Section 3.5.

Drive-Through Retail: An restaurant that serves food to motorists in their vehicles for off-premise consumption, and/or an automated teller machine (ATM), bank, or pharmacy dispensary where services may be obtained by motorists without leaving their vehicles.

Dry Cleaner (without on-site cleaning facility): A business which offers retail laundry service, but at which no dry cleaning services are performed on the premises.

Duet: The Duet is a single-family house that shares a common wall with one adjacent unit in a single structure, creating the appearance of a large house (see Section 3.6).

Dwelling

> **Single Family:** A residential structure containing a single dwelling unit. Includes for the purposes of this Regulating Code: Large Lot Houses, Sideyard Houses, Rearyard Houses, Duets, Rowhouses, and Live-Work Buildings. See Section 3.6 (Building Type Standards) for definitions of each of these types.

Two, Three, Multiple Family: A residential structure containing two or more dwelling units, including Multigeneration House, Triplex, Quadplex, Villa, Courtyard Housing, and Mixed-Use Building. See Section 3.6 (Building Type Standards) for definitions of each of these dwelling types.

Equipment Rental, Sales, Service: An establishment selling, renting and servicing equipment, including construction equipment, contractor supplies, power tools, appliances, and vehicles.

Facade: The vertical surface of a building that is set parallel to a Frontage Line and facing a street. Building walls containing garage doors are not classified as facades, and may not be located on lots where facades are permitted and/or required by this Code.

Fitness/Athletic Club: A fitness center, gymnasium, health and athletic club, which may include any of the following:

exercise machines, weight facilities, group exercise rooms, sauna, spa or hot tub facilities; indoor tennis, handball, racquetball, archery and shooting ranges and other indoor sports activities, indoor or outdoor pools.

Flat: A dwelling unit that occupies only part of a building and is organized on a single floor.

Forecourt: A Frontage Type created by setting back a portion of a buildings facade, typically the middle, to create a small entry square. Forecourts often provide access to a central lobby of a larger building, but may also be combined with other frontage types that provide direct access to the portions of the facade that are close to the sidewalk. Forecourts may be landscaped or paved, depending on the ground floor uses of the building. See Section 3.5.

Frontage Line: The property line(s) of a lot fronting a street or other public way, such as a park, green or paseo.

Frontage Type: See Section 3.5 (Frontage Type Standards).

Front Yard: The portion of a lot between the building facade and the front property line. The size of the front yard is determined by applicable setback requirements (see Section 3.4). Additional requirements for Front Yards are set forth in Sections 3.5, 3.6 and 3.9.

Gallery: A Frontage Type created by attaching a colonnade to a building facade that is aligned with or near the property line. Galleries typically contain ground-floor storefronts, making this frontage type ideal for retail use. Galleries may be two-story structures, providing a covered balcony for the upper story uses. The Gallery projects over the sidewalk and encroaches into the public right-of-way.

Garden Wall: A low masonry wall enclosing a yard or portions of a yard, typically located at or near the property line. See Sections 3.5 and 3.7 for detailed requirements

General Retail: Stores and shops intended to serve the City as destination retail, rather than convenience shopping. Examples of these stores and lines of merchandise include:

art galleries, retail, art supplies, including framing services, books, magazines, and newspapers, cameras and photographic supplies, clothing, shoes, and accessories, collectibles (cards, coins, comics, stamps, etc.), drug stores and pharmacies, dry goods, fabrics and sewing supplies, furniture and appliance stores, hobby materials, home and office electronics, jewelry, luggage and leather goods, musical instruments and-carried), parts, accessories, small wares, specialty grocery store, specialty shops, sporting goods and equipment, stationery, toys and games, variety stores, videos, DVDs, records, CDs, including rental stores.

Groceries/Market (up to 50,000 sq.ft.): A retail store larger than 5,000 square feet in gross floor area with more than 60 percent of its floor area devoted to food products. This type of use is limited to 50,000 square feet in gross floor area.

Height: A limit to the vertical extent of a building. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads, and similar structures, which may be of any height approved by the Director.

Home Occupation: Residential premises used for the transaction of business or the supply of professional services. Home occupation shall be limited to the following: agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations, as determined by the Director. Such use shall not simultaneously employ more than 1 person in addition to residents of the dwelling. The total gross area of the home occupation use shall not exceed 25 percent of the gross square footage of the residential unit. The home occupation use shall not disrupt the generally residential character of

the neighborhood. The Director shall review the nature of a proposed home occupation use at the time of review of a business license for such use, and may approve, approve with conditions, continue or deny the application. See also City of King Municipal Code, Chapter 17.04.250.

Hotel: An establishment which is open to transient guests, and which provides customary hotel services including maid service, the furnishing and laundering of linen, telephone and secretarial or desk service, and where no individual kitchen facilities are provided.

Large Lot House: A detached single-family house built on a lot large enough for substantial yard space on all four sides. The larger lot allows for a variety of building configurations, floor plan layouts and orientations. Large Lot Houses are typically bigger in footprint and floor area than other house types. In addition to the primary house a carriage unit may be built at the rear of lots (see Section 3.6).

Laundromat: An establishment providing washing and drying machines on the premises for rental use to the general public for laundering of clothes.

Library: A building or institution, open to the public, which maintains a collection of information, sources, and resources, including but not limited to books, magazines, CDs and DVDs, and lends these items, allowing users to take books and other materials off the premises free of charge.

Live-Work Building: An integrated housing unit and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities in compliance with the Building Code; and
2. Working space reserved for and regularly used by one or more occupants of the unit.

   Commercial Component: The "work" or commercial component of a live-work unit is secondary to its residential use, and may include only commercial activities and pursuits that are compatible with the character of a quiet residential environment (see Section 3.6).

   Residential Component: The residential component is the owner-occupied dwelling of the live-work building and is located above and/or behind the street facing work space.

Loft: A dwelling unit that occupies only part of a building and is not partitioned into rooms.

Maisonette: A two-level dwelling unit that occupies only part of a building. The two adjoining floors of the unit are connected by an internal staircase.

Master Developer/Builder: The Master Developer/Builder controls or owns the site, is responsible for managing the development and disposition of the property from initiation and design of the master plan or specific plan that guides development for the entire site to final buildout, obtains financing and approvals, oversees site preparation and infrastructure development, controls and contracts for of the phased implementation of the plan by specialized builders /developers with experience in each product type required to complete the approved plan. The Master Developer/Builder may or may not be involved in the construction of buildings, but performs design review to insure quality control of proposals by specialized builder(s)/developer(s) implementing the Master Plan or Specific Plan.

Master Developer/Builder Design Review Committee: A committee assembled by the Master Developer/Builder to review design submittals by Neighborhood Builders/ Developers.

Master Plot Plan Review: The comprehensive evaluation of a site layout diagram of an entire proposed development project or major phase or sub-phase, in accordance with the criteria and standards contained in the Specific Plan from the standpoint of the mix and fit of buildings within the development. This review is conducted through a discretionary permit decision by the Planning Commission or sub-committee pursuant to the procedures specified in Chapter 17.50 on the Municipal Code following submittal of an application containing information which shows: the plan type and elevation, architectural style, plan orientation (normal or reverse), building outline, overall dimensions, and number of stories, location of the primary building, secondary building and other structures, porches, terraces, steps, raised decks, patio covers, retaining walls, fences, garages, walks, driveways, and other permanent improvements on each lot.

Meeting Facility, Public or Private: A facility for public or private meetings, including:

community centers, religious assembly facilities (e.g., churches, mosques, synagogues, etc.), civic and private auditoriums, Grange halls, union halls, meeting halls for clubs and other membership organizations, etc.

Also includes functionally related internal facilities such as kitchens, multi-purpose rooms, and storage. Does not include conference and meeting rooms accessory and incidental to another primary use, and which are typically used only by on-site employees and clients, and occupy less floor area on the site than the offices they support. Does not include:

cinemas, performing arts theaters, indoor commercial sports assembly or other commercial entertainment facilities.

Related on-site facilities such as day care centers and schools are separately defined, and separately regulated by this Regulating Code.

Mixed-Use: Multiple functions within the same building or the same general area through superimposition or within the same area through adjacency.

Mixed-Use Building: A Mixed-Use Building is designed for occupancy by a minimum of two different uses that may be vertically or horizontally demised. See Section 3.6.

Commercial Component: The portions of a mixed-use building dedicated to uses generating visitor or customer traffic (such as retail, restaurants, personal services). These uses shall be located on the ground floor facing the sidewalk.

Residential Component: The portions of a mixed-use building dedicated to residential uses. Residential units may consist of flats, maisonettes, and lofts. Residential uses shall be located on upper floors or behind street fronting commercial uses.

Multifamily: see Dwelling.

Multigeneration House: The Multigeneration House provides living space for larger families where multiple generations live under one roof. Rather than one unit with multiple bedrooms, the Multigeneration House is an assembly of up to three attached dwelling units on one lot that provide sufficient privacy for each generation while preserving the street appearance of a single-family house (see Section 3.6).

Museum: A building or institution, open to the public, which is dedicated to the acquisition, conservation, study, exhibition, and educational interpretation of objects having scientific, historical, cultural or artistic value.

Neighborhood Builder / Developer: Someone who purchases land from or contracts with the Master Developer/Builder to build a specific Neighborhood or portion of a Neighborhood contained in the Master Plan or Specific Plan.

Newspaper Rack: A self-service coin-operated box, container, storage unit or other dispenser designed, used or maintained for the display or sale of any written or printed material, including newspapers, news periodicals, magazines, books, pictures, photographs and records.

Noxious: Harmful to health or physical well-being.

Office: Business, Administrative, Medical or Professional.

Business/Service: Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include "Bank, Financial Services," which are separately defined.

Medical: A facility for examining, consulting with, and treating patients with medical, dental, or optical problems on an out-patient basis.

Professional/Administrative: Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include:

accounting, auditing and bookkeeping services, advertising agencies, attorneys, business associations, chambers of commerce, commercial art and design services, construction contractors (office facilities only), counseling services, court reporting services, design services including architecture, engineering, landscape architecture, urban planning, detective agencies and similar services, doctors, educational, scientific and research organizations, financial management and investment counseling, literary and talent agencies, management and public relations services, media postproduction

services, news services, photographers and photography studios, political campaign headquarters, psychologists, secretarial, stenographic, word processing, and temporary clerical employee services, security and commodity brokers, writers and artists offices.

Parking Determination: A number of land uses are not assigned a specific parking requirement but require the Director to make a Parking Determination, identifying the number and location of required parking spaces. Tables 3-1 and 3-9 identify the land uses that require a Parking Determination.

Parking District: An area where parking has rules and restrictions that are commonly managed by an entity.

Parking Facility, Public or Commercial: Parking lots or structures operated by the City, or a private entity providing parking for a fee. Does not include towing impound and storage facilities.

Parking Spaces: Off-street parking spaces shall be a minimum of 9 feet by 19 feet, except that in parking lots of 10 spaces or more up to 30 percent of the spaces may be a minimum of 8 feet by 16 feet. The paved parking stall length may be decreased by up to 2 feet by providing an equivalent vehicle overhang into landscaped areas, or over paved walkways. Pairs of on-site parking spaces for use by employees of a single business, or for use by residents of a single dwelling unit, may be provided in tandem configuration (one behind the other) when approved by the Director. See also Section 3.10.

Paseo: A pedestrian alley located and designed to reduce the required walking distance within a neighborhood.

Personal Services (barber, beauty, nails, etc.): Establishments that provide non-medical services to individuals as a primary use. Examples of these uses include:

barber and beauty shops, clothing rental, massage (licensed, therapeutic, non-sexual), nail salons, pet grooming with no boarding, tanning salons.

These uses may also include accessory retail sales of products related to the services provided.

Porch, Front: A roofed structure that is not enclosed and attached to the facade of a building (see Section 3.5).

Porch and Fence: A Frontage Type consisting of a porch that encroaches into the front setback, and an optional fence that delineates the property line. See Section 3.5.

Porte-Cochère: A roofed porch-like structure covering a driveway at the side entrance of a front-accessed house to provide shelter while entering or leaving a vehicle. A porte-cochère is open on three sides and supported by columns or posts, rather than walls. Porte-cochères are different from carports in which vehicles are parked; at a porte-cochère the vehicle passes through to a garage or carport located at the rear of the lot, stopping only for a passenger to get out. A porte-cochère may have habitable space at the second floor level, in which case the structure shall not encroach into the applicable side setback (see Section 3.4.4)

Primary Building: A building that accommodates the primary use of the site.

Primary Street: The Primary Street abuts the frontage of a lot. At corner lots the building frontage and main entrance are typically oriented toward and face the Primary Street, although multi-dwelling buildings may have entrances on both Primary and Side Streets. At corner lots, alleys intersect the Side Street. See Side Street.

Prohibited Uses: The following are examples of uses not permitted anywhere within the Downtown Addition: animal hatcheries; boarding houses; chemical manufacturing, storage, or distribution; any commercial use in where patrons remain in their automobiles while receiving goods or services; enameling, painting, or plating of materials, except artist's studios; kennels; the manufacture, storage, or disposal of hazardous waste materials; mini-storage warehouses; outdoor advertising or billboards; packing houses; prisons or retention centers, except as accessory to a police station; drug and alcohol treatment and rehab centers; thrift stores; soup kitchens and charitable food distribution centers; sand, gravel, or other mineral extraction; scrap yards; tire vulcanizing and retreading; vending machines, except within a commercial building; uses providing goods or services of a predominantly adult-only or sexual nature, such as adult book or video stores or sex shops; and other similar uses as determined by the Director.

Public Access Easement: A public access easement is a legally binding agreement that grants to the public in general a right-of-way to use the real property of an individual owner for access purposes only. The terms of the easement are defined in the easement documentation. In the Downtown Addition, public access easements include sidewalks, which may encroach into private properties along specific street sections, and alleys (see Section 3.8, Thoroughfare Standards).

Quadplex: A small multi-dwelling structure containing four separate units on a single lot, each with its own entrance. The dwelling units within a Quadplex may be arranged side by side or one on top of the other, or a combination thereof.

Rearyard House: A detached single-family house with a clear distinction between the public, street facing side, and the private side which is oriented to the yard behind the building. This configuration requires an alley and makes the Rearyard House suitable for a range of lot sizes, including lots that are quite narrow to mid-sized lots. A carriage unit may be built at the rear of the lot (see Section 3.6).

Recreation Facility - Indoor: An establishment providing indoor amusement and entertainment services for a fee or admission charge, including:

> bowling alleys, coin-operated amusement arcades, electronic game arcades (video games, pinball, etc.), ice skating and roller skating, pool and billiard rooms as primary uses.

This use does not include sex oriented businesses. Four or more electronic games or amusement devices (e.g., pool or billiard tables, pinball machines, etc.) in any establishment, or a premises where 50 percent or more of the floor area is occupied by electronic games or amusement devices, are considered a commercial recreation facility; three or fewer machines or devices are not considered a land use separate from the primary use of the site.

Repair (leather, luggage, shoes, etc.): An establishment providing repair services to individuals, including:

> home electronics and small appliance repair, locksmiths, shoe repair shops, tailors.

These uses may also include accessory retail sales of products related to the services provided.

Residential: Premises used primarily for human habitation. Units shall not be less than 375 square feet in net area.

Restaurant (without drive through): An establishment where food and drink are prepared, served, and consumed primarily within the principal building.

Rowhouse: A building with two or more single-family dwellings located side by side, with common walls on the side lot lines, the facades reading in a continuous plan (see Section 3.6).

School: Includes the following facilities.

> **Elementary, Middle, Secondary:** A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades), and facilities that provide any combination of those levels. May also include any of these schools that also provide room and board.
>
> **Specialized Education/Training:** A school that provides education and/or training, including tutoring, or vocational training, in limited subjects. Examples of these schools include:
>
> art school, ballet and other dance school, business, secretarial, and vocational school, computers and electronics school, drama school, driver education school, establishments providing courses by mail, language school, martial arts, music school, professional school (law, medicine, etc.), seminaries/religious ministry training facility

Does not include pre-schools and child day care facilities (see "Day Care"). See also the definition of "Studio - Art, Dance, Martial Arts, Music, etc." for smaller-scale facilities offering specialized instruction.

Secondary Building: A building that accommodates the secondary use of the site.

Service Station: A retail business selling gasoline and/or other motor vehicle fuels, and related products.

Setback: The mandatory distance between a property line and a building or appurtenance. This area shall be left free of structures that are higher than 3 feet except as noted in the Urban Standards (Section 3.4). On lots where the sidewalk encroaches into the lot front and/or side setbacks shall be measured from the back of the sidewalk, rather than the property line.

Shared Parking: Any parking spaces assigned to more than one use, where persons utilizing the spaces are unlikely to need the spaces at the same time of day. See Section 3.10 for further detail.

Shed Roof: A roof having only one slope or pitch.

Side Street: The side street abuts the side of a lot. At corner lots the building frontage and main entrance are typically oriented toward and face the Primary Street, although multi-dwelling buildings may have entrances on both Primary and Side Streets. At corner lots, alleys intersect the Side Street. See Primary Street.

Sideyard House: A detached single-family house that is oriented toward a usable yard along one side of the building. This yard side is the "active" side of the building and may provide the main entrance, whereas the opposite building side is the "passive" side, typically located near the adjacent property line. A carriage unit may be built at the rear of the lot (see Section 3.6).

Sidewalk Encroachment: Describes the lawful encroachment of building elements (such as signs, awnings, roof overhangs) into the public sidewalk. Encroachment shall be limited as determined in this Regulating Code.

Single-Family: see Dwelling.

Shopfront: The portion of a building at the ground floor of a Commercial or Mixed-Use Building that is made available for retail or other commercial use. Shopfronts shall be directly accessible from the sidewalk, with no intervening step. See Shopfront and Awning below, and Section 3.7 (Architectural Standards) for further detail

Shopfront and Awning: A Frontage Type created by inserting storefronts with large transparent windows into the ground floor facade of a building. The facade is aligned with the property line, although partially recessed storefronts, such as recessed entrances, are also common. The building entrance is at sidewalk grade and provides direct access to a non-residential ground floor use. Shopfronts are composed of storefronts, entrances, awnings or sheds, signage, lighting, cornices, and other architectural elements. Awnings or sheds may encroach into the public right-of-way and cover the sidewalk to within two feet of the curb. See Section 3.5.

Stoop: A Frontage Type consisting of an exterior stair with a landing that provides access to building placed close to the property line. Building facades are set back just enough to provide space for the Stoop. The exterior stair of a Stoop may be perpendicular or parallel to the sidewalk. A Stoop's landing may be covered or uncovered. See Section 3.5.

Storefront (or storefront infill assembly): The portion of a Shopfront that is composed of the display window and/or entrance and its components including windows, doors, transoms and sill pane that is inserted into the Shopfront. It does not include the wall and piers that are a part of the Shopfront facade, in which the display window assembly is set. See Section 3.7 (Architectural Standards) for further detail.

Story: A habitable floor level within a building, typically 8 to 12 feet high from floor to ceiling. Individual spaces, such as lobbies and foyers may exceed one story in height. In Shopfront spaces, the ceiling height of the first story may be as high as 16 feet.

Studio - Art, Dance, Martial Arts, Music, etc: Small scale facilities, typically accommodating no more than two groups of students at a time, in no more than two instructional spaces. Larger facilities are included under the definition of "Schools - Specialized Education and Training." Examples of these facilities include:

> individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment.

Also includes production studios for individual musicians, painters, sculptors, photographers, and other artists.

Substantial Conformance: It occurs when physical improvements to the existing development site are completed which constitute the greatest degree of compliance with current development provisions.

Telecommunications Facility: Public, commercial and private electromagnetic and photoelectrical transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, data network, and wireless communications, including commercial earth stations for satellite-based communications. Includes antennas, commercial satellite dish antennas, and equipment buildings. Does not include telephone, telegraph and cable television transmission facilities utilizing hard-wired or direct cable connections.

Terminated Vistas: A building or portion thereof designated to terminate a view through or along a street centerline.

Theater - Cinema, Performing Arts: An indoor facility for group entertainment, other than sporting events. Includes indoor movie theaters, performing arts centers, etc.

Tower: A portion of a building that is at least one story higher than the rest of the building. Its massing shall have vertical proportions, i.e. its height to the eave shall be greater than any of its horizontal exterior dimensions. The purpose of a tower is generally to access a view which is distant or otherwise blocked.

Town Architect: The Town Architect's role is to review all projects within the Project Area to ensure that they are consistent with the Regulating Code and Architectural Standards that were established as part of the Specific Plan. The role may be performed by a full-time resident-town architect or a part-time outside professional. The Town Architect meets with builders, architects/designers, and clients as necessary to discuss and mark up design drawings. Unlike a conventional review process that only indicates non-compliance with the standards, the Town Architect explains the principles behind the problems in a collaborative setting, thus helping to improve the quality of the designs over time. The Town Architect's fees are paid for by the builders.

Triplex: A small multi-dwelling structure containing three separate units on a single lot, each with its own entrance. The dwelling units within a Triplex may be arranged side by side or one on top of the other, or a combination thereof.

Utility Facility: A fixed-base structure or facility serving as a junction point for transferring electric utility services from one transmission voltage to another or to local distribution and service voltages, and similar facilities for water supply and natural gas distribution. These uses include any of the following facilities that are not exempted from land use permit requirements by Government Code Section 53091:

> electrical substations and switching stations, natural gas regulating and distribution facilities, public water system wells, pump stations, treatment plants and storage, telephone switching facilities, wastewater treatment plants, settling ponds and disposal fields

These uses do not include office or customer service centers (classified in "Offices"). "Utility Facilities" do not include uses defined under "Utility Infrastructure" below.

Utility Infrastructure: Pipelines for water, natural gas, and sewage collection and disposal; and facilities for the transmission of electrical energy for sale, including transmission lines for a public utility company. Also includes telephone, telegraph, cable television and other communications transmission facilities utilizing direct physical conduits. Does not include offices or service centers (see "Offices"), storage tanks, well sites, pump stations, or distribution substations (see "Utility Facility"). "Utility Infrastructure" does not include uses defined under "Utility Facility" above.

Villa: A small multi-dwelling building with one common main entrance and designed to have the appearance of a large house. The dwelling units within a Villa may be arranged side by side or one on top of the other, or a combination thereof.

Vine Pocket: A small planting area within a larger paved area, such as a sidewalk, allowing the planting of a vine in the ground. Vine pockets are often attached to a wall or column

Zoning Ordinance: The City of King Zoning Ordinance, Title 17 of the King City Municipal Code.

General Plan Consistency Review

This Specific Plan has been designed so to provide for the systematic implementation of the objectives, policies, general land use and programs of the City of King General Plan (KCGP), including the creation of public parks, public facilities, affordable housing, appropriate infrastructure provisions, and environmental mitigation measures. The General Plan serves as the "constitution for all development" in the City. The following discussion reviews the consistency of the Downtown Addition Specific Plan (DASP) to the City's 1998 General Plan. To be consistent the Specific Plan considering all its aspects must further the objectives, policies, general land uses and programs specified in the General Plan and not obstruct their attainment.

Relevant Land Use Element Policies and Program

> *Land Use Policy 1.1.1 – Beneficial Land Uses – "The City shall maintain a land use diagram – Figures LU–3A and LU–3B – 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."*

The DASP area is within the City limits and is designated for urban development in the KCGP. The Regulating Code distinguishes residential, commercial, 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.

> *Land Use Program 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."*

The DASP carefully balances the needs of the neighborhood. Each of the zones in the Regulating Code identifies the appropriate mix of housing and/or commercial uses in a compatible and complimentary layout. Zones are buffered by streets, parks, and mixed-use development as appropriate.

> *Land Use Program 1.1.2.5 – "With any large-scale development project, the City shall require phasing of the project in order to maintain balanced development. Phasing shall be required for any project containing more than 50 multifamily units, or more than 100 single-family units".*

A Phasing Plan for the proposed Downtown Addition development can be found in Section 5 (Implementation). Eight major phases have been established to ensure the orderly development of the infrastructure and the neighborhood. Based on market conditions these major phases may be implemented by a number of smaller sub-phases.

> *Land Use Policy 1.2.1 –Adequate Services – "New development shall assure that adequate services and facilities are or will be available within a reasonable time."*

The DASP assures that adequate services and facilities, including sanitary sewer, water, storm drain, gas, electric, telephone, and cable TV, are or will be available within a reasonable amount of time. The development of the Downtown Addition requires the extension of these utilities into and throughout the project site within a reasonable time prior to the construction of residential and commercial buildings. Services and facilities will be phased in a manner to ensure that adequate services are available consistent with the rate of construction of residential units and commercial square footage.

> *Land Use Program 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 within a reasonable time to meet the projected demand from the new development".*

Information sufficient for the City to make the required findings is included within the DASP and supporting technical studies, which assures that adequate services and facilities to meet the project demand from new development will be available in a reasonable time frame. The development of the Downtown Addition requires the extension of these utilities into and throughout the project site prior to the construction of residential and commercial buildings on a phase by phase basis.

> *Land Use Program 1.2.1.5 – "The City shall require fiscal impact sections in all environmental documents which address proposed development projects where it appears that the existing demands upon public facilities or services are close to, or in excess of their capacity."*

A fiscal impact section is included within Appendix F of the Specific Plan (bound separately).

> *Land Use Program 1.2.2.1 – "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."

An Environmental Impact Report ("EIR") has been prepared and certified for the development of the DASP Planning Area. Technical studies have been identified and supplemental reports have been prepared. These technical reports and studies have been incorporated as Appendices to the EIR, and the DASP as necessary. Impacts such as noise, traffic, air quality, land uses, agricultural land impacts, natural resources, and biological resources have been addressed in detail in the EIR and these supplemental documents and mitigated, to the extent possible, to a level of less than significant. The DASP Appendices G and H are part of the DASP and their incorporation will ensure that all mitigation measures set forth in the Environmental Impact Report will be implemented as part of the development of the DASP area.

> *Land Use Policy 1.2.2 – "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, and may require additional mitigation to the extent allowed by law. Projects with significant unmitigated environmental impacts shall not be approved unless:*
>
> *A) The City determines that a statement of overriding considerations is warranted and supported by findings; and*
>
> *B) The project is otherwise consistent with General Plan policies".*

An EIR has been prepared and certified for the development of the DASP Planning Area. Technical studies have been identified and supplemental reports have been prepared. These technical reports and studies have been incorporated as Appendices to the EIR, and the DASP, as necessary. Impacts such as noise, traffic, air quality, land uses, agricultural land impacts, natural resources, and biological resources have been addressed in detail in the EIR. Identified potentially significant impacts are mitigated, to the extent possible, to a level of less than significant. Any impact which has been identified which is significant and unavoidable has been determined to warrant a statement of overriding considerations and the City has adopted supporting findings. The DASP will ensure that all mitigation measures set forth in the Environmental Impact Report will be implemented as part of the development of the DASP area. All mitigation measures are incorporated in Appendix H – Mitigation Monitoring and Reporting Program (MMRP) and will be implemented as part of the DASP.

> *Land Use Objective 1.3 – "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."*

The DASP is consistent with this objective because the proposed project includes a range of land uses, such as public parks, civic, commercial, and a wide range of residential building types, which have been specifically calibrated to the desired character of the City.

> *Land Use Policy 1.3.1 – Balanced Land Uses – "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."*

The DASP is founded on the principle that a wide and balanced range of housing types be provided. Consistent with the requirements of the City of King Housing Element 2002-2007 dated (January 2003) and the Inclusionary Housing Ordinance (Ordinance No. 637) which is codified at Chapter 17.19 of the City of King Municipal Code. The DASP includes the framework and requirements of the Housing Program (Appendix C) and upon adoption the approved Housing Plan will explicitly detail the implementation of affordable housing. As set forth in Appendix C and in DASP Table 5-4 the Housing Program shall be adopted prior to final action on the Tentative Subdivision Map. Upon adoption the Housing Program shall be incorporated into the DASP as part of Appendix C. The Housing Program requires that at least 15 percent of the housing will be affordable to very low, low, and moderate-income households.

> *Land Use Policy 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."*

Based on a commercial market assessment, the Downtown Addition site is suitable for local convenience retail and neighborhood retail. Local convenience retail is small and convenience-oriented, typically relying on small purchases form nearby residents. Tenants can include convenience stores, dry cleaners, and restaurants. Local retail centers typically do

not exceed 30,000 square feet in size. Neighborhood retail typically has a major grocery or grocery/drug anchor and serves a larger area than convenience retail. Neighborhood retail centers range from 50,000 to 150,000 square feet.

To meet this potential demand, the DASP designates nearly ~~over~~ 14 acres for commercial development (Neighborhood Center (NC) Zone), which can accommodate up to 148,060 ~~125,000~~ square feet of commercial space. The NC Zone is pedestrian-oriented and is intended to be occupied primarily by mixed-use buildings that may accommodate retail or office uses on ground floors, and offices and residential units on upper floors. ~~In addition, t~~The DASP allows for up to ~~65,060~~ 15,167 square feet of flex/commercial space in live-work buildings in the NC ~~and Neighborhood General 3 (NG-3)~~ zone~~s~~. Up to 15,060 square feet of the general commercial space may be transferred as flex/commercial space in live-work buildings in the Neighborhood General 3 (NG-3) zone.

The DASP also contains two alternative plan layouts which will accommodate the establishment of the South County Courthouse if the court selects this location. Preliminary design studies have determined that a 47,223 sq. ft. court facility along with auxiliary court office and other business services and offices can be accommodated with the 148,060 ~~125,000~~ square feet of commercial space programmed in the DASP.

> *Land Use Policy 1.3.4 – "The City shall meet its housing construction goals is a proportionate manner. The City shall work to maintain sufficient housing opportunities in all income categories, and shall seek to avoid disproportionate growth in any one housing income category that would shift economic balance of the community. Where necessary, the City may decline approval of a housing project where there are deemed to be insufficient supply of housing units in other income categories."*

The DASP strives to create a vibrant mixed-income community by providing housing that is affordable to lower income households and by providing a wide variety of housing types.

> *Land Use Program 2.1.1.3 – "Where possible and appropriate, the City shall integrate commercial uses in order to provide neighborhood services."*

The DASP establishes the NC Zone specifically for the purpose of integrating commercial uses into a pedestrian-oriented neighborhood and is intended to provide neighborhood service. The NC Zone shall be occupied primarily by mixed-use buildings that may accommodate retail or office uses on ground floors, and offices and residential units on upper floors. The DASP calls for up to 148,060 ~~125,000~~ square feet of commercial space. In addition, the DASP allows for up to ~~65,060~~ 15,167 square feet of flex/commercial space in live-work buildings in the NC ~~and NG-3~~ zone~~s~~. Up to 15,060 square feet of the general commercial space may be transferred as flex/commercial space in live-work buildings in the NG-3 zone.

> *Land Use Objective 2.2 – Residential Compatibility – "Ensure compatibility between residential development and surrounding land uses."*

The DASP carefully balances the needs of the neighborhood by establishing neighborhood zones that provide for a transition from higher intensity and commercial uses along Broadway Street and closest to downtown to lower intensity residential uses closest to San Lorenzo Creek and the agricultural land to the east. Within that gradation of development intensities, each of the zones in the Regulating Plan identifies an appropriate mix of residential and/or commercial uses in a compatible and complementary layout. This approach ensures that abutting uses are compatible with one another. The neighborhood zones provide appropriate buffers for residences from Bitterwater Road (through a greenway) and the railroad (through the mixed-use areas), and provide a park buffer between urban development and San Lorenzo Creek. At buildout, Oak Avenue (San Antonio Extension) will also serve as a buffer. As needed, a 200 foot agricultural buffer will be provided separating any agricultural operations on the adjacent property to the northeast, the Smith-Monterey, LLC-Eastern Extension, The Eastern Extension property is under the same ownership (Smith-Monterey, LLC) as the Downtown Addition. The Eastern Extension has been proposed for annexation since it is the next logical increment of development as the City grows to the east beyond its current boundaries as set forth in the King City Smart Growth Study (2001).

> *Land Use Policy 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."*

Every lot type planned for the DASP site includes an appropriately sized front, rear, and side yard zone to provide adequate spacing between houses as well as from houses to streets. Due to its proximity to the historic downtown and the potential of a future train station, the Downtown Addition is planned as a compact, walkable, traditional neighborhood development which upon the establishment of the train station will also serve also as a transit-oriented development. It is the

intention of the DASP that a mix of different types and sizes of open space areas be provided within the neighborhood based on the proximity to the commercial core. A generous amount of public space is incorporated into the neighborhood in the form of parks and open space.

> *Land Use Policy 2.2.3 – "The City will work with residential and nonresidential developers to encourage site planning and design that provides adequate open-space buffers between residential land uses and other uses."*

Each of the zones in the Regulating Plan identifies the appropriate mix of housing and/or commercial uses in a compatible and complimentary layout. Zones are buffered by streets, parks, and mixed-use development as appropriate. The DASP also incorporates significant open space buffers along San Lorenzo Creek and Bitterwater Road. In addition, commercial space buffers the railroad tracks along First Street from residential areas within the neighborhood.

During the phased construction process, rolling buffers of at least 200 feet will be maintained between any continuing agricultural operations on the site and new development. As needed, a 200-foot agricultural buffer will be provided separating any agricultural operations on the adjacent property to the northeast, the Smith-Monterey, LLC - Eastern Extension. The Eastern Extension property is under the same ownership (Smith-Monterey, LLC) as the Downtown Addition.

> *Land Use Goal 3 – Commercial Land Use – "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... that are compatible with surrounding land uses."*

Based on a commercial market assessment, the Downtown Addition site is suitable for local convenience retail and neighborhood retail. Local convenience retail is small and convenience-oriented, typically relying on small purchases form nearby residents. Tenants can include convenience stores, dry cleaners, and restaurants. Local retail centers typically do not exceed 30,000 square feet in size. Neighborhood retail typically has a major grocery or grocery/drug anchor and serves a larger area than convenience retail. Neighborhood retail centers range from 50,000 to 150,000 square feet.

To meet this potential demand, the DASP designates over 14 acres for commercial development (NC Zone), which can accommodate up to 148,060 ~~125,000~~ square feet of commercial space. The NC Zone is pedestrian-oriented and is intended to be occupied primarily by mixed-use buildings that may accommodate retail or office uses on ground floors, and offices and residential units on upper floors. In addition, the DASP allows for up to 15,167 ~~65,060~~ square feet of flex/commercial space in live-work buildings in the NC ~~and NG-3~~ zone~~s~~. Up to 15,060 square feet of the general commerical space may be transferred as flex/commercial space in live-work buildings in the NG-3 zone.

The DASP also contains two alternative plan layouts which will accommodate the establishment of the South County Courthouse if the court selects this location. Preliminary design studies have determine that a 47,223 sq. ft. court facility along with auxiliary court office and other business services and offices can be accommodated with the 148,060 ~~125,000~~ square feet of commercial space provided for in the DASP.

> *Land Use Policy 3.1.1 – "The City shall designate five types of commercial uses... Within these land use categories the City shall promote the availability of commercial sites to accommodate a mix of retailing, wholesaling, dining and entertainment..."*

The NC Zone is pedestrian-oriented and is intended to be occupied primarily by mixed-use buildings that may accommodate a mix of retail or office uses on ground floors, and offices and residential units on upper floors. The intent of the NC Zone is to accommodate a variety of retailing, wholesaling, dining, and entertainment options. The DASP calls for up to ~~125,000~~ 148,060 square feet of commercial space. In addition, the DASP allows for up to 15,167 ~~65,060~~ square feet of flex/commercial space in live-work buildings in the NC ~~and NG-3~~ zone~~s~~. Up to 15,060 square feet of the general commercial space may be transferred as flex/commercial space in live-work buildings in the NG-3 zone.

> *Land Use Objective 3.2 – Compatible Commercial Uses – "Ensure compatibility between commercial development and surrounding land uses."*

The DASP carefully balances the needs of the neighborhood by establishing neighborhood zones that provide for a transition from higher intensity and commercial uses along Broadway Street and closest to downtown to lower intensity residential uses closest to San Lorenzo Creek and the agricultural land to the east. Within that gradation of development intensities, each of the zones in the Regulating Plan identifies an appropriate mix of residential and/or commercial uses in a compatible and complementary layout. This approach ensures that abutting uses are compatible with one another. Commercial development along the railroad tracks is positioned to minimize the noise from the railroad tracks to both the commercial uses

and to the residential areas just beyond the neighborhood commercial.

> *Land Use Policy 3.2.1 – "The City shall provide for the maximum flexibility in interpreting allowable uses in order to encourage good retailing design and shall encourage a mix of residential and commercial uses where appropriate."*

The NC Zone is pedestrian-oriented and is intended to be occupied primarily by mixed-use buildings that may accommodate retail or office uses on ground floors, and offices and residential units on upper floors. The Regulating Code mandates good design of proposed buildings to ensure that the benefits of mixed-use development are fully realized and the potential negative impacts of one use upon another are minimized.

> *Land Use Goal 5 – Open Space and Agricultural Lands – "To protect and provide open space lands to satisfy the needs of the community... to preserve viable, prime agricultural lands within the Planning Area which are not designated for future urban growth."*

The DASP is within the City limits and was designated for urban development in the 1998 City of King General Plan. Additionally, the DASP includes approximately 234 acres of open space and parkland that buffers habitat areas, such as San Lorenzo Creek, and provides additional parks and open space for the proposed subdivision and the existing city. The DASP exceeds the City's requirements for parkland under Ordinance No. 622.

> *Land Use Policy 5.1.2 – Open Space Lands in the Urban Area – "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."*

As shown in Table 5-3 new residential development will be subject to the City's parkland fees in the amount of $2.39 Million. The DASP includes approximately 234 acres of open space and parkland which will be dedicated and improved, thus providing open space for the DASP area and the existing city.

> *Land Use Policy 5.1.4. – Open Space and Agriculture– "In reviewing proposed plans for new development proposed along major thoroughfares, particularly entrances to King City, the City shall encourage appropriate site planning, design, building materials, landscaping and signage to enhance the scenic quality of these thoroughfares."*

Throughout the entire DASP building materials, landscaping and design have been carefully chosen to enhance the scenic quality of the city. Additional consideration has been given to all setbacks, open space buffers, landscaping, screening, materials, and other amenities along major thoroughfares in order to preserve the historic character of the City and to promote architectural quality.

> *Land Use Program 5.1.4.1 – "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 Drive, 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."*

As set forth in DASP Section 5.7 and Table 5-4 the Planning Commission will evaluate development within the DASP pursuant to the provisions of KCMC Chapter 17.50. Because the Downtown Addition neighborhood will be visible from Bitterwater Road, Broadway Street, Metz Road, San Antonio Drive and First Street, attention has been given to integrating the new neighborhood with the existing urban fabric. Careful consideration has been given to all setbacks, open space buffers, landscaping, screening, materials, and other amenities to preserve the historic character of the City and to promote architectural quality. The DASP contains specific mandatory design standards regarding setbacks, open space buffers, landscaping, screening techniques, exterior colors and materials, street furniture, and other amenities.

> *Land Use Policy 5.2.3 – Protect Prime Agricultural Lands – "The City shall require that new, non–agricultural development proposals adjacent to agricultural operations incorporate buffer areas to minimize incompatibilities, and mitigate against the effects of agricultural operations on adjacent land uses."*

The DASP incorporates appropriate open space buffer areas between residential land uses and other uses. Significant open space buffers of at least 200 feet are called for along San Lorenzo Creek.

During the phased construction process, rolling buffers of at least 200 feet will be maintained between any continuing

agricultural operations on the site and new development. As needed, a 200-foot agricultural buffer will be provided separating any agricultural operations on the adjacent property to the northeast, the Smith-Monterey, LLC- Eastern Extension. The Eastern Extension property is under the same ownership (Smith-Monterey, LLC) as the Downtown Addition.

> *Land Use Objective 6.1–Urban Reserve-Agriculture Areas– "Prevent urban sprawl by assuring that as new neighborhoods develop adjacent to King City, they are annexed to the community and developed with 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."*

The Downtown Addition Specific Plan will help prevent urban sprawl by directing development to land already subdivided and located directly adjacent to the historic downtown area. The Specific Plan includes a Regulating Code to control density, integrate the existing urban framework, and utilize the natural layout of the site.

> *Land Use Objective 7.1 – Planned Development– "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."*

The Downtown Addition neighborhood generates land uses, site plans, and building designs that reflect high quality and strong urban design. The Regulating Code calls for:

- Creating a compact, walkable mixed-use/mixed-income community;
- Creating a pedestrian-friendly network of streets and public open spaces; and
- Integrating a wide mix of housing types into the neighborhood consistent with the desired character of the City.

> *Policy 7.1.2 Smith-Hobson Property– "Agricultural use is encouraged to continue for as long as possible on this property, until demand for industrial or service commercial uses would warrant conversion. A Specific Plan shall be required prior to development. This property may be developed for a combination of service commercial and light industrial uses. Residential uses shall be discouraged unless the odor problem from neighboring industrial uses to the north and west can be overcome."*

The odor problem referred to in Policy 7.1.2 was based on the adverse impact (odor) of the tomato processing plant, which is no longer in operation. ConAgra Foods, a garlic processing plant, is no longer in operation. The application for the Specific Plan and related General Plan amendment will amend this policy in the General Plan.

> *Land Use Policy 8.3.4 – Police Protection Services – "The City shall require that all new development proposals and/or changes in land use be referred to the Police Department for law enforcement evaluation."*

The design of the DASP was formulated with police protection in mind. The Police Department was contacted and interviewed early in the process. In addition, the DASP has been referred to the Police Department for evaluation as a participant in the City's Project Review Committee.

> *Land Use Policy 8.4.2 – Fire Department – "The City shall require that all new development proposals and/or changes in land use be referred to the Fire Department for safety evaluation."*

The design of the DASP was formulated with fire protection in mind, fire sprinkler systems are required throughout. The Fire Department was contacted and interviewed early in the process. The DASP has been referred to the Fire Department for evaluation as a participant in the City's Project Review Committee. The Fire Chief has stated that he has reviewed and approved the street designs contained in the DASP.

> *Land Use Policy 8.7.1 – Drainage – "Reduce the risks and damage associated with flooding within the City by developing and maintaining a comprehensive storm drainage system."*

The DASP includes provisions for the provision of stormwater drainage. The stormwater drainage system has been designed based on a detailed hydrology study. All urban development proposed in the DASP is outside the 100-year flood zone.

> *Land Use Policy 8.10.3 – Public Utilities – "The City shall require the extension of new power transmission lines, power distribution lines, and communication lines to be placed underground."*

The DASP includes provisions for the extension of utilities to the site. The Regulating Code requires that all utilities be installed underground to secure such utilities from damage.

> *Land Use Policy 8.11.1 – Educational Facilities – "As part of the environmental review process, the City shall evaluate new residential developments for their potential impact upon current enrollment conditions of the school system."*

The DASP project will provide approximately $4.3~~5.4~~ million in school impact fees based on an average unit size of 1,700 square feet and $4.2~~4.88~~ per square foot of finished residential construc-tion. (The DASP proposes a maximum of 710 ~~650~~ residential units.)

> *Land Use Objective 8.14– Parks and Recreation – "Continue to develop and adequately maintain a coordinated system of parks and recreational facilities within the City."*

The Downtown Addition parks are intended to complement the existing park system in King City. Currently, the existing system of parks is comprised of active recreational uses that serve the broader community and focus on organized sports for youth as well as adults. The Downtown Addition park and open space system includes several neighborhood parks, a community park, the Bitterwater Greenway, and a significant linear park and open space area along San Lorenzo Creek. The amount of parks and open space provided in the Downtown Addition exceeds the City's open space and parkland requirement set forth in Ordinance No. 622.

Streets with comfortable sidewalks and planted parkways are the backbone of the Downtown Addition neighborhood. Small greens and squares are placed strategically throughout the area as passive recreation areas and powerful focal points. The larger open spaces include San Lorenzo Creek with hiking trails and a large grassy park on the creek's western edge. The Downtown Addition's parks and open space plans allow pedestrians to move freely throughout the neighborhoods.

> *Land Use Policy 8.14.1 – "The City shall plan and maintain a park system that serves the residential, commercial, and industrial segments of the community."*

The DASP includes parks that address both informal and formal recreation uses for all ages and sexes within the community. Both the community park and open space along San Lorenzo Creek contain diverse uses, including pavilions for neigh-borhood gatherings, playgrounds, open space, court games, and space for field games, all within a convenient, safe walking distance for all residents. The system is intended to serve all segments of the community.

The parks will be dedicated to the City. A separate entity, such as a community facilities district, a landscape and lighting district, or a homeowners association, will be established for maintenance and management of the parks and public open spaces.

> *Land Use Policy 8.14.4 – "Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses"*

The DASP includes parks that address both informal and formal recreation uses. The community and neighborhood parks compliment the residential neighborhoods, and the open space along San Lorenzo Creek buffers development from potential flooding.

Relevant Circulation Element Policies

> *Circulation Element Policy 2.1 – "Through the administration of its zoning and subdivision regulations, the City shall require that each major development demonstrate, to the satisfaction of the appropriate review body, that traffic resulting from the projects will not reduce the level of service of existing City streets below a Level of Service "C" Where LOS is estimated to fall below LOS "C" the City shall require improvements to be in place prior to project occupancy to maintain LOS "C" conditions. Where this is not possible or reasonable because of cumulative traffic, extended development phasing, or other factors, developers shall be required to post bonds or other guarantees in a proportionate amount to assure that sufficient findings for the necessary improvements will be available within five years."*

The Traffic Impact Analysis – Vol. 1 (April, 2007) and the Supplemental Analysis – Vol. 2 (May, 2009), and the First Street Bypass Traffic Impact Analysis – Vol. 3 (June, 2009) forecast that the circulation system within the Downtown Addition and the existing City will operate at LOS C or better with the proposed mitigation identified in the traffic reports.

> *Circulation Element Policy 2.2 – "The City shall maintain engineering standards to assure appropriate development of circulation facilities, including streets, pedestrian access, and bicycle routes. These standards shall regulate such matters as street width, pavement and base materials, curbs/gutters/sidewalks, handicapped access, turning radii, street tree placement, underground utility placements and*

other matters. Such standards shall seek to maintain an appropriate balance between facilitating vehicular traffic and assuring pedestrian amenity and neighborhood quality."

The DASP in Section 3.8 (Thoroughfare Standards) includes section drawings illustrating each street type proposed for the development. Section drawings include dimensions indicating the right-of-way width, street width, parking, sidewalk width, bicycle lanes, and street tree placement. Turning radii, design speed and other data are listed in a table for each street type.

Circulation Goal 3 – "To provide a street and highway system that accommodates existing and projected traffic volumes within the planning area."

The traffic study and the supplemental First Street Bypass Study indicate that the circulation system within the Downtown Addition and the existing City will operate at LOS C or better with the proposed mitigation identified in the traffic report.

Circulation Policy 3.1 – "The City shall establish and maintain a street and highway system that serves the existing and planned land uses within the Planning Area efficiently."

The DASP street system is designed to handle the projected traffic volumes within the planning area. Additionally, the traffic study and the supplemental First Street Bypass Study indicate that the circulation system within the Downtown Addition and the existing City will operate at LOS C or better with the proposed mitigation identified in the traffic report.

Circulation Policy 3.2 – "The City shall maintain its basic gridded street system within the core area providing easy pedestrian and vehicular access between residential and neighborhoods, commercial shopping areas, and industrial districts."

The DASP is designed based on the existing gridded network of underlying dedicated but unimproved streets. This gridded street network was established for the DASP Planning Area many years ago by the recording of the 1908 Spreckels Addition Tract Map (Figure 1-3). The DASP Planning Area since 1908 has been planned and subdivided to be part of the core area. This is clearly shown in Figure 1-5 (The 1908 Tract Map of King City). The DASP identifies Broadway Street as the historic and current spine of the downtown and proposes its eastward extension across the railroad right-of-way into the Downtown Addition. The DASP proposes an eastward continuation of the City's fine-grained gridded street system, similar to the one present in the historic downtown area. This internal circulation system would connect to the existing City at Broadway Street, Pearl Street, and at four points along Bitterwater Road, including an extension of San Antonio Drive. This provides for circulation within the neighborhood and ready access by residents to the neighborhood parks, recreational spaces, commercial shopping, and other amenities located in within the Downtown Addition. All locations within the Downtown Addition are within a five-minute walk of Broadway Street where a train station and regional transit location could be accessed in the future.

The circulation system effectively connects all parts of the neighborhood with one another and with the surrounding community. Thoroughfares are designed to provide efficient traffic flow through and within the neighborhood along with attractive views. The circulation system also includes a multi-use trail, pedestrian trails, paseos, and bicycle lanes.

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

The DASP proposes a southward continuation of San Antonio Drive (as Oak Avenue) through the Downtown Addition. Oak Avenue would allow for a future extension across San Lorenzo Creek to operate as the First Street Bypass. DASP Section 3.8.2.4 Oak Avenue (San Antonio Extension) establishes a roadway design which allows for future widening to a cross-section which contains up to four travel lanes (See Figure 3-37). Oak Avenue (San Antonio Extension) is designed primarily to serve through traffic, and limits access to abutting property. Curb cuts along Oak Avenue are limited to street and alley intersections, with no private driveway access. The DASP also proposes an at-grade crossing of the railroad tracks at First and Broadway Streets for accessing the new neighborhood and continuing the existing grid street pattern of the City. Broadway Street would connect with Oak Avenue and provide additional capacity parallel to Bitterwater Road. Due to the Downtown Addition's pedestrian-oriented layout traffic models of the project show that the neighborhood does not require widening of First Street between Bitterwater Road to Division Street. In addition, widening of First Street is not recommended because it is an important connector with the City's historic downtown and additional lanes would discourage pedestrians from crossing it.

Circulation Element Policy 3.4 – "Collector streets shall be designed to collect traffic generated by minor streets and transfer it to arterials, or between neighborhoods and nearby commercial areas. In areas where large amounts of truck traffic are expected, collector streets should typically be designed to accommodate the additional weight and turning requirements of commercial trucks."

The DASP proposes a hierarchical circulation system consisting of primary and secondary through streets collecting the traffic generated by local streets. Primary and secondary through streets connect with the existing street system at six points, two off of First Street (at-grade crossings of the railroad tracks) and four off of Bitterwater Road to allow traffic to travel to and from the development area. These connections would provide more than adequate access into and out of the area. Primary through streets are designed to accommodate truck traffic with ease, whereas secondary through streets are designed for periodic truck traffic. Local streets are primarily intended for cars but are dimensioned to occasionally accommodate large vehicles, such as moving or fire trucks.

Any required street improvements to Bitterwater Road, Oak Avenue (San Antonio Extension) and First Street will be designed to accommodate the additional weight of large truck which services the adjacent industrial area. In addition, the DASP proposes a southward continuation of San Antonio Drive (as Oak Avenue) through the Downtown Addition. Oak Avenue would allow for a future extension across San Lorenzo Creek to operate as a potential bypass street that would accommodate truck traffic. Oak Avenue is designed to allow future widening and accommodate up to four travel lanes.

Circulation Element Policy 3.5 – "Local streets shall be designed to provide direct access to abutting properties, to discourage through traffic, and to serve the internal needs of residential neighborhoods or small commercial or industrial districts."

The DASP proposes a hierarchical circulation system consisting of primary and secondary through streets collecting the traffic generated by local streets. Local streets are intended for lower traffic speeds and volumes. They are designed with appropriately scaled travel lanes which are specifically calibrated to the adjacent land use. As designed the streets tend to consist of short uninterrupted stretches to encourage slow speeds and discourage cut-through traffic. The primary function of local streets is local access. In addition, they provide an opportunity to establish significant amount of on-street parking for residents and visitors. Parking access to most properties is provided by alleys which typically are accessed from local streets.

Circulation Element Policy 3.6 – "As traffic patterns shift in accordance with the land use changes anticipated by the Land Use Element, the City shall consider appropriate methods to regulate traffic speeds or volumes to assure safety and to protect the quality of life of residential neighborhoods or the pedestrian amenity of the downtown. Such methods may include street trees, "bulb-outs" wider sidewalks, tighter turning radii at the curb corners, street furniture such as benches, special street lighting, or other reasonable measures."

The DASP proposes a thoroughfare system that regulates traffic speeds through a range of methods that are calibrated to each thoroughfare's classification and its location within the neighborhood. Methods utilized to regulate traffic and provide pedestrian safety and amenities in the Downtown Addition include: a range of travel lane widths and corner turn radii calibrated to the street hierarchy and the design speed; bike lanes on streets with higher traffic volumes and speeds; on-street parking on all streets that provides a buffer between moving vehicles and pedestrians; landscaped medians that visually narrow down wider streets; street trees in tree wells or continuous parkways depending on the location, intended to provide shade and visually narrow the perceived street width; sidewalks of varying widths calibrated to the adjacent land uses, including very wide sidewalks in the neighborhood center with room for outdoor merchandise displays or café seating; street lighting spacing and fixture size calibrated to its location; and a system of proposed traffic calming measures that include curb extensions (or bulb outs) at intersections and mid-block crosswalks.

Circulation Element Policy 3.7– "The City shall seek opportunities to enhance the 'gateway areas' of the City, and at key entry points for its neighborhoods. Where opportunities are presented, the City shall consider requiring developers to install identity signs, special paving for pedestrian crosswalks, light fixtures, or landscape features to identify the entry or gateway function."

The DASP identifies the key points of entry in to the neighborhood and the Regulating Code contains enhanced design standards and criteria consistent with their importance

as entry or gateways into the neighborhood. The DASP anticipates the redevelopment of the easterly edge of First Street by others, including the intersections of First Street and Pearl Street and, eventually First Street and Broadway Street. This redevelopment will promote an intensification of uses that are pedestrian oriented. While the First Street corridor west of the Union Pacific Railroad corridor is not in the planning area, it is recommended that it be given a similar urban design treatment as the DASP to promote a "Main Street" look and feel. The City as part of its downtown revitalization program should consider adopting the urban design and architectural design standard contained in the DASP for the First Street Corridor.

In addition the Bitterwater Greenway on the northern edge of the Downtown Addition includes extensive landscaping and improved pedestrian improvements at the Bitterwater and San Antonio Street intersection and at the Bitterwater and Chestnut Avenue intersection.

> *Circulation Goal 4 – "To establish and maintain adequate on-site and off-street parking as required by new development and existing uses."*
>
> *Circulation Element Policy 4.2 – "As new commercial development occurs within the community the City shall continue to implement the parking, and off-street parking requirements within the zoning ordinance."*

Vehicular parking in the Downtown Addition will be provided on streets, in public parking lots, and on private lots. Parking for residents and for employees of businesses will be provided off-street, at the rear of the lot, and generally accessed by alleys. Parking for guests of residents will be provided on the streets abutting and nearby the lot. Parking for customers of businesses will be provided on the streets abutting and nearby the business, to the extent possible, with supplemental off-street parking provided in parking lots or parking structures behind the buildings and accessed by alleys.

The off-street parking requirements for residences and businesses within the DASP are detailed in Section 3.10 Parking Standards.

> *Circulation Element Policy 6.1– "The City shall ensure that new large-scale development accommodates and encourages the use of bicycles and walking through appropriate design of bicycle and pedestrian facilities."*

The proposed thoroughfare system includes multi-use paths and bicycle lanes (Figure 3-39). All locations within the Downtown Addition are within a five-minute walk of Broadway Street where a regional transit location could be accessed. Thoroughfares in the DASP are designed to regulate traffic speed by design and with amenities, such as street trees, wide sidewalks, and on-street parking.

> *Circulation Element Policy 6.2– "New arterial and collector streets shall provide for bike lanes wherever necessary, particularly First Street, Canal Street, and San Antonio Road. Sidewalks shall be provided in all street sections on both sides of the street right-of-way.*
>
> *Circulation Element Policy 6.3– "Separate bicycle and pedestrian paths shall be provided in parks, open space, or greenbelts areas where public access is to be encouraged."*

The arterial and collector streets within and adjacent to the DASP Planning Area (Bitterwater Road, Broadway Street and Oak Avenue (San Antonio Extension) provide for dedicated bike lanes (Figure 3-39). In addition, the proposed thoroughfare system includes sidewalks in all street sections on both sides of the street right-of-way, with the exception of the following thoroughfares: Oak Avenue (Figure 3-35) is proposed with a sidewalk on the west side only (east side sidewalk to be completed upon development of the Smith-Monterey, LLC - Eastern Extension in the future); Creekfront Drive (Figure 3-42) is proposed with a sidewalk on the building side only, with a pedestrian trail on the south side within the adjacent park; alleys do not provide separate sidewalks. In addition to the sidewalks a multi-use trail (Figure 3-46) along San Lorenzo Creek, a pedestrian trail network in the various parks, a number of paseos (Figure 3-45), and bicycle lanes on Broadway Street and Oak Avenue (southbound only as part of the Downtown Addition) are provided.

> *Circulation Element Policy 6.4– "Off-site street improvements, where required to provide access for any new residential development, shall provide adequate pedestrian as well as vehicular access to connect the new neighborhood with the community. These requirements shall include, at a minimum, concrete sidewalks on a least one side."*

Pedestrian activity is highly encouraged in the DASP with a pedestrian oriented grid thoroughfare pattern with sidewalks and other traffic-calming amenities. Any "off-site" street

improvements required to implement the Downtown Addition Specific Plan shall be designed to provide adequate pedestrian and vehicular access to the neighborhood.

Relevant Housing Element Policies

Housing Element Policy 1.1 – "Encourage the development of a range in types and prices of housing to facilitate housing production commensurate with the City regional share, and address the City's job–based housing demand through 2007."

The DASP in founded on design principles that establish a wide range of housing types and corresponding prices by creating a vibrant mixed-housing and mixed-income community. The DASP will help the City to meet its regional share of housing production.

Housing Element Policy 1.2 – Regulate the development of large tracts through the Specific Plan process to ensure quality projects and provide for a range in types and prices of housing."

The Downtown Addition neighborhood generates land uses, site plans, and building designs that reflect high quality and strong urban design. The Regulating Code of this Specific Plan calls for:

- Creating a compact, walkable mixed-use/mixed-income community;
- Creating a pedestrian-friendly network of streets and public open spaces; and
- Integrating affordable and workforce housing into neighborhoods.

To integrate affordable and workforce housing into the neighborhood, the Downtown Addition Specific Plan (DASP) contains a detailed form-based Regulating Code which is designed to ensure the establishment of a quality project and a wide variety of housing types and a range of housing prices. This Regulating Code proposes 12 different housing types and densities to help ensure a range of housing sizes and prices. In addition to a range of lot and house sizes, secondary buildings are permitted allowing a small accessory dwelling on the same lot as a primary residence. Such units are inherently affordable due to their size, design, location, and the additional rental revenue can cut mortgage costs for the primary homeowner.

Housing Element Policy 1.4– 'Ensure the provision of adequate infrastructure, public services, and facilities needed to support new housing units."

The DASP is designed to be consistent with Land Use, Public Services, Circulation, and Open Space goals, policies, and programs in the KCGP, which were intended to address these infrastructure, public service, and facilities needs of new development.

Housing Element Policy 1.5 –Regulate land uses and housing design to minimize the consumption of water and energy usage and encourage the design and construction of high quality housing products."

The DASP promotes the efficient use of water and energy through water conserving design and equipment in construction, drought tolerant landscaping, natural drainage, solar orientation, and other methods. The form-based Regulating Code requires the design and construction of high quality housing products.

Housing Element Goal 3 – "To provide equal housing opportunities for very low, low, and moderate income households."

The DASP provides housing that is affordable to lower income households by requiring a wide variety of housing types and housing which is "affordable by design". In addition, it includes an Inclusionary Housing Program Outline and Framework (Appendix C) which upon adoption of the legal agreement will establish the details on the implementation of affordable housing within the DASP. This Inclusionary Housing Program Outline and Framework requires that at least 15 percent of the housing will be affordable to very low, low, and moderate-income households.

Housing Element Policy 3.1 – "Encourage the construction of affordable ownership housing and affordable rental housing for very low, low, and moderate income households."

The DASP is founded on the principle that true neighborhoods provide a wide range of housing types. The Regulating Code promotes innovative building types which are "affordable by design". These building types include: mixed-use buildings (residential units over commercial), live-work buildings, rowhouses, courtyard housing, villas, quadplexes, triplexes, duets, bungalow courts, multigeneration, sideyard and rearyard houses, and carriage units. This wide range of building types will result in the establishment of an innovative development plan that will result much greater affordability of housing.

While the different housing types and lot sizes are designed to appeal to a range of income levels and thus to foster a stable, mixed-income neighborhood, close attention has been paid to ensuring that the development will also provide an important source of affordable housing for very low to low-income households.

The DASP has been developed in conformance with the City of King Housing Element 2002-2007 dated (January 2003) and will be consistent with the Inclusionary Housing Ordinance (Ordinance No. 637) which is codified at Chapter 17.19 of the City of King Municipal Code. It has been noted that under the 2002-2007 Housing Element one property within the Specific Plan Area was subject to a prior application for farm worker housing. The Casitas de Salcido project a 43-unit SRO was proposed in the M-1 zone near the southwest corner Chestnut Avenue and Bitterwater Road. Even though, the Casitas de Salcido project was abandoned by the project proponent, vestiges remain in the narrative and tabulator descriptions in the 2002-2007 Housing Element. The City has prepared an updated Housing Element (2007 – 2014) a draft is currently under review by the California Department of Housing & Community Development (HCD). The pending Draft Housing Element removes the vestiges of the abandoned Casitas de Salcido project. While it is expected that the 2007 – 2014 Housing Element will be adopted prior to City Council public hearings on the Specific Plan, if not, an amendment to the 2002-2007 Housing Element will be made by the City of King to amend these vestiges of the abandoned Casitas de Salcido Project in the Housing Element to the extent required.

A Housing Program will be formulated as part of the DASP in with consultation with the City and other housing agencies. The Housing Program will provide that at least 15 percent of the project's residential units will be made available to low-to-moderate income households. Since the DASP is a phased project the Housing Program will indicate the minimum number of affordable housing units required will be met at the completion of each phase.

> *Housing Element Policy 3.2 – Promote innovative development plans (e.g., planned development, cluster development, zero-lot-line housing concepts, etc) that will help to increase the number of affordable housing units.*

The DASP promotes several building types, such mixed-use buildings (residential units over commercial), live-work buildings, courtyard housing, villas, duets, triplexes, quadplexes, and carriage units to increase the number of affordable housing units. House prices will be linked to house and lot sizes and will vary widely throughout the DASP area.

While the different housing types and lot sizes are designed to appeal to a range of income levels and thus to foster a stable, mixed-income neighborhood, close attention has been paid to ensuring that the development will also provide an important source of affordable housing for very low to low-income households. The architectural style, character, and quality of below-market-rate units will be indistinguishable from market-rate houses in order to have them meld harmoniously into the overall fabric of the new neighborhood.

> *Housing Element Policy 3.4–"Offer regulatory incentives and concessions for affordable housing, such as relief from development standards, density bonuses, or fee waivers where deemed appropriate."*

The DASP provides that housing that is affordable to lower income households by requiring a wide variety of housing types and housing which is "affordable by design". In addition, an Inclusionary Housing Program (Appendix C) will be formulated with consultation with the City and other housing agencies. Upon adoption the Housing Program will be incorporated as part of the DASP. The Housing Program will provide that at least 15 percent of the project's residential units will be made available to low-to-moderate income households. Since the DASP is a phased project the Housing Program will indicate the minimum number of affordable housing units required will be met at the completion of each phase.

> *Housing Element Policy 4.3 – "Encourage housing opportunities for those residents who have special housing needs such as farm workers large families, elderly, disabled persons, and other identified special needs groups."*

The DASP promotes several building types, such mixed-use buildings (residential units over commercial), live-work buildings, courtyard housing, duets, triplexes, quadplexes, and multigeneration houses, which can inherently meet the needs of various households. In addition, all units will meet the requirements of all relevant codes and standards governing visitability and accessibility.

Relevant Noise Element Policies

Noise Element Policy 3.2.1 – Environmental Impact Reporting – "Pursuant to provisions of the California Public Resources Code, the City of King adopted an ordinance requiring Environmental Impact Assessments or report for most projects... As part of the Environmental Impact Report procedure the project must be analyzed in respect to any adverse effects which may be results of noise generated..."

A Noise Assessment Report has been prepared as a part of the environmental review process.

Noise Element Policy 3.2.2 – Zoning Ordinance Regulations – "The zoning ordinance contains general performance standards which specify dBA levels/or residential, commercial, and industrial uses."

No land uses are proposed within the Downtown Area Specific Plan that would create noise decibel levels in excess of the acceptable levels specified in the zoning ordinance for residential and commercial areas. Noise impacts are identified in the project's Environmental Impact Report and, to the extent required, any mitigation measures for noise impacts will be conditions of approval.

Relevant Conservation Element Policies

Conservation Element Policy 1.1.1 – Water Resources – "The City shall preserve and protect all groundwater recharge areas from sources of pollution."

Conservation Element Policy 1.1.2 – Water Resources – "The City shall regulate development that takes place on groundwater recharge areas to assure that recharge capabilities are not significantly diminished."

The Downtown Addition has been designed to integrate the practice of sustainable stormwater management known as "Low Impact Development (LID)". Unlike a conventional system that would simply pipe uncleansed stormwater into San Lorenzo Creek, the Downtown Addition will instead employ a multi-layered LID system of distributed BMP measures to collect, infiltrate and cleanse rainwater as close to the source as feasible. This system includes: measures on individual lots, such as flow-through planters, rain gardens and biofiltration basins and vegetated swales; measures along the Downtown Addition streets, alleys and parking lots include: measures such as biofiltration basins and vegetated swales and permeable alleys, sidewalks and parking lots; and potential filtration areas in the parks and greenways. In the Neighborhood Center zone storm drain filters (Filterra, Vortechs, or equivalent units) are proposed due to design characteristics that are ideal for urban settings: they are extremely space efficient, have a minimal impact on site design, and can be contained within the right-of way, so to treat stormwater runoff from roads, buildings, and parking lots. A water quality filtration basin is proposed at the south-west end of the San Lorenzo Creek Linear Park for cleansing, infiltration and retention of stormwater runoff from commercial areas, with an overflow pipe or channel that releases cleansed stormwater into San Lorenzo Creek.

The area along the San Lorenzo Creek is designated as open space. No structures or other encroachments are proposed in the creek channel. The San Lorenzo Creek channel will be restored to prevent soil erosion and sedimentation, provide native habitat and help improve the water quality within the creek. In addition, a linear park provides a substantial buffer between the proposed urban development and the San Lorenzo Creek open space area.

Conservation Element Policy 1.1.3 – Water Resources – "Due to their primary function in recharging the Valley's groundwater the City shall not permit development to encroach upon the main channels of the Salinas River and San Lorenzo Creek."

The proposed Downtown Addition Specific Plan is located approximately 2 miles east of the Salinas River and abuts the San Lorenzo Creek. The area along the San Lorenzo Creek is designated as open space. No structures or other encroachments are proposed in the creek channel. In addition, a linear park provides a substantial buffer between the proposed urban development and the San Lorenzo Creek open space area.

Conservation Element Policy 1.1.4 – Water Resources – "Full buildout of this general plan shall not exceed the long-term estimated supply of groundwater resources."

California Water Company provides potable water service in the City of King. The source of this water is groundwater. California Senate Bills 610 and 221 require a water assessment and verification of water supply for subdivisions of 500 units or more. An analysis was prepared by California Water Company dated October 13, 2006, includes the detailed analysis of the location and amount of groundwater required to meet the demands of the project. The water assessment concluded that adequate water supply is available for the project and that a "can and will serve" letter will be issued at the appropriate time.

Conservation Element Policy 1.4.1 – Energy Resources – "The City shall encourage energy-efficient designs within new homes, commercial and industrial buildings, and public facilities.

The Downtown Addition will be designed to include energy conservation by incorporating low-flow fixtures, Energy Star appliances, compact design, adaptability, reduced solar loading, cross ventilation, recycled materials, and sustainably produced materials. Houses in the Downtown Addition will meet and exceed all existing Title 24 energy codes.

Relevant Open Space and Safety Element Policies

Open Space Element Policy 2.1.1 – Environmentally Sensitive Lands –"The City shall assure that environmentally sensitive lands which are unique, limited, and fragile natural areas, are protected wherever possible."

The proposed development is entirely on a site currently in agricultural use but is designated for urban development in the 1998 General Plan. The site abuts San Lorenzo Creek. An adequate setback of at least 50 feet is proposed along the main creek channel to protect these natural areas.

Open Space Element Policy 2.3.3 – Farmlands Protection – "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."

Open Space Element Program 2.3.3.1 – Farmlands Protection –"As part of its review and 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."

The Downtown Addition includes a 200-foot wide buffer zone along San Lorenzo Creek to minimize any incompatibilities between land uses and to mitigate the effects on both the residential area and the adjacent agricultural operations to the northeast.

During the phased construction process, rolling buffers of at least 200 feet will be maintained between any continuing agricultural operations on the site and new development. As needed, a 200-foot agricultural buffer will be provided separating any agricultural operations on the adjacent property to the northeast, the Smith-Monterey, LLC - Eastern Extension. The Eastern Extension property is under the same ownership (Smith-Monterey, LLC), as the Downtown Addition.

Open Space Element Goal 2.4 – Scenic Resources and Landscape Protection "To assure that new development does not destroy or significantly impair the City's scenic resources"

The DASP is located on a site most of which is currently in agricultural use but is designated for urban development in the 1998 General Plan. The site abuts San Lorenzo Creek. An adequate setback of at least 50 feet is proposed along the main creek channel to protect these natural areas.

Open Space Element Policy 2.4.1 – Scenic Resources and Landscape Protection "In reviewing plans for new development proposed along major thoroughfares, particularly entrances to King City, the City shall encourage appropriate site planning, design, building materials, landscaping, and signage to enhance the scenic quality of these thoroughfares.

The DASP is consistent with this goal and policy because the project is designed to have a uniform palette of streetscape amenities and landscape features that will define its edges and create a unique identity for the community. The palette will also include identity signage, decorative street lighting, designated crosswalks with decorative paving, and uniform street tree plantings to enhance all thoroughfares in the neighborhood.

Open Space Element Goal 2.5 – Historical and Archaeological Sites –"To assure that new development does not destroy significant examples of the history or pre-history of the community..."

The proposed development is entirely on a highly disturbed site currently in agricultural use but designated for urban development in the 1998 General Plan. An assessment of archeological resources is contained in the project's EIR. There are no historical or archeological sites of record on the property.

Open Space Element Program 2.6.1.1 – Parks and Recreational Facilities – "The City shall coordinate park development with population increases and areas of significant new growth within the city."

The DASP calls for approximately 23~~4~~ acres of parkland and open space in the form of neighborhood parks, a community

park, greenways, and open space. The amount of parks and open space provided in the Downtown Addition exceeds the City's open space requirement stated in Ordinance 622.

> *Open Space Element Policy 2.6.2 – Parks and Recreational Facilities –"The City shall continue to require that new subdivisions dedicate park land and/or park in-lieu fees that enable the purchase land and in lieu that enable the purchase of park land and/or provide recreational facilities."*

The DASP includes parks and open space distributed throughout the site to serve the residents of the new neighborhood. The State of California Quimby Act requires parkland at a ratio of at least three acres per 1,000 residents; in the City of King, that requirement has been increased to 3.38 acres per 1,000 residents (Ord. 622). For this project, the park acreage necessary to meet this requirement works out to be approximately 7.5 acres. The DASP exceeds the City of King's required parkland set-aside.

> *Open Space Element Program 2.6.6.1 – Parks and Recreational Facilities- "Locate and design proposed parks and recreation areas to provide for ease of access to pedestrians and bicyclist by incorporating trails, paths side-walks/and or bicycle lanes. This program should be incorporated into a master park and recreation plan."*

The DASP proposed parks provide for ease of pedestrian access as well as connections to the community as a whole. The parks are dispersed so that all residents are within a quarter-mile, or five-minute, walking distance from any given park space. The parks are connected by an integrated system of sidewalks and multi-use paths within the neighborhood. Safe crossing areas are provided at key intersection points to adjacent neighborhoods to access schools, commercial areas, and other parks within King City.

The proposed park acreage exceeds the acreage required by state law based on three acres per 1,000 residents as well as the City's higher allocation requirement of 3.38 acres per 1,000 residents.

> *Open Space Program 2.6.6.2 – Parks and Recreational Facilities-"Wind breaks shall be considered for new park and recreational projects in areas determined to be susceptible to prevailing wind. Design and sitting of windbreaks shall be reviewed and approved during the development review process.*

Year-round, evergreen windbreak plantings will be integrated into the agricultural buffer park along San Lorenzo Creek and the along Bitterwater Greenway. These buffers located along the perimeter of the neighborhood are integrated with a meandering trail and will be major amenities. The landscape palette will consist of grasses, shrubs, and tree plantings.

> *Safety Element Goal 3.3 – Public Safety Facilities – "To provide police and fire protection at levels adequate for the protection of life and property."*

Site development has proceeded with police and fire protection in mind. The Police and Fire Departments were contacted in the development of the DASP and have reviewed the plan for a safety evaluation. The Police and Fire Departments are part of a Project Review Committee and will further review the project as it moves forward. In addition development fees in the amount of approximately $831,529 will be collected for law enforcement and fire protection (See Table 5-3).

> *Safety Element Policy 3.3.6 – Public Safety Facilities – "The City shall require that all new development proposals and/or changes in land use be referred to the Fire Department for safety evaluation.*

The Fire Department was contacted in the development of the DASP and has reviewed the plan for a safety evaluation. The Fire Department will further review the project as it moves forward and to review and approve the fire sprinkler systems required throughout the DASP.

Airport Land Use Plan (Mesa Del Rey Airport Master Plan)

Background

The Mesa Del Rey Airport, a general aviation airport which is owned and operated by the City, is located over 2,000 feet northeast of the closest portion of the Downtown Addition Specific Plan Area. This airport has no control tower, one north-south runway and is the home field of approximately 31 aircraft –- 25 single engine planes, 4 twin-engine planes, and 2 helicopters. On average, there are approximately 22 flight operations per day, and, as the airport is attended only during the hours of 8 a.m. to 5 P.M., most operations are assumed to occur during these hours. In a study prepared by Kimberly-Horn & Associates (10/06) for the City, it was estimated the Airport had approximately 7,862 annual aircraft operations, predominately general aviation.

The Monterey County Airport Land Use Commission's (ALUC) has jurisdiction for the orderly development of land surrounding the Mesa Del Rey Airport. Pursuant to this authority, the ALUC has adopted a Comprehensive Land Use Plan for the Mesa Del Rey Airport. The current ALUC is the Amended Comprehensive Land Use Plan for the Mesa Del Rey Airport adopted on February 16, 1978 by Resolution No. 78-3. The Downtown Addition Specific Plan Area is not within the boundaries of City Airport Master Plan and the ACLUP.

Clear Zone and Approach Areas

The City has adopted Airport clear and approach safety zones of the extended centerline of the Airport runway in its current Airport Master Plan. The location of the runway protection zones are specified in the current Master Plan For Mesa Del Rey Airport, adopted by the City of King on January 11, 1978 (Resolution No. 1474), and the "Amended Comprehensive Land Use Plan For the Mesa Del Rey Airport" adopted by the Airport Land Use Commission of the County of Monterey, on February 16, 1978 (Resolution No. 78-3).

The Downtown Addition Specific Plan Area is located over 2,000 feet away from the Mesa Del Rey Airport, and is outside both the boundaries of the Airport Land Use Plan and the runway protection zone but is located within the traffic pattern of the airport. The DASP would also not interfere with aircraft or the adopted runway protection zones, and is located outside the normal takeoff and landing patterns for aircraft. There are no approved or contemplated expansion plans for the airport; future operations are expected to continue to use the current flight paths and patterns, although the number of flights is expected to increase over time. The project's proximity to the airport thus would not create safety hazards for people living or working in the project area, and would not have a potential to restrict future expansion of the airport or of runway protection safety zones.

The California Airport Land Use Planning Handbook (Handbook) provides planning guidance to Airport Land Use Commissions, airport proprietors, and counties and cities with jurisdiction over airport area land uses. The purpose of the Handbook is to support the purposes of the State Aeronautics Act. The Handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential. Under the Handbook, the safety compatibility zone examples for the City Airport show that the Downtown Addition Specific Plan Area would be located in the Traffic Pattern Zone for the City Airport. The Handbook safety compatibility criteria guidelines in Table 9C recommends no limits on residential density for projects located in the Traffic Pattern Zone. Based on the location within the Traffic Pattern Zone the DASP includes the following mitigation measures:

No. 1: Due to the fact that some aircraft flight tracks from the City Airport pass over the Downtown Addition Specific Plan Area, the City shall require that the Applicant grant an aviation easement to the City in the form contained in Appendix D to the Caltrans Airport Land Use Planning Handbook.

No.2: Due to the fact that some aircraft flight tracks from the City Airport pass over the Downtown Addition Specific Plan Area, the City shall require that the Applicant shall record a deed notice to give Downtown Addition Project property buyers notice of aircraft in the vicinity in the form contained in Appendix D to the Caltrans Airport Land Use Planning Handbook.

In addition, the Federal Aviation Administration (FAA) regulates airspace and certain runway protection zones off the extended centerline of runways of airports, including the Mesa Del Rey Airport. The Downtown Addition Specific Plan Area is located in an area that will not be incompatible with any FAA airspace areas or runway protection zones for the City Airport

Specific Areas

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

1. Release steam, dust smoke or other matter which could impair an aviator's visibility;
2. Produce light emissions, either direct or by reflection, which could impair an aviator's visibility;
3. Produce electrical emissions, which could interfere with communication or navigation aids.

The DASP does not propose any uses which would produce, steam, dust smoke, light or electrical emissions which would impair an aviator's visibility or interfere with communication of navigation aids.

Height

New construction shall be referred to the ALUC if the heights of the structures exceed the allowable heights of Airport Approaches Zoning Ordinance #1856, or its successor, and the local agency does not have a similar ordinance. The DASP does not propose any uses, which will exceed the allowable heights.

The maximum height of all project buildings pursuant to the regulations contained in the proposed DASP would be limited to a maximum eave height above grade of: 36 feet in the NC zone; ~~2~~34 feet in the NG-3 zone; and 20 feet in the NG-1 and NG-2 zone. Due to these height limitations, site buildings would not interfere with takeoffs and landings at the airport. In addition, according to the Mesa Del Rey Airport Master Plan, the Downtown Addition Specific Plan Area falls outside of the runway protection zone.

Noise

New Construction shall be referred to the ALUC if it is proposed within the comprehensive land use plan's 1995 65 CNEL noise level contour and the local agency has not adopted a procedure to determine if noise insulation is required.

The level of aircraft noise depends on the types of aircraft, frequency of flights, aircraft take-offs and landings, airport flight tracks, and the distance from the aircraft noise source. The current City Airport Master Plan concluded that the 65 CNEL contour for airport operations falls entirely within the airport property because the mix of aircraft is not significant and the low volume of activity.

In addition, according to the City of King general plan, CNEL contours are not required for the City of King Airport, and sound measurements at the airport indicated that flying operations create no significant noise intrusions on the King City environment. This conclusion is based on measurements taken on Bitterwater Road, between Airport drive and the Soil Services facilities for the 1975 Noise Element and 1996 Noise Element Update. The measurements show the area's L10 level to be 68 dBA. Though both aircraft and truck traffic contribute to this level, it is important to note that during the measurement period a passing truck caused the highest recorded noise level (83dBA), and none of the noise levels cause by the passage of overhead aircraft exceed 80 dBA. Measurements and observations made for the 1996 update of the General Plan Noise element confirm that for the most part the noise caused form traffic and other noise sources is indistinguishable from Aircraft noise.

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Inclusionary Housing Program Outline and Framework

In conformance with the City of King Housing Element 2002-2007 dated (January 2003) and the Inclusionary Housing Ordinance (Ord. No. 637) which is codified at Chapter 17.19 of the City of King Municipal Code, an Inclusionary Housing Program ("Housing Program") shall be developed for the Downtown Addition Specific Plan. This Housing Program will be formulated in consultation with the City and other housing agencies. Pursuant to KCMC Section 17.19.030 (a) (2) no development shall occur until the City Council approves the Housing Program, including methods to assure continued provision of affordable housing units. Such approval shall be discretionary with the City Council. As shown in the Entitlement and Decision Making Process (Table 5-4) the Housing Program shall be processed concurrently with the Tentative Subdivision Map. Action on the Housing Program shall take place in advance of any action by the Planning Commission and City Council on the Tentative Subdivision Map. The Housing Program will describe the specific efforts that the developer of the Downtown Addition will take to promote low-to-moderate income housing construction in the city.

Background

In 2003, the City adopted an inclusionary housing ordinance which requires that prior to any approval of a development project having more than 30 units; the City must have approved an inclusionary housing program requiring the developer to provide at least 15 percent of their project for low to moderate income households. Affordable units must be developed on the project site and the developers must provide guarantees that the units will remain affordable or be replaced elsewhere in the City.

Program

So to contribute to the City housing goal for affordable housing the Downtown Addition Specific Plan Inclusionary Housing Program and corresponding legal agreement will outline the proposed technique or combination of techniques meeting the equivalent of the city low-to-moderate income housing goal.

The Housing Program will:

- Designate at least 15 percent of the project for low-to-moderate income households;
- Indicate the minimum number of affordable housing units required under the City Inclusionary Housing Ordinance;
- Identify the total number of affordable housing units;
- Designate the number of affordable rental units;
- Allocate the number of affordable for-purchase units;
- Breakdown the type of unit by affordable income level;
- Show how the affordable housing requirements will be met at the completion of each residential phase. The affordable housing units shall be constructed concurrently with or prior to the corresponding phase of non-affordable housing units;
- Detail the mechanisms that will be used to guarantee the units will remain as low or moderate income housing. These devices include but are not limited to: deed restrictions, wrap-around financing, land sales contracts, first right of refusal vested in the city, and other similar strategies which will ensure the perpetuation of the low or moderate income housing;
- Portray how the program will operate in accordance with the provisions of the City Inclusionary Ordinance;
- Indicate the number of years the units will be required to be affordable;
- Illustrate how the units will be managed, certification made of income eligibility and how the program will be enforced and affordability monitored;
- List any "rental or fee ownership" sale provisions and restrictions;

- Describe the form of "Developer participation":
  1) contribution in the form of new residential units;
  2) residential land;
  3) financial assistance; or
  4) a combination thereof that will contribute directly to the construction of affordable low-to-moderate income housing to the community;
- Shown how preference will be given to persons who live or work within the city;
- Identify any City incentives which are to be used including those provided by state law for the production of affordable housing. This may include the use of the low- and moderate-income housing set aside funds from the community development agency; and
- Identify any public or private organizations that will partner in the development of the required affordable housing.

Housing Program Agreement

The Housing Program Agreement Upon adoption shall be attached herein and incorporated as a component of the Downtown Addition Specific Plan.

Master Developer/Builder Design Review

Four Step Project Approval and Permitting / Design Review Process

General

1. Submittals to the Master Developer/Builder Design Review Committee must be by the Neighborhood Builder/ Developer or authorized agent. Submittals are required whenever any improvements or changes are proposed for any portion of the project (site, building exterior etc).
2. Submittals to, and approvals by, the Master Developer/ Builder Design Review Committee must occur before any Architectural Plans, Plotting Plans or Tentative or Final Subdivision Maps, Improvement Plans, Landscape Plans, Building Plans, or Site Plan are submitted to the City of King.
3. All submittals must be delivered to the Master Developer/ Builder at the location of the current office or at a location designated by the Master Developer/Builder.
4. Building plans must be prepared by a California registered architect.
5. Site plans must be prepared by a California registered architect or landscape architect.
6. Landscape plans must be prepared by a California registered landscape architect.
7. Include lot and tract numbers on all plans and other documents submitted for review.
8. Any incomplete submittal (required number of copies, required information or payment of fees) will not be accepted and will be returned to the Neighborhood Builder or authorized agent.
9. Housing projects meeting the the first or second criteria are exempt from the Master Developer/Builder design review process:
   - 50 percent of the housing units are restricted to households of less than 80 percent of the median family income, per federal Housing and Urban Development standards.
   - 100 percent of the housing units are dedicated to a special needs community (e.g. senior citizens, farmworkers) as identified in the City's Housing Element.
   - Up to one of each 50 units may be designated for a caretaker or manager.

Procedure

Approval of plan submittals by the Master Developer/Builder Design Review Committee is required by purchase agreements. The Master Developer/Builder Design Review Committee must review submittals in four steps as follows:

Step 1: Concept Site Plan Alternatives/Architecture

Step 2: Refined Site Plan/Building Design

Step 3: Site Plan Package/Finalized Product Design/ Technology Drawings

Step 4: Construction Document Package

General Materials Required for Submittals

The required materials for the four submittal steps are described below. Please submit only items that are complete.

1. ¼" elevations of all building types
2. All sheet size to be 30" x 42"
3. Multifamily composite plans to be 1/8" scale
4. No mounted drawings will be accepted
5. Packages required:
   - One (1) set Architectural Plans labeled "Architectural Only" Rolled separately
   - One (1) set Landscape Plans labeled "Landscape Only" Rolled separately
   - Three (3) sets Engineering Plans labeled "Engineering Only" Rolled separately
   - One (1) full set (Architectural, Landscape and Engineering) labeled "Master Developer/Builder"
   - One (1) read-only TIF-file CD with Master Developer/ Builder's full set scanned to at least 300 dpi resolution
6. In order to ensure that new development within the Downtown Addition Specific Plan does not exceed the development potential listed in Table 2-1 (Land Use Summary), the Master Developer shall be responsible for tracking the amount of proposed development by land use and by zone and shall submit with each development application an accounting of proposed development and remaining development potential.

Step 1: Concept Site Plan/Architecture

The Neighborhood Builder/Developer should prepare site plans and architecture, at a refined level, for the site in conformance with the Regulating Code (Section 3). Submittal MUST include conceptual grades, density, product square footage range by land use (commercial, live-work, residential) and zone, unit count by zone, edge condition grading and setback criteria. Proposed storm drain and sewer connection points must also be reflected.

Initial product concepts, architectural plans, elevations styles and roof plans should also be submitted for review at this time.

Step 1 Package Submittals:

Demonstrate consistency with applicable goals, policies and programs in Section 1.8 and conformance with allowed development potential listed in Table 2-1 (Land Use Summary) through the following documents:

1. Neighborhood Concept Diagrams, identifying neighborhood design elements, such as:
   - Unique and distinctive elements
   - Trail systems, linkages
   - Parks
   - Recreation Center, if applicable
   - Streetscapes per Section 3.8 (Thoroughfare Standards)
   - Varied setbacks per Section 3.4 (Urban Standards)
   - Garage treatments
   - Street landscape
   - Corner lot treatments
   - Variable lots, if applicable
2. Individual unit floor plans, including:
   - Concept building types, as applicable, including all utility entrances and meters, and all trash and recycling receptacles
   - Concept floor plans/setbacks dimensioned
   - Product summary, including plan number, size (square feet), number of bedrooms, number of bathrooms, proposed parking for each plan type (garage/open), and number of each per plan type
   - Concept elevations of all primary styles, including a description of the style elements that make up each style as they relate to design themes (elevate all sides) - on one submittal sheet. See example.
   - Concept roof plans
   - Revised lot dimensions if applicable for private open space
3. Site plan alternatives, at 1"=40', including:
   - Surrounding street right-of-ways/spot elevations
   - Building setback lines at rights-of-way per applicable street types and Section 3.4 (Urban Standards)
   - Demonstrate consistency with Thoroughfare Standards and Figure 3-21 (Thoroughfare Type Diagram)
   - Top/bottoms of slope spot grades along site edges
   - Proposed slope ratio for all slopes 3:1 or steeper
   - Interior street/pad spot grades sufficient for conceptual grading analysis
   - Proposed storm drain/sewer site connections
   - Statistical summary, including target dwelling unit count by zone, number of units by zone, density, unit mix by zone, product square footage range by land use (commercial, live-work, residential) and zone
4. Landscape concept plan:
   - Identification of street trees
   - Identification of parking area trees
   - Identification of site entry and proposed enhancements
   - Identification of trail connections

Step 2: Refined Site Plan/Product Design

Refined neighborhood site plan design at 1"=40'. Finalize preliminary floor plan and building foot prints. Continued development of Step 1 preliminary building elevations (4 sides). Refine plotting and grading design, including engineering review. Establish elevation style elements and details.

Step 2 Submittal Requirements

Demonstrate consistency with applicable goals, policies and programs in Section 1.8 and conformance with allowed development potential listed in Table 2-1 (Land Use Summary) through the following documents:

1. Refined preliminary floor plans and building types; list plan number and size (square feet) on the plan
2. Refined building footprint/plot plans, including yard and setback dimensions and private open space.
3. Continued elevation refinement of all styles required for all building elevations (4 sides) and number of building types, if applicable, and roof plans. Include development drawings of style details.
4. Site plan; include:
   - Surrounding street right-of ways/spot elevations; interior street spot elevations
   - Open space location and concept design
   - Setback lines at parcel edges per the Development Standards
   - Demonstrate consistency with Thoroughfare Standards and Figure 3-21 (Thoroughfare Type Diagram)
   - Top/bottom of slope spot grades along site edges
   - Proposed slope ratio for all slopes 3:1 or steeper
   - Interior street/pad spot grades sufficient for conceptual grading analysis
   - Proposed storm drain/sewer site connections
   - Statistical summary, including target dwelling unit count by zone, number of units by zone, density, unit mix by zone, product square footage range by land use (commercial, live-work, residential) and zone
5. Concept Landscape Plan
   - Identification of street trees and minimum sizes
   - Identification of edge open space and description of intended amenities/furnishings
   - 1"=40' scale plans of all parks with description of intended amenities/furnishings
   - Identification of street trees and plantings and minimum sizes, detail of vine trellises
   - Identification of parking area trees and minimum sizes enhancements
   - Conceptual Model Landscape Plan with hardscape design and tree placements. Architectural character of each home to be identified on the plan
   - Identify model that will address water conservation and solar orientation

Once Step 2 is approved the Community Landscape Standards will be distributed.

Step 3: Site Plan Package/Refined Product Design Technology Drawings

Prepare Site Plan Package for submittal to the City of King (subject to approval by Master Developer/Builder before filing with City). Prepare Landscape Construction packages.

Step 3 Submittal Requirements

Demonstrate consistency with applicable goals, policies and programs in Section 1.8 and conformance with allowed development potential listed in Table 2-1 (Land Use Summary) through the following documents:

1. Finalized Design for Site Plan:
   - Dimensioned site plan
   - Precise grading plan
   - Landscape concept plan
   - Statistical summary, including target dwelling unit count by zone, number of units by zone, density, unit mix by zone, product square footage range by land use (commercial, live-work, residential) and zone
2. Architecture
   - All building elevations/designs finalized
   - Finalized floor plans, building types = 1/4" scale
   - Enlarged key elevation style detail sketches = 1/2"
   - Notes and drawings addressing secondary architectural elements
   - Color keyed plotting plan indicating lot number, building plan number and elevation style and any enhanced elevation locations
   - Light fixture, garage door and entry door patterns and manufacturers should be identified/submit cut manufacture sheet
   - Finalized roof plans
   - Composite street scene fronts and rears
   - Finalized Green Development Program matrix
3. Joint Trench and Street Lighting and Plans.
4. Landscape Plan
   - Refinement and corrections to Step 2
   - Submittal of illustrative plan for the model that addresses water conservation and solar orientation

Step 4: Construction Document Package

The construction plan package may be submitted to the City of King Building Department for concurrent processing.

Step 4 Submittal Requirements

1. Complete construction document plan package. All details referenced.
2. Joint Trench and Street Lighting and Plans.
3. Indicate wall finish on exterior elevation sheets in addition to general notes information.
4. Final mail box and signage design plans may be deferred and submitted separately, but must be approved prior to completion of working drawings.
5. All changes made to plans after Step 4 approval, are subject to the review and approval of the Master Developer/Builder Design Review Committee.
6. Landscape Plan

   Construction Documents for Models and Common landscape areas and final illustrative plan for the Model that addresses water conservation and solar orientation.
7. A final inspection of the drawings by the Committee is required within 30 days of a request of owner when improvements are completed.
8. Upon approval of Step 4 package provide Master Developer/Builder with ½ size architectural set, and electronic version on a CD, including green/LEED development program approved matrix.

Building Height and Architectural Styles

The Regulating Code contained in this Specific Plan regulates the eave height of a building, rather than the ridge height. The intent is to control the height of a building while maintaining the architect's ability to design buildings in accordance with their architectural style. Each style is characterized by a range of permitted roof pitches, as detailed in Section 3.7, Architectural Standards.

Table E identifies allowed roof pitch ranges and typical ceiling heights for each of the architectural styles. Table E also shows typical ridge heights of buildings, which varies depending on the zone they are located, their architectural style, and the width of the building volume.

Figure E illustrates typical building cross-sections for each of the neighborhood zones and identifies key dimensions.

Table E: Building Height and Architectural Style

Architectural Style	Roof Pitch		Typical Ceiling Height [ft]			2-story Residential Building (NG-1)					2-story Residential Building (NG-2)				
						Max. Eave Height in NG-1: 20 ft					Max. Eave Height in NG-2: 22 ft				
			Residential Ground Floor	Commercial Ground Floor	2nd Floor	Typical Eave Height [ft]	Typical Ridge Height [ft]				Typical Eave Height [ft]	Typical Ridge Height [ft]			
							24 ft wide volume		36 ft wide volume			24 ft wide volume		36 ft wide volume	
	low	high					low	high	low	high		low	high	low	high
Monterey	4:12	6:12	10	14	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Spanish	4:12	8:12	10	14	8	20	24	28	26	32	22	26	30	28	34
Victorian	10:12	12:12	10	14	9	20	30	32	35	38	22	32	34	37	40
Italianate	6:12	10:12	10	14	10	20	26	30	29	35	22	28	32	31	37
Craftsman	4:12	10:12	9	16	8	20	24	30	26	35	21	25	31	27	36
Art Deco	flat	flat	9	14	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Tudor	10:12	12:12	10	n/a	8	20	30	32	35	38	21	32	34	36	39
Western Storefront	1:12	6:12	10	14	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Architectural Style	Roof Pitch		Typical Ceiling Height [ft]			2-story Residential Building (NG-3)					2-story Mixed-Use Building (NC)				
						Max. Eave Height in NG-3: 24 ft					Max. Eave Height in NC: 28 ft**				
			Residential Ground Floor	Commercial Ground Floor	2nd and 3rd Floor	Typical Eave Height [ft]	Typical Ridge Height [ft]				Typical Eave Height [ft]	Typical Ridge Height [ft]			
							24 ft wide volume		36 ft wide volume			24 ft wide volume		36 ft wide volume	
	low	high					low	high	low	high		low	high	low	high
Monterey	4:12	6:12	10	14	8	22	26	28	28	31	4	28	30	30	33
Spanish	4:12	8:12	10	14	8	22	26	30	28	34	24	28	32	30	36
Victorian	10:12	12:12	10	14	9	23	33	35	38	41	n/a	n/a	n/a	n/a	n/a
Italianate	6:12	10:12	10	14	10	24	30	34	33	39	26	32	36	35	41
Craftsman	4:12	10:12	9	16	8	21	25	31	27	36	26	30	36	32	41
Art Deco	flat	flat	9	14	8	21	23*	26*	23*	26*	24	26*	29*	26*	29*
Tudor	10:12	12:12	10	n/a	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Western Storefront	1:12	6:12	10	14	8	n/a	n/a	n/a	n/a	n/a	24	25*	30*	25 *	30*

*Parapet Height: 2 to 5 feet

~~** 36 ft for 3-story accents with design review approval~~

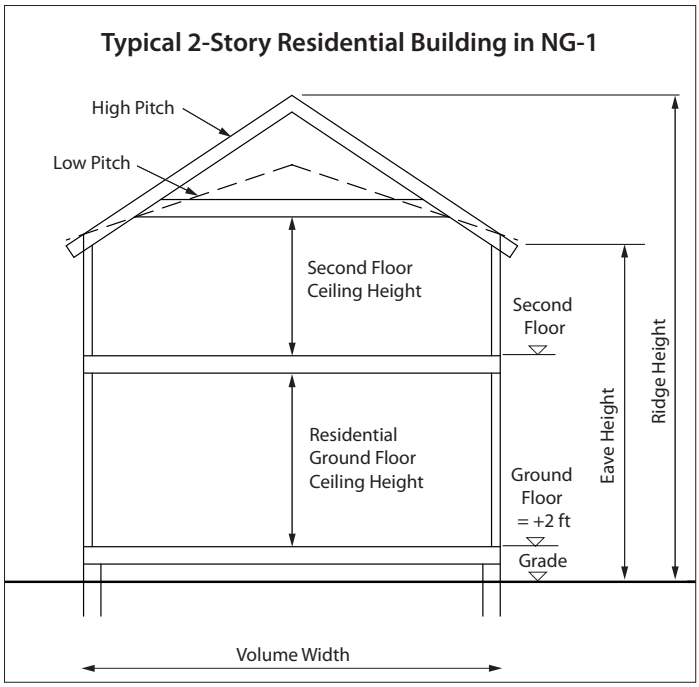
Table E: Building Height and Architectural Style (continued)

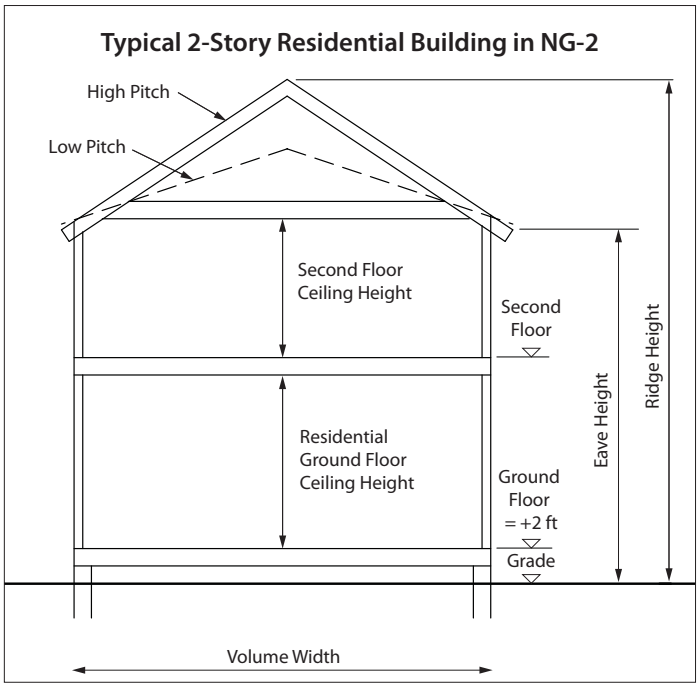
Architectural Style	Roof Pitch		Typical Ceiling Height [ft]			3-Story Mixed-Use Building (NC)				
						Max. Eave Height in NC: 36 ft				
			Residential Ground Floor	Commercial Ground Floor	2nd Floor and 3rd Floor	Typical Eave Height [ft]	Typical Ridge Height [ft]			
							24 ft wide volume		36 ft wide volume	
	low	high					low	high	low	high
Monterey	4:12	6:12	10	14	8	32	36	38	38	41
Spanish	4:12	8:12	10	14	8	32	36	40	38	46
Victorian	10:12	12:12	10	14	9	n/a	n/a	n/a	n/a	n/a
Italianate	6:12	10:12	10	14	10	36	42	46	45	51
Craftsman	4:12	10:12	9	16	8	34	38	44	40	49
Art Deco	flat	flat	9	14	8	32	34*	37*	34*	37*
Tudor	10:12	12:12	10	n/a	8	n/a	n/a	n/a	n/a	n/a
Western Storefront	1:12	6:12	10	14	8	32	33*	38*	33.5*	41*

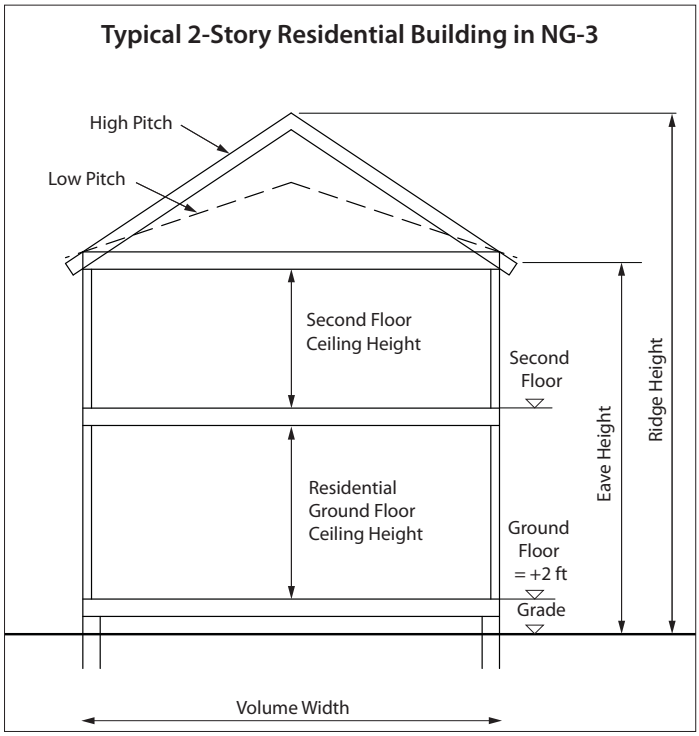
*Parapet Height: 2 to 5 feet

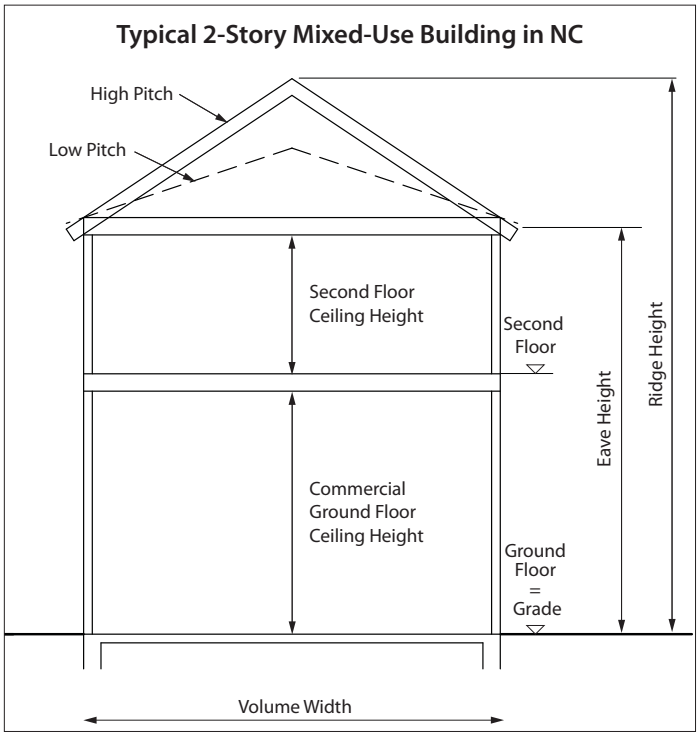
~~** 36 ft for 3-story accents with design review approval~~

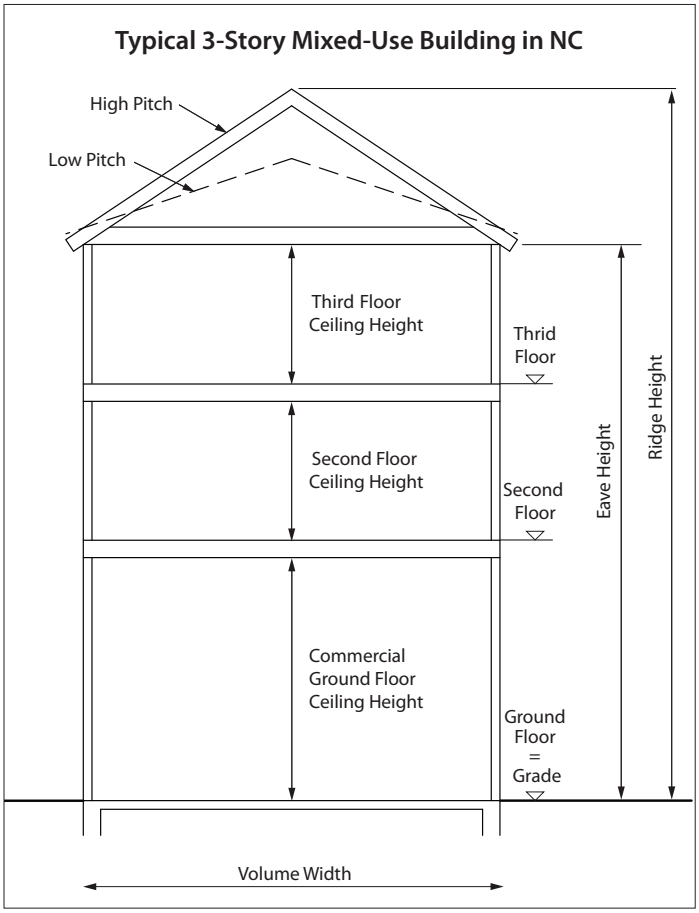
Figure E: Typical Building Cross Sections by Zone









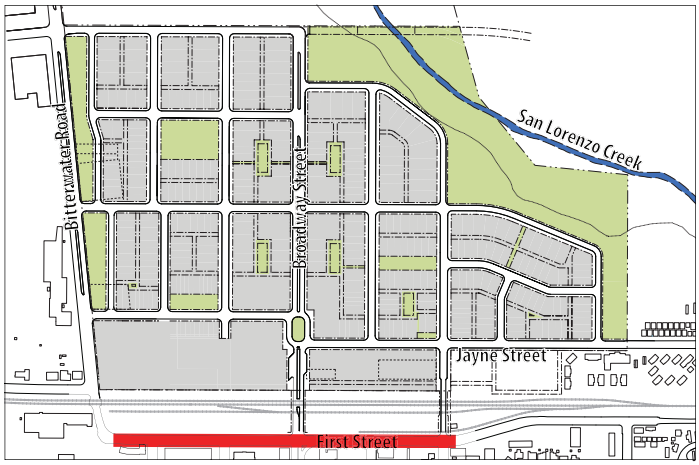

Typical 3-Story Mixed-Use Building in NC
High Pitch
Low Pitch
Third Floor
Ceiling Height
Thrid
Floor
Second Floor
Ceiling Height
Second
Floor
Commercial
Ground Floor
Ceiling Height
Ground
Floor
=
Grade
Eave Height
Ridge Height
Volume Width

Off-Site Street Sections

The following street segments are located outside the Specific Plan boundary but provide direct access to or abut the Downtown Addition. This appendix discusses the proposed configurations of those off-site street segments. Standards for all thoroughfares within the Specific Plan boundary are provided in Section 3.8 (Thoroughfare Standards).

First Street

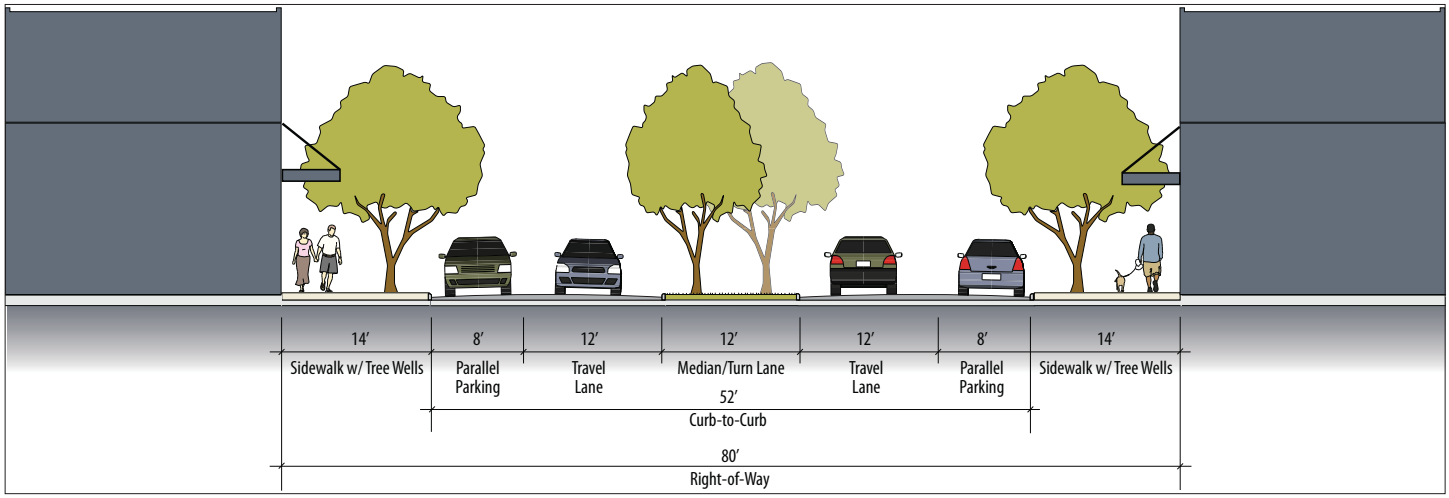
First Street is one of the city's major north-south thoroughfares and runs along the western edge of the Downtown Addition, separated only by the railroad right-of-way. First Street provides two access points into the Downtown Addition at the existing Pearl Street railroad crossing and the proposed Broadway Street railroad crossing (see below for details on both sections). By expanding the City of King's downtown eastward, the Downtown Addition effectively places First Street in the center of town, thus increasing its significance as public realm. The proposed design maintains the roadway's capacity, adds on-street parking to support existing and future businesses, introduces a planted median that allows for left-turn pockets at intersections, and provides wide sidewalks envisioned to be lined with storefronts over time.



Locator Map: First Street shaded in red.

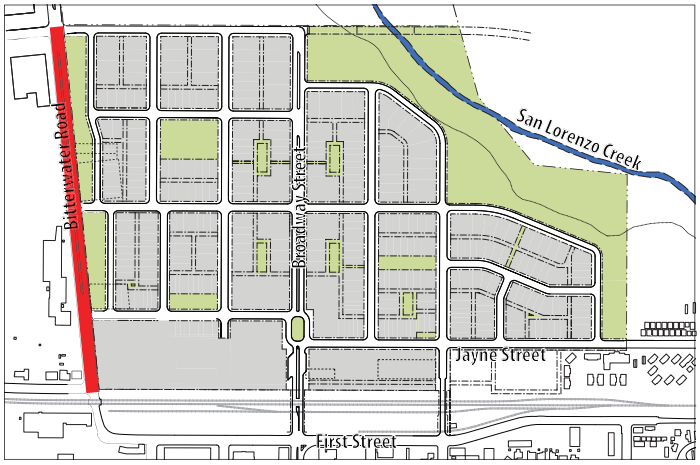
Photomontage of the proposed configuration of First Street.

Figure F-1: First Street (between Bitterwater Road and Pearl Street) - Typical Section



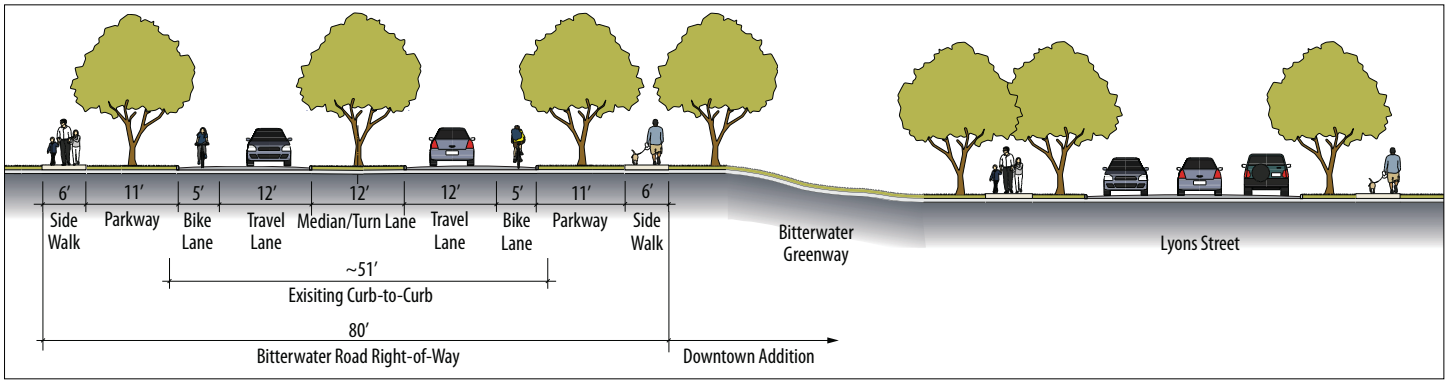
Bitterwater Road

Bitterwater Road is a primary through street that abuts the Downtown Addition along its northern boundary and provides four access points. The proposed roadway improvements accommodate Bitterwater Road's function as a major thoroughfare while providing an aesthetically pleasing gateway into the city for traffic arriving from the northeast. The design is composed of wide travel lanes that can carry significant automobile and truck traffic loads, continuous bicycle lanes, and a planted median that allows for left-turn pockets where necessary. Pedestrians are accommodated on sidewalks separated by parkways along both sides of Bitterwater Road.



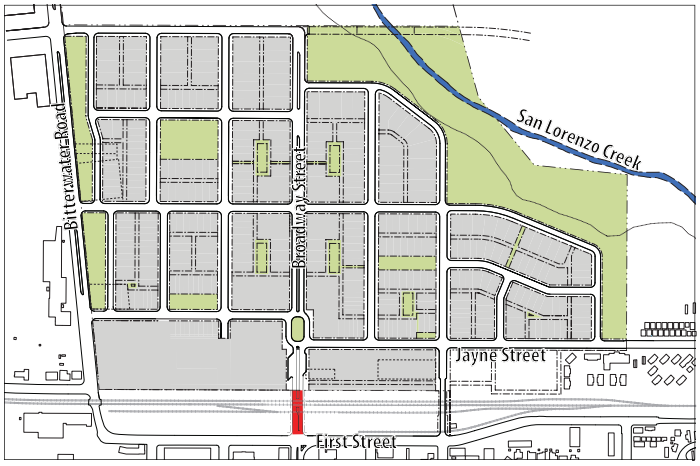
Locator Map: Bitterwater Road shaded in red.

Figure F-2: Bitterwater Road (between Metz Road and Oak Avenue) - Typical Section



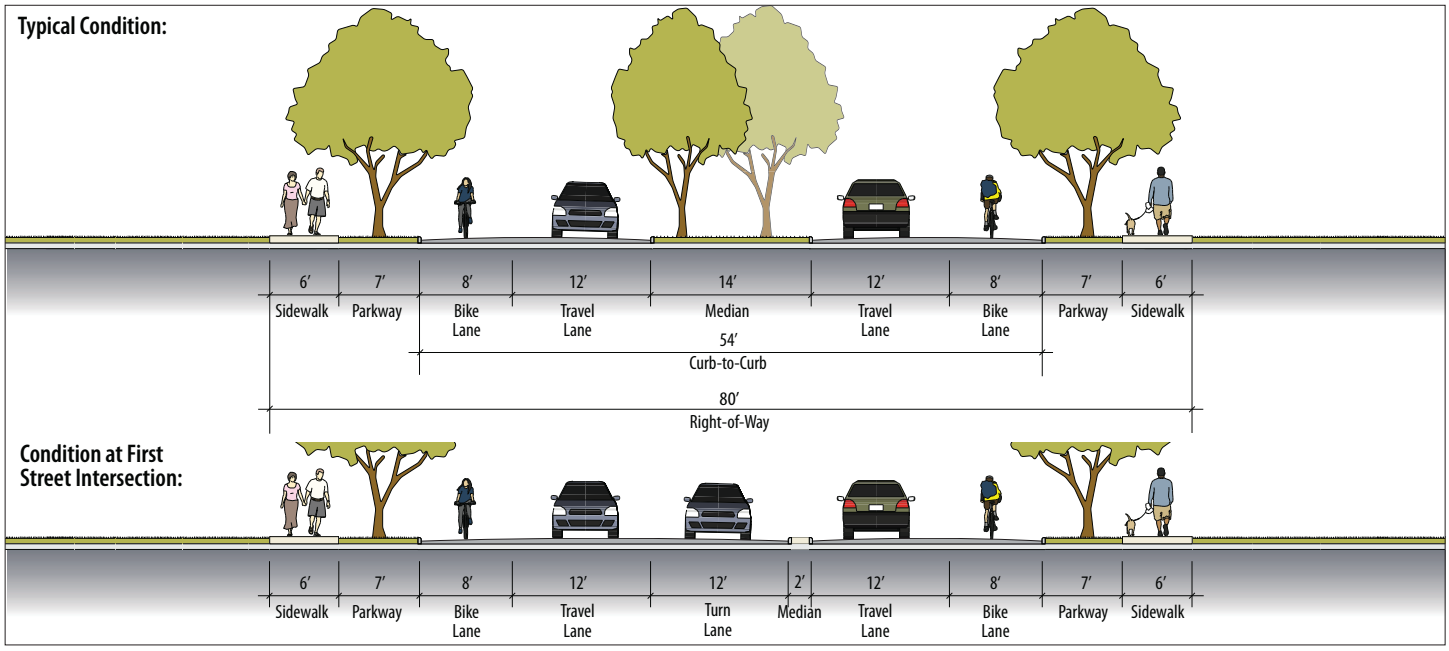
Broadway Street Crossing (between First Street and the Downtown Addition Boundary)

This segment of Broadway Street connects the existing Broadway Street across the railroad tracks with the Downtown Addition where the street continues eastward. It is designed with bicycle lanes, a planted center median that allows for a turn lane at First Street, and sidewalks separated by parkways. Parking is not provided as a significant portion of this street segment passes through the railroad right-of-way.



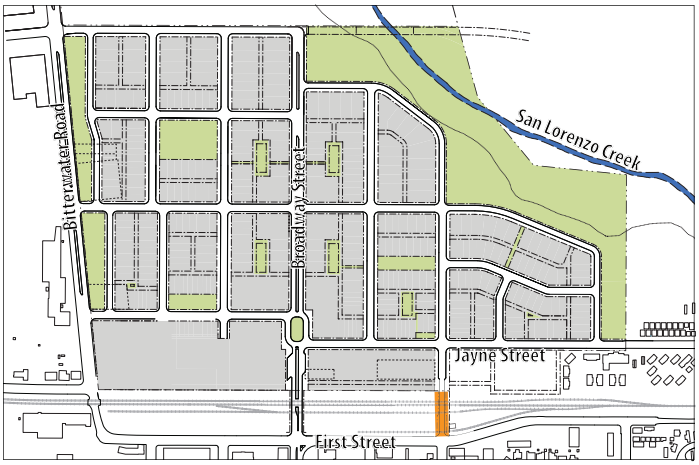
Locator Map: Broadway Street Crossing shaded in red.

Figure F-3: Broadway Street Crossing (between First Street and the Downtown Addition Boundary) - Typical Section



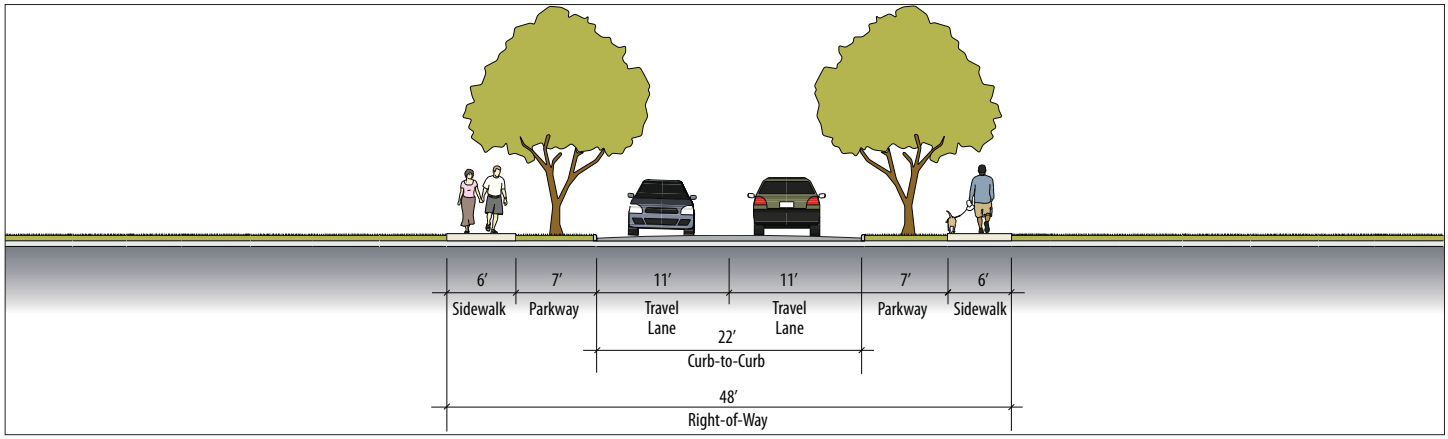
Pearl Street Crossing (between First Street and the Downtown Addition Boundary)

This segment of Pearl Street is a modification of the existing at-grade railroad crossing that provides access to Jayne Street and the Downtown Addition. It is designed with two travel lanes and sidewalks separated by parkways on both sides. Parking is not provided as a significant portion of this street segment passes through the railroad right-of-way.



Locator Map: Pearl Street Crossing shaded in orange.

Figure F-4: Pearl Street Crossing (between First Street and the Downtown Addition Boundary) - Typical Section



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Fiscal Impact Analysis

Appendix G contains the following documents:

- Fiscal Impact Analysis ("Fiscal Neutrality Study") – January 28, 2014
- Letter to the Community Development Director – February 8, 2011
- Revised Fiscal and Economic Impact Analysis Memorandum – May 22, 2007
- Fiscal and Economic Impact Analysis – February 19, 2007

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STRATEGICECONOMICS INC

MEMORANDUM

Date:	January 28, 2014
To:	Michael Powers, City Manager, City of King John M. Baucke, President and CEO, New Urban Realty Advisors, Inc.
From:	Sarah Graham, Senior Associate Derek W. Braun, Associate II Alison Nemirow, Associate II
Project:	Downtown Addition
Subject:	Downtown Addition Fiscal Impact Analysis ("Fiscal Neutrality Study")

This memorandum presents the findings of Strategic Economics' fiscal impact and fiscal neutrality analysis of four development scenarios for the Downtown Addition area of King City. Strategic Economics was hired by development team Smith-Monterey KC, LLC and New Urban Realty Advisors, Inc. (hereafter referred to as the "development team") to update Strategic Economics' 2007 report to the City of King, "King City Downtown Addition: Fiscal and Economic Impact Analysis." The City of King requested this update due to changing market conditions, the continued evolution of the Downtown Addition development program, and changing fiscal conditions – including the dissolution of the City's Community Development Agency ("CDA'). The adoption of the Downtown Addition Specific Plan on May 14, 2011 requires that this development in the Specific Plan Area be fiscally neutral so not to negatively impact General Fund finances (Condition of Approval No. 28). The purpose of this study is to determine the fiscal impacts from this development and assist the City and development team in determining what methods and measures are needed to ensure fiscal neutrality. The fiscal impact analysis only analyzes the development of the Smith-Monterey KC, LLC portion of the Downtown Addition Specific Plan area (the areas contained in Vested Map 2013-001).

This memorandum includes the following sections:

- General description of fiscal impact analysis, its uses, and its limitations
- Description of the analyzed development
- Description of the analyzed property tax revenue scenarios
- Summary of results
- Alternative funding mechanisms
- Detailed descriptions of the assumptions and methodology used for analysis
- Appendices showing summaries of results by scenario and full phasing and valuation for each scenario

FISCAL IMPACT ANALYSIS DEFINITION, USES, AND LIMITATIONS

Fiscal impact analysis measures the impact of new development and associated municipal services on a city's budget. New residents and businesses create demand for city services (such as police and fire services) and facilities (such as parks and streets), but also provide sales tax, property tax, fee income, and other revenues. This fiscal impact analysis is focused on the ongoing operating and maintenance impacts of new development on King City's General Fund, which is the primary operating fund for the City. As such, the analysis does not include estimates of one-time capital expenses such as infrastructure or facilities that may be required to accommodate new development. The analysis also excludes impacts on districts and agencies that are funded independently of the General Fund, such as school districts, community college districts, and the successor agency to the King City Community Development Agency. This is a "dynamic" fiscal impact analysis, which measures General Fund impacts over time as new development is assumed to be completed; in contrast, a "static" fiscal impact analysis only measures the impacts of the fully built-out development project.

As with all fiscal impact analyses, the assumptions drive the results. Strategic Economics created its assumptions based upon all available data, City input, and appropriate industry standards, but unforeseeable deviations in actual future conditions can alter the fiscal impact outcomes. As a result, fiscal impact analysis is a tool best used to understand the major revenue and expense generators associated with the Downtown Addition development scenarios, the magnitude of likely net revenues/losses, and to understand how the Downtown Addition development scenarios will alter the City's balance between revenue sources and uses. The analysis is particularly useful for comparing the relative fiscal impacts of the development scenarios and gauging the magnitude of alternative financing mechanisms to achieve King City's required neutral fiscal impact of the development on its General Fund.

This analysis does not incorporate any revenues or costs generated by properties that are not owned by Smith-Monterey KC, LLC yet are located within the Downtown Addition Specific Plan Area. The excluded area (the "Outparcels") is designated to include 74 residential units and 50,400 square feet of commercial retail development. However, the fiscal impact analysis allocated nearly all infrastructure maintenance responsibilities for the entire Downtown Addition Specific Plan Area to the Smith-Monterey KC, LLC properties. Accordingly, the fiscal impact analysis results are likely conservative since the costs to maintain the shared infrastructure would be shared by future development that could occur on these outparcels.

DEVELOPMENT SCENARIOS

The development team provided four scenarios for analysis under two different revenue assumptions, described below. The scenarios describe potential development on properties owned by Smith-Monterey KC, LLC within the Downtown Addition Specific Plan area (the areas contained in Vested Map 2013-001). The properties are located within the boundaries of the King City Downtown Addition Specific Plan, but do not include all properties within the plan area. The Specific Plan describes development of a mixed-use neighborhood northeast of First Street, between Bitterwater Road and San Lorenzo Creek.

All the scenarios include a mix of commercial and residential uses. They incorporate a well-connected traditional street grid, open spaces and parks, and a mix of uses within easy walking distance of each other. The amounts of included park land, open space, and streets are nearly equal in all scenarios. Development of all scenarios is assumed to commence in mid-2019 and finish in mid-2035.

The scenarios differ in the number and mix of included housing units, the amount of commercial square feet, and the timing or inclusion of extending Broadway Street east across existing railroad tracks into the Downtown Addition area. Each scenario is described below and summarized in the following table; detailed descriptions of the scenarios are found in Appendix B.

Scenario 1: No Broadway Extension, 2-Story Neighborhood Commercial Center, 581 Housing Units

Scenario 1 assumes that Broadway Street is never extended across the existing railroad tracks due to potential factors such as a Public Utilities Commission denial, Union Pacific Railroad refusal, abandonment of pursuing construction of a train station, inability to obtain right-of-way, etc. Instead, under Scenario 1 Pearl Street is improved as the permanent access to 1st Street. Commercial development is relatively limited due to isolation from the existing Downtown commercial district along Broadway; instead, a higher number of housing units are included.

Scenario 2 ("The Project"): Pearl Street Entry Developed before Broadway, 2-Story Neighborhood Commercial Center, 528 Housing Units

Scenario 2 assumes that the Pearl Street entry to the Downtown Addition is improved with interim improvements during the first year of construction and continues as the primary access to the Downtown Addition until the extension of Broadway is operational. The commercial square footage is higher than Scenario 1 due to the inclusion of a Broadway extension in a later phase; fewer housing units are included due to the additional commercial space.

Scenario 2 is "The Project," as set forth in the adopted Specific Plan, with the extension of Broadway in the later phases of the project (Phase 6 of 7) (shown in the phasing guide in Figure 5-1 of the Downtown Specific Plan). The more detailed 15 year phasing program prepared for this study includes the construction and extension of Broadway into the project as part of the 13th year of construction out of 15 total years. The adopted Specific Plan envisions that in the long term, Broadway Street would be extended from the existing downtown into the Site, crossing the railroad tracks at-grade.

Scenario 3: Broadway Extended and Developed in Phase/Year One, 2-Story Neighborhood Commercial Center, 528 Housing Units

Scenario 3 assumes that the Broadway Street at-grade extension is approved by the Public Utilities Commission prior to project development, and then constructed as part of infrastructure improvements in the first year of Downtown Addition construction. This allows the commercial uses along Broadway Street to develop earlier than in Scenario 2 ("The Project"), although the development team believes current underwriting requirement of bonds required to finance the construction of the Broadway improvements and other financial feasibility and regulatory challenges make this outcome speculative.

Scenario 4: Broadway Extended and Developed in Phase/Year One, 3-Story Neighborhood Commercial Center, 576 Housing Units

As with Scenario 3, Scenario 4 assumes that Broadway Street is extended and developed in the first year of construction, prior to improvement and development at the Pearl Street entrance. Scenario 4 also assumes that the mixed-use neighborhood commercial center features greater density and height, resulting in a higher number of housing units. Again, the development team believes that regulatory, financial feasibility and funding challenges make it uncertain that Broadway Street can be extended in phase one.

Carriage Units
In addition to the primary housing units, each scenario includes 72 secondary "carriage" units (also known as "in-law" units). These secondary units are not counted as separate units, but are instead an extension of a primary household. The units will not have separate addresses.

Live/Work Units
All scenarios include 12 "live/work" units among the housing units. These live/work units combine residential space with commercial space. For purposes of the analysis, a portion of these units' square feet are allocated as commercial space.

Broadway Street Extension Timing
The development team believes that the extension of Broadway Street is more likely to occur in the later phases of Downtown Addition build-out. As was stated in the description of Scenario 2 ("The Project"), the adopted Specific Plan set forth the extension of Broadway as a long-term improvement. The extension of Broadway will be costly, and will likely require the use of a public financing mechanism. With the elimination of the Community Development Agency, the number and type of financing mechanisms are limited which can fund these improvements. The development team advised Strategic Economics that under current underwriting standards it may be necessary that more than half of the Downtown Addition be built before financing for the Broadway extension can be obtained.

Table 1: Summary of Development Scenarios

	Scenario 1	Scenario 2 ("The Project")	Scenario 3	Scenario 4
Broadway/Pearl Connection	Pearl Street connection only (No Broadway Street connection)	Pearl Street connection developed before Broadway Street	Broadway Street connection developed in Phase One	Broadway Street connection developed in Phase One
Housing Units	581	528	528	576
Carriage Units	72	72	72	72
Commercial Sq. Ft.	3,625	129,487	129,487	129,487
Live/Work Commercial Sq. Ft.	12,806	10,173	10,173	10,173

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

PROPERTY TAX SCENARIOS

The Downtown Addition is located within a former redevelopment project area. The Community Development Agency of King City is currently being wound down as part of the 2012 dissolution of all redevelopment agencies in California. As a result, the long-term treatment of property taxes at the Downtown Addition development is evolving and uncertain.

The City and development team requested that Strategic Economics conduct the fiscal impact analysis under two property tax allocation assumptions. Both approaches, described below, are hypothetical assumptions intended to create a baseline understanding of potential fiscal outcomes. Neither reflects the existing approach to property tax allocation within a former redevelopment project area. However, the allocation of property tax revenues in former redevelopment project areas is rapidly evolving. It is

therefore not possible to predict the actual property tax approach that will be in place in the Downtown Addition project area in 2020.

The first property tax approach assumes that property tax revenues from the Downtown Addition are treated in a similar manner as any non-redevelopment area of the City. That is, the City receives its share – after ordinary deductions – of the one percent property tax levied on properties within the Downtown Addition's Monterey County "tax rate area" number 002-009. This approach provides a basic understanding of the Downtown Addition's potential fiscal impact on the General Fund, but does not account for the current "Redevelopment Property Tax Trust Fund" process of using property tax increment to pay off existing redevelopment bond obligations, then distributing funds to other taxing agencies and disbursing a portion of the remaining revenue to the City.

The second property tax allocation approach treats the Downtown Addition Affordable Housing Agreement and Owner Participation Agreement as enforceable obligations recognized by the California Department of Finance. Under that circumstance, property tax increment would be diverted to the Successor Agency of the Community Development Agency of King City. This property tax allocation approach assumes that zero property tax revenue would flow to the King City General Fund as a result of the Downtown Addition development during the 15-year term of the analysis. This study did not attempt to allocate the tax increment under these enforceable obligations to the public improvements set forth in the agreements (e.g. Broadway at-grade crossing, train station, etc).

SUMMARY OF RESULTS

Non-redevelopment Scenarios 2 ("The Project"), 3, and 4 have a positive fiscal impact on the General Fund upon completion of full build-out; all others are negative. Non-redevelopment Scenarios 2 ("The Project"), 3, and 4 result in positive annual net revenue to the General Fund upon full build-out of the Downtown Addition development. These scenarios generate significant property and sales tax revenues at full build-out.

All scenarios in which property taxes are diverted to a redevelopment successor agency result in a negative fiscal impact on the General Fund, both throughout the entire build-out period and upon completion of build-out. The redevelopment taxation approach diverts property tax revenue from the General Fund. Property tax is one of the top two drivers of revenue in most non-redevelopment scenarios. Elimination of this key revenue source from the General Fund results in ongoing negative fiscal impacts throughout the build-out period and upon completion.

All scenarios have a negative fiscal impact on the General Fund at some point during build-out. Although some scenarios are positive upon build-out and/or generate net positive General Fund revenue over the entire build-out period, all scenarios are negative at some point during the build-out period. This is generally attributable to the timing of commercial development, since this retail space generates sales tax revenue.

Non-redevelopment Scenario 3 has a net positive fiscal impact on the General Fund when all annual net revenues are summed for the build-out period. Scenario 3 results in a positive annual fiscal impact on the General Fund upon completion and also generates positive total net revenue during the build-out period.

Due to its limited commercial space (and therefore sales tax generation), Scenario 1 results in the lowest net revenues under both the redevelopment and non-redevelopment approaches. Scenario 1 significantly lags all scenarios for revenue generation due to its limited amount of sales tax generating commercial space.

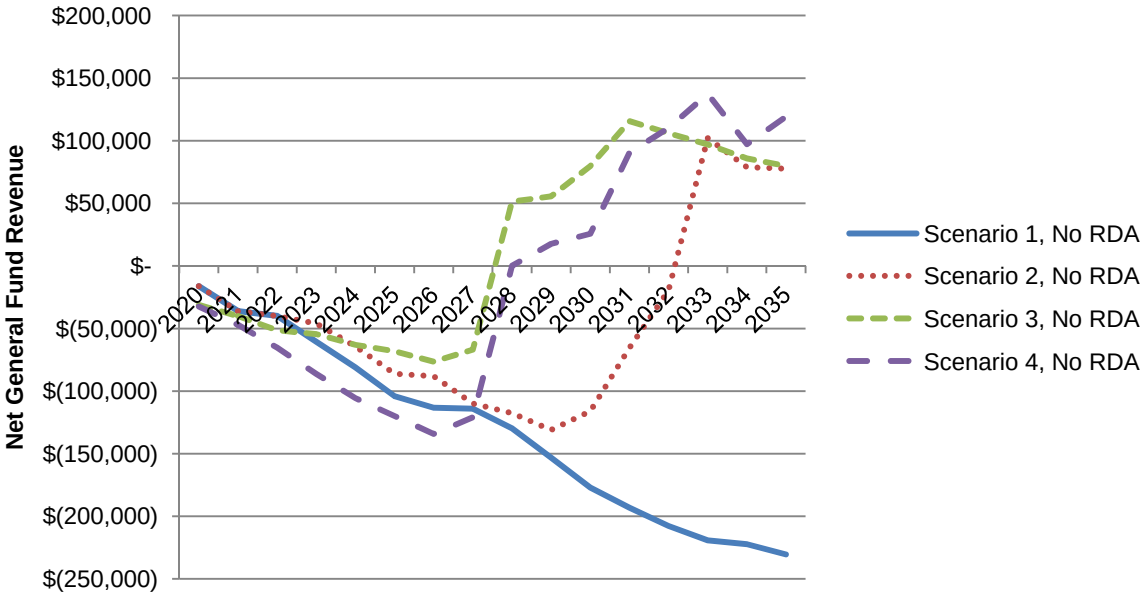
Table 2: Net General Fund Revenue by Scenario (2014 Dollars)

	2020	2021	2022	2023	2024	2025	2026	2027
Scenario 1, No RDA	-$16,000	-$36,000	-$40,000	-$61,000	-$81,000	-$104,000	-$113,000	-$114,000
Scenario 2, No RDA	-16,000	-36,000	-40,000	-46,000	-64,000	-86,000	-88,000	-110,000
Scenario 3, No RDA	-31,000	-40,000	-51,000	-55,000	-63,000	-68,000	-76,000	-67,000
Scenario 4, No RDA	-32,000	-47,000	-65,000	-86,000	-106,000	-120,000	-134,000	-121,000
Scenario 1, RDA	-46,000	-79,000	-105,000	-137,000	-180,000	-212,000	-238,000	-264,000
Scenario 2, RDA	-46,000	-80,000	-105,000	-133,000	-172,000	-213,000	-241,000	-283,000
Scenario 3, RDA	-44,000	-67,000	-90,000	-106,000	-128,000	-152,000	-179,000	-182,000
Scenario 4, RDA	-45,000	-73,000	-102,000	-133,000	-164,000	-193,000	-226,000	-226,000

	2029	2030	2031	2032	2033	2034	2035	Total Build-Out
Scenario 1, No RDA	-$153,000	-$177,000	-$193,000	-$208,000	-$219,000	-$222,000	-$230,000	-$2,098,000
Scenario 2, No RDA	-131,000	-116,000	-65,000	-20,000	102,000	79,000	78,000	-678,000
Scenario 3, No RDA	56,000	80,000	116,000	106,000	97,000	86,000	80,000	219,000
Scenario 4, No RDA	18,000	26,000	90,000	110,000	138,000	97,000	119,000	-114,000
Scenario 1, RDA	-347,000	-391,000	-425,000	-455,000	-486,000	-513,000	-520,000	-4,701,000
Scenario 2, RDA	-356,000	-356,000	-341,000	-296,000	-186,000	-208,000	-208,000	-3,541,000
Scenario 3, RDA	-118,000	-122,000	-109,000	-146,000	-177,000	-203,000	-207,000	-2,126,000
Scenario 4, RDA	-161,000	-187,000	-177,000	-189,000	-184,000	-239,000	-215,000	-2,663,000

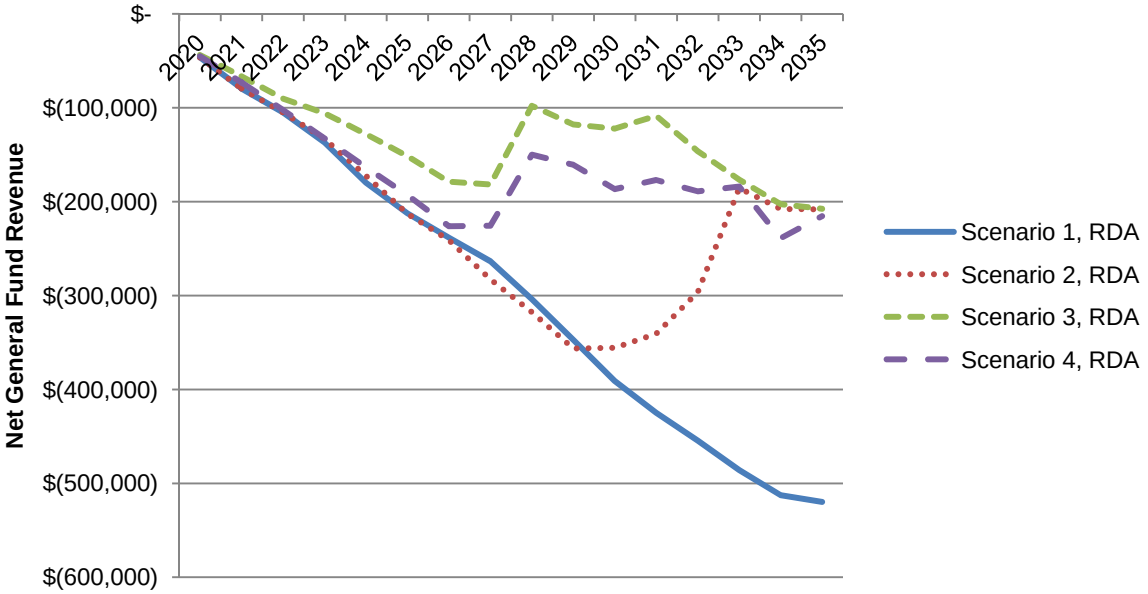
Source: Strategic Economics.

Figure 1: Net General Fund Revenue, Non-Redevelopment Approach (2014 dollars)



Source: Strategic Economics.

Figure 2: Net General Fund Revenue, Redevelopment Approach (2014 dollars)



Source: Strategic Economics.

ALTERNATIVE FUNDING MECHANISMS

Development in the Downtown Addition Specific Plan Area is subject to a condition of approval (COA No. 28) requiring that it generates a fiscally neutral impact on the King City General Fund. Given that some development scenarios are fiscally negative during the build-out period and upon complete build-out, alternative funding mechanisms will be necessary to render the project fiscally neutral for the City under those scenarios. This section evaluates several potential funding mechanisms based on the initial results of the fiscal impact analysis. Each funding mechanism is defined and its applications to Downtown Addition costs are examined. This evaluation is a first step in evaluating the usefulness of these funding mechanisms; further analysis and more precise infrastructure maintenance cost estimates at the time of development will be needed to determine whether a given mechanism is appropriate and applicable to the Downtown Addition and which mechanisms are best suited for the project.

Because of the uncertainty associated with long-term projections of municipal costs and revenues about long-term fiscal results, any alternative funding mechanism should ideally be selected just prior to the approval of the first phase of construction, and structured to include a safety margin that results in a slightly positive projected impact on the General Fund. This is especially true since the fiscal impact analysis results are based on maintaining the City's existing levels of service, yet the City is currently unable to maintain its preferred 10 percent contingency fund.

Summary of Net Fiscal Impacts versus Assessed Value

The funding sources, described below, depend on private development shouldering a portion of municipal service costs through a fee or assessment. A first step in determining applicable funding sources is to gauge the magnitude of each scenario's net fiscal impact relative to the scenario's assessed value. Table 3 shows the share of assessed value represented by each scenario's negative net revenue (when applicable).

There is a widely accepted rule of thumb in the public finance and development fields in California that total property taxes and assessments on development should not exceed two percent of assessed value. One of the roots of this rule is that many developers believe that properties become harder to sell if ongoing assessments and fees exceed the two percent threshold. Downtown Addition properties are currently subject to a total of 1.12 percent in existing property and parcel taxes.[1] Therefore this rule of thumb would indicate that development in Downtown Addition could not feasibly support negative fiscal impacts that exceed 0.88 percent of assessed value. As shown in Table 3, the lowest percentage of negative net revenue relative to assessed value is .6% in RDA Scenarios 3 and 4; this does not exceed the .88 percent threshold. However, the total cost burden will further increase if a local infrastructure finance tool is used to repay infrastructure bonds and tax increment is not passed through to pay some or all of the costs of the bonds.

It is important to note that none of the funding mechanisms described in this section are actually levied based on assessed value. Instead, the comparison of costs to assessed value is a broad metric to understand the general, comparative impact of overcoming negative net revenues to the General Fund.

Table 3: Net Revenue as Share of Assessed Value

	2020	2021	2022	2023	2024	2025	2026	2027	2028
Scenario 1, No RDA	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.2%	-0.2%	-0.1%	-0.1%
Scenario 2, No RDA	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%
Scenario 3, No RDA	-0.4%	-0.3%	-0.2%	-0.2%	-0.2%	-0.1%	-0.1%	-0.1%	0.1%
Scenario 4, No RDA	-0.4%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.2%	0.0%
Scenario 1, RDA	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%
Scenario 2, RDA	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%
Scenario 3, RDA	-0.6%	-0.4%	-0.4%	-0.4%	-0.3%	-0.3%	-0.3%	-0.3%	-0.1%
Scenario 4, RDA	-0.6%	-0.5%	-0.5%	-0.5%	-0.5%	-0.5%	-0.4%	-0.4%	-0.2%

	2029	2030	2031	2032	2033	2034	2035	Lowest	Highest
Scenario 1, No RDA	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.2%	-0.1%
Scenario 2, No RDA	-0.1%	-0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	-0.1%	0.1%
Scenario 3, No RDA	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	-0.4%	0.1%
Scenario 4, No RDA	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	-0.4%	0.1%
Scenario 1, RDA	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%
Scenario 2, RDA	-0.3%	-0.3%	-0.2%	-0.2%	-0.1%	-0.1%	-0.1%	-0.3%	-0.1%
Scenario 3, RDA	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.6%	-0.1%
Scenario 4, RDA	-0.2%	-0.2%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.6%	-0.1%

Source: Strategic Economics.

Funding Mechanisms

This section describes three potential funding mechanisms to cover negative fiscal impacts: homeowners associations, assessment districts (specifically a landscaping and lighting district), and community facilities districts. Each mechanism's structure and application to costs is described, followed by a description of which costs can be covered in each scenario. Although described separately, these funding mechanisms are not mutually exclusive.

[1] Michael J. Miller, "Monterey County Tax Rates for Fiscal Year 2013-2014," Monterey County Auditor.

Homeowners Association

A homeowners association (HOA) is a private property owner organization that typically funds upkeep and maintenance of common areas. HOAs can fund a wide variety of items, including parks/open space, landscaping, street lighting, streets, sewers, and recreation facilities. An HOA is funded by mandatory fees provided by property owners within its boundaries, typically on a per unit or per square foot basis. HOAs are widely used and accepted since they charge property owners only the actual cost to maintain amenities and place no financial risk on the municipality. However, there is a risk that an HOA can fall short of municipal standards for maintaining public amenities. Over the longer term it may be possible to shift some responsibilities of the HOA to a newly-formed community services district, which would allow costs to be recovered as a special tax assessment rather than as member fees.

Assessment District / Landscaping and Lighting District

An assessment district charges property owners an additional fee or tax in order to fund ongoing operations and maintenance costs within the district. Although many different types of assessment districts exist, a "landscaping and lighting assessment district" (LLD) has been discussed as a potential funding source in the Downtown Addition area. A majority of affected property owners must vote to approve formation of an LLD. The LLD assessment must be calibrated based on the benefit received by each property owner (such as square footage or linear street frontage, etc.). The assessment is paid as part of the property owner's tax bill, although it is not considered to be a property tax. LLDs typically fund street lighting and maintenance of public landscaping along streets and in parks.

Mello-Roos Community Facilities District

Like assessment districts, Mello-Roos Community Facilities Districts (CFDs) are formed when the property owners in a geographical area agree to impose a tax or fee on the land in order to fund infrastructure improvements or ongoing maintenance and operations costs. CFDs are usually formed in locations in which there is a single property owner or a small number of property owners who intend to subdivide the land for sale, since CFDs require a two-thirds vote of property owners. The CFD fees can then be proportionally subdivided and passed on to the future landowners. Uses of a CFD are flexible; examples of typical uses include funding public safety services, maintenance of parks and open space, maintenance of storm and sewer systems, and maintenance of streets.

Evaluation of Funding Mechanisms for the Downtown Addition

Strategic Economics examined the potential impact of the three funding mechanisms on covering a portion of the General Fund expenses driven by Downtown Addition development. Table 4 shows an example of which costs in each scenario must be covered by the selected funding mechanism to achieve net cumulative fiscal neutrality during the entire development period, and during the first year of full project build-out. The evaluation began with service items related to Public Works and park maintenance costs since these items are most universally covered by the funding mechanisms. The RDA Scenarios 1 and 2 ("The Project") required public safety costs to be partially covered as well, thus requiring a non-LLD assessment district or a CFD. Table 5 shows the total annual cost for each cost item in Table 4 upon full build-out of each development scenario.

Table 4: Percentage of Development-Driven Cost Items Requiring Outside Funding Mechanism to Achieve General Fund Fiscal Neutrality

	Cumulative Funding Needs, as % of Item Cost			
	Streets*	Parks	Paseo	Police**
Scenario 1, No RDA	100%	80%	0%	0%
Scenario 2, No RDA	100%	10%	0%	0%
Scenario 3, No RDA	0%	0%	0%	0%
Scenario 4, No RDA	25%	0%	0%	0%
Scenario 1, RDA	100%	100%	100%	60%
Scenario 2, RDA	100%	100%	100%	20%
Scenario 3, RDA	100%	75%	0%	0%
Scenario 4, RDA	100%	100%	0%	0%

*Streets include landscaping, lighting, and emergency tree maintenance.
**Scenarios requiring coverage of Police costs will likely require a CFD or non-LLD assessment district.
Source: Strategic Economics.

Table 5: Total Annual Cost per Item by Scenario, 2014 dollars

	Total Annual Item Cost at Full Build-Out, 2014 Dollars (rounded to nearest thousand)			
	Streets	Parks	Paseo	Police
Scenario 1	$ 46,000	$ 228,000	$ 3,000	$ 404,000
Scenario 2	$ 46,000	$ 228,000	$ 3,000	$ 405,000
Scenario 3	$ 46,000	$ 228,000	$ 3,000	$ 405,000
Scenario 4	$ 46,000	$ 228,000	$ 3,000	$ 437,000

Source: Strategic Economics.

ASSUMPTIONS AND METHODOLOGY

This section details the assumptions and methodology underlying the analysis. The section is divided into five parts:

- Base assumptions
- Key land use assumptions
- Change over time assumptions (phasing/absorption, inflation, appreciation, etc.)
- Revenue assumptions
- Expenditure assumptions

Base Assumptions

General Fund impact: This analysis estimates potential impacts to the city's General Fund. Impacts on non-General Fund revenues and expenditures (such as the City's Sewer Operations Fund, Streets & Transportation Fund, school district, and other enterprise funds, special revenue funds, and independent districts) were not evaluated.

Dynamic analysis of fiscal impacts over time: The analysis is "dynamic," as opposed to "static." It analyzes the year-by-year fiscal impacts of the Downtown Addition construction period, rather than a single analysis of fiscal impact upon full build-out.

Ongoing operations, maintenance, and service costs: The analysis evaluates the costs associated with providing ongoing City services such as police, fire, and operations and maintenance of infrastructure under the development scenarios. The analysis does not assess the costs of capital improvements (i.e., new infrastructure and facilities) required to support development. The analysis is based on maintaining existing service levels and therefore does not incorporate a contingency; the City attempts to maintain a 10 percent General Fund contingency, but has been unable to do so in recent years.

2014 dollars: All results are reported in 2014 dollars.

Existing service population: To calculate certain costs and revenues on a per capita basis, an existing service population – or "daytime population" of residents and workers – must be established. The California Department of Finance estimates that King City had a residential population of 13,073 as of January 1, 2013. The U.S. Census Bureau's Longitudinal Employer-Household Dynamics program estimated that 4,395 workers were employed in the City in 2011, the most recent year for which data were available.

Employee factor: Each worker is counted as producing 0.30 of the impacts of a resident for analytical purposes, since workers spend approximately a third of the time of a resident in the city, and are assumed to require fewer services in general (library, parks, etc.). This falls within industry-standard practices of counting employees as 0.25 to 0.5 of a resident for service needs. Table 6 shows the existing service population, which totals 14,392.

Table 6: Existing King City Service Population

Residents	13,073
Employees	4,395
Employee Factor	0.30
Total Current Service Population	14,392

Source: California Department of Finance, May 2013; U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2011; Strategic Economics, 2013.

Key Land Use Assumptions

Development phasing: As was described in the "Development Scenarios" section, development of all the scenarios is assumed to commence in mid-2019 and finish in mid-2035. Appendix B shows the development year in which each housing unit and commercial component is assumed to be brought to market.

Use of live/work and commercial space: As was described in the "Development Scenarios" section, a portion of live/work housing units is categorized as commercial space for analysis. Based on input from the development team, the analysis assumes that half this live/work commercial space is used for office and half for retail. The analysis assumes that retail uses occupy the ordinary commercial space.

Holding period: Table 7 shows the assumed "holding periods," or the average amount of time a building is held before resale. For example, a seven-year holding period for single-family residential units indicates that 1/7th of homes will be sold (or "turn over") each year. This is used to calculate property transfer taxes, which are due upon sale of a property. Actual turnover rates were not available, so the analysis used general assumptions based on industry standards and Strategic Economics' past experience.

Population and jobs: Future residents in the Downtown Addition were projected based on the U.S. Census 2010 count of 4.26 persons per household, as shown in Table 7. Workers were estimated based on an assumption of 2 employees per 1,000 square feet of retail and 2.85 employees per square foot of office. These assumptions are based on data from the 2004 Building Owners and Managers Association Experience Exchange report, a range provided in the May 2012 paper "Estimating Office Space per Worker,"[2] industry standards, and Strategic Economics' past experience.

Vacancy rates: Occupancy and vacancy rates are used to determine the revenue and costs generated by properties, assuming that buildings are not usually fully occupied. The analysis applies conservative long-term vacancy rates typically assumed by developers when performing pro forma analysis to determine feasibility of their projects (Table 7).

Property values: The development team provided valuation information for each housing unit and square foot of commercial space. As shown in Table 7, commercial spaces were valued at $50 per square foot. Average residential unit values by type are shown in Table 8, below. Valuations by phase are shown in Appendix B.

[2] Norm Miller, "Estimating Office Space per Worker," Burnham-Moores Center for Real Estate, University of San Diego, May 2012.

Table 7: Value, Turnover, and Vacancy Rate Assumptions (2014 dollars)

Land Use Type	Value	Density (Persons Per HH/Employees per 1000 s.f.)	Holding Period (years)	Vacancy	Occupancy
Residential (per unit)					
Housing Units	Varies	4.26	7	5%	95%
Nonresidential (per 1,000 sq. ft.)					
Commercial (Retail)	$50,000.00	2.00	15	10%	90%
Live/Work Office	$50,000.00	2.85	7	10%	90%
Live/Work Retail	$50,000.00	2.00	7	10%	90%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; U.S. Census, 2010; Building Owners and Managers Association, 2004; Norm Miller/UC San Diego; Strategic Economics.

Table 8: Average Value by Housing Unit Type and Scenario (2014 dollars)

	Average Value per Unit*			
Housing Unit Type	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Single Family	$ 388,941	$ 388,941	$ 388,941	$ 388,941
Bungalow Court	338,605	338,605	338,605	338,605
Rowhouse (Detached Garage)	322,592	336,260	336,260	336,260
Rowhouse (Attached Garage)	280,288	281,875	281,875	281,875
Rosewalk (Single Family)	307,021	307,021	307,021	307,021
Rosewalk (Duet)	317,750	317,750	317,750	317,750
Live-Work (Detached Garage)	208,767	150,534	150,534	150,534
Live-Work (Attached Garage)	n/a	344,979	344,979	344,979
Courtyard	250,000	250,000	250,000	250,000
Courtyard (Affordable)	150,000	n/a	n/a	n/a
Multigeneration House	155,639	155,639	155,639	155,639
Duet	294,684	294,684	294,684	294,684
Triplex/Quadplex	131,750	131,750	131,750	131,750
Mixed Use - Residential Portion	n/a	240,528	240,528	416,858
Villa	102,500	102,500	102,500	102,500
Carriage Unit (added value)	51,076	51,076	51,076	51,076

*Average value per unit varies depending on unit mix and size in each scenario.
Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Change Over Time Assumptions

Construction phasing: The development team provided a detailed annual phasing schedule for construction of the Downtown Addition for each scenario. The phasing is summarized in Table 9 and described in detail in Appendix B.

Table 9: Construction Phasing by Year

	Scenario 1		Scenario 2		Scenario 3		Scenario 4	
Year	Housing Units	Commercial Sq. Ft.*	Housing Units	Commercial Sq. Ft.*	Housing Units	Commercial Sq. Ft.*	Housing Units	Commercial Sq. Ft.*
2020	49	0	49	0	33	2,552	35	2,552
2021	25	0	25	0	35	5,330	36	3,575
2022	30	0	30	0	29	5,368	27	2,508
2023	25	0	31	0	30	7,425	24	0
2024	57	0	55	2,552	32	4,725	28	0
2025	26	5,776	44	2,508	37	5,770	29	0
2026	32	0	54	3,575	37	3,465	37	3,465
2027	53	10,655	47	0	25	12,300	25	12,300
2028	51	0	48	0	51	50,895	76	50,895
2029	50	0	43	0	41	9,960	47	15,805
2030	47	0	33	15,025	45	15,935	59	9,180
2031	41	0	56	23,275	30	15,935	44	7,510
2032	27	0	0	31,870	52	0	58	15,935
2033	36	0	13	60,855	31	0	31	15,935
2034	32	0	0	0	20	0	20	0
Total	581	16,431	528	139,660	528	139,660	576	139,660

*Includes live/work commercial space.
Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Inflation and appreciation: Annual inflation is assumed at three percent annually, comparable to long-term overall inflation trends. Property values are conservatively assumed to increase by three percent annually, matching inflation over time.

Estimating Revenues

This section summarizes assumptions and methodology for estimating property tax, property tax in-lieu of vehicle license fees, property transfer tax, sales tax, and other revenues.

Property tax: Per California's Proposition 13, the base property tax rate in King City is one percent of assessed property value. The apportionment of this one percent revenue to various jurisdictions varies by "tax rate area" (TRA). The Downtown Addition is located within Monterey County TRA 002-009. The King City General Fund is currently apportioned 23.2430 percent of the one percent property tax revenue in that TRA. The required shift of property tax revenue to the state educational revenue augmentation fund (ERAF) reduces citywide property tax revenues by 24.83 percent as of fiscal year 2013-2014. Therefore the King City General Fund is assumed to receive a net 17.47 percent of the one percent property tax revenue generated by the Downtown Addition development.

Property transfer tax: As a California general law city, King City receives 0.055 percent of the sales value of properties sold in the city. Annual property transfer tax revenues were calculated by multiplying the assessed value by the average turnover rate (to estimate the value of property sold annually), and then by the transfer tax rate.

Table 10: Property Tax and Property Transfer Tax

Property Tax (Share of 1% of A.V.)	
Allocation of Tax Increment	
Gross	23.2430%
ERAF Deduction	24.8264%
Net	17.4726%
Property Transfer Tax (Share of Sales Price)	*0.0550%*

Source: Monterey County Auditor, 2013 and 2014; Strategic Economics.

Taxable sales per square foot: Table 11 shows the taxable sales per square foot assumption of $250 per square foot of retail space. This assumes that approximately 80 percent of overall retail sales are taxable, starting from total estimated sales of $320 per square foot. The taxable sales number and sales per square foot were estimated based on Strategic Economics' past experience conducting fiscal and retail analyses in other communities, and supportive inflation-adjusted numbers from the publication Dollars & Cents of Shopping Centers/The SCORE 2008.[3] Downtown Addition's limited office space was not assumed to contribute noteworthy business-to-business sales tax revenues.

Sales tax rate: King City is assumed to continue receiving one percent of taxable sales.

Table 11: Taxable Sales per Square Foot and Tax Rate Assumptions

Commercial Use	Taxable Sales Per Sq. Ft
Commercial (Retail)	$250
Live/Work Office	$0
Live/Work Retail	$250
Sales Tax Rate	1%

Source: Urban Land Institute Dollars & Cents of Shopping Center/THE SCORE 2008; Strategic Economics, 2013.

Property tax in-lieu of vehicle license fee revenue: Since 2004, the State of California has swapped city and county vehicle license fee revenues for additional property tax revenues. The property tax payment provided in-lieu of the VLF grows proportionally to a city's assessed value. Table 12 shows the calculation of property tax in-lieu of VLF revenue per dollar of assessed value, based on King City's total estimated assessed value in the fiscal year ending June 30, 2012 and the in-lieu payment from the state for the same year. Annual property tax in-lieu of VLF revenue was calculated by multiplying the property tax in-lieu of VLF revenue per dollar of assessed value by the new assessed value for each development scenario.

[3] Urban Land Institute, "Dollars & Cents of Shopping Centers/The SCORE 2008," 2008.

Table 12: Property Tax In-Lieu of Vehicle License Fee Revenue Calculation and Assumption

Property Tax In-Lieu		
Total Citywide Gross Assessed Value (FY 2011-2012)	$	846,510,101
Citywide VLF Property Tax In-lieu Revenue (FY 2011-2012)	$	703,114
VLF Property Tax In-lieu Per $1000 Assessed Value	$	0.8306

Source: Monterey County Auditor, 2012; City of King budget, 2012; Strategic Economics.

Other Recurring Revenues

In addition to the revenues discussed above, King City's General Fund receives smaller amounts of revenue from other taxes, franchise fees, business licenses, permits, fines and penalties, police and fire department fees, and other sources. Based on conversations with the City Manager, Strategic Economics determined which sources would vary with population increases (as opposed to fixed revenues), and applied a service population factor to each revenue category, representing the relative proportion of revenues attributable to new residents (typically 1.0) and employees (typically 0.30). Table 13 shows which sources were considered to be variable, and the per capita revenue generated per resident and per employee by source. The per capita resident and employee revenue were multiplied by the number of new residents and employees associated with each development scenario to estimate other recurring revenues.

Table 13: Per Capita Recurring Revenue Assumptions and Calculations

				Service Pop. Factors		Revenue Per Capita	
	FY 2013-14 Budget	**Percent Variable**	**Variable Expenses**	**Resident**	**Employee**	**Resident**	**Employee**
Transfers In	$593,500	0%	$0	1.00	0.30	$0.00	$0.00
Other Taxes	$12,000	100%	$12,000	1.00	0.30	$0.83	$0.25
Franchise Fees	$304,000	100%	$304,000	1.00	0.30	$21.12	$6.34
Business License	$78,000	100%	$78,000	-	0.30	$0.00	$17.75
Permits	$47,400	100%	$47,400	1.00	0.30	$3.29	$0.99
Use of Money Property	$22,000	100%	$22,000	1.00	0.30	$1.53	$0.46
Intergovernmental	$10,000	100%	$10,000	1.00	0.30	$0.69	$0.21
Fines and Penalties	$98,500	100%	$98,500	1.00	0.30	$6.84	$2.05
Other Revenue	$68,700	100%	$68,700	1.00	0.30	$4.77	$1.43
Police Department	$248,050	100%	$248,050	1.00	0.30	$17.24	$5.17
Fire Department	$5,625	100%	$5,625	1.00	0.30	$0.39	$0.12
Total Revenues	**$1,487,775**		**$894,275**			**$56.72**	**$34.76**

Source: City of King budget, 2013; Strategic Economics.

Estimating Expenditures

Strategic Economics worked with staff in the City Manager's office and City departments to estimate the annual service impact of the development scenarios. A "case study" analysis of the Police, Fire, Public Works, and Parks costs was required since these department cost burdens are directly affected by population growth and/or provision of additional public infrastructure.

Other departments may be somewhat affected, but do not experience the same significant impacts as a result of new development and growth. Therefore for these departments, Strategic Economics estimated the annual impact using a per capita methodology. The "per capita" method determines the cost per additional resident or employee by dividing relevant total costs by the City's current service population (discussed above), resulting in a cost per capita for each cost item. These costs per capita are then multiplied by the number of new residents and employees to determine the total new costs incurred by the growing service population.

Police

Table 14 shows the assumptions used to generate estimates of the cost to the Police Department resulting from new population and employment growth. Based on discussions with the Police Department,[4] Strategic Economics assumed that the department would maintain its current ratio of 1.18 sworn police officers per 1,000 service population (based on the city's existing funding for 17 sworn officers). The department provided estimates of annual costs per-officer, including personnel costs (salary and benefits), equipment and maintenance (i.e., uniform and gear, vehicle maintenance, gas, training, and software/computer equipment), and support services (e.g., clerical work and evidence processing). At the direction of the department, annual officer costs were increased fractionally to maintain the existing service ratio, regardless of whether growth yet merited hiring an additional sworn officer. In addition, the department provided estimates of per capita code enforcement costs, a responsibility that the Police Department shares with the Building & Safety Department.

In addition to these annual costs, the department estimated one-time and periodic costs. These include the cost of hiring a full additional sworn officer (including recruitment, a bullet proof vest, and badge) and purchase of a new vehicle. The department estimated that one new vehicle would be needed to serve three new officers. Strategic Economics assumed that vehicles would be replaced once every 5 years.

Table 14: Police Department Service Ratio and Cost Assumptions

Sworn Officers per 1,000 Service Population	1.18
Officers per Additional Vehicle Purchase	3
Vehicle Life in Years	5
Officer Hire Cost	$3,570
Vehicle Purchase Price	$32,000
Annual Personnel Costs (Salary + Benefits) per Sworn Officer	$125,000
Annual Equipment & Maintenance Costs per Sworn Officer	$7,260
Annual Support Services Cost per Sworn Officer	$10,771
Code Enforcement Cost per Capita (service population)	$0.16

Source: City of King budget, 2013; City of King Police Department, 2013; Strategic Economics.

[4] Communications with Acting Police Chief Bruce Miller, October 2013.

Fire Department

The King City Fire Department is a volunteer organization, with its members paid a nominal amount per call. Other major costs are equipment, vehicles, training, and administration. Based on interviews with the City Manager, Strategic Economics estimated the cost per call and cost per capita based on cost items likely to vary with increased service demands, as shown in Table 15 and Table 16.

Table 15: Fire Department Variable Cost Assumptions

Assumption	FY 2013-14 Budget	% Variable	Variable Costs
Regular Salaries	$35,000	100%	$35,000
Volunteer Fire Fighters	$55,000	100%	$55,000
Volunteer FF Training	$0	0%	$0
PERS City Share	$0	100%	$0
FICA	$7,300	100%	$7,300
Life/AD+D/LTD	$1,000	100%	$1,000
Unemployment Insurance	$1,500	100%	$1,500
Office Supplies	$250	0%	$0
Postage	$50	0%	$0
Operating Supplies	$2,000	100%	$2,000
First Aid Supplies	$0	100%	$0
Fire Extinguishers	$500	100%	$500
Safety Clothing	$2,500	100%	$2,500
Small Tools & Equipment	$5,000	100%	$5,000
Misc.	$1,000	100%	$1,000
911 Dispatch Services	$10,000	0%	$0
Radio Maintenance	$3,000	0%	$0
Physical Exams	$1,000	0%	$0
Water	$1,600	0%	$0
Gas & Electricity	$5,500	0%	$0
Telephone	$2,000	0%	$0
Fire Station Maintenance	$1,500	0%	$0
Equipment Repair and Maintenance	$2,000	100%	$2,000
Vehicles Repair & Maintenance	$4,000	100%	$4,000
Gasoline	$7,000	100%	$7,000
Property Taxes	$1,000	0%	$0
Conference, Travel & Meals	$50	0%	$0
Dues & Memberships	$5,000	0%	$0
Training	$0	0%	$0
Vehicle Insurance	$3,250	0%	$0
Total	$158,000	78%	$123,800

Source: City of King budget, 2013; City of King City Manager, 2013; Strategic Economics.

Table 16: Fire Department Cost per Call and Cost per Capita Calculations

2013-2014 Variable Costs	$123,800
2012 Service Calls	429
Variable Cost per Call	$288.58
2012 Calls per Resident	0.03
2012 Calls per Worker	0.01
Cost per Resident	$8.60
Cost per Worker	$2.58

Source: City of King budget, 2013; City of King City Manager, 2013; Strategic Economics.

Public Works and Parks

King City's Public Works and park maintenance costs are primarily paid out of the General Fund, except for separate street pavement maintenance funding. Based on discussions with the City Engineer and City Manager, Strategic Economics estimated increased Public Works Administration and Corporation Yard costs on a per capita basis, based on the 2013-2014 General Fund budget. Costs for non-pavement street maintenance were estimated based on the budgeted cost per mile to maintain street lights, street trees, and street landscaping in King City, plus an additional $9,260 per street mile to reflect King City's estimate that Downtown Addition will require an additional $35,000 in annual maintenance costs compared to existing streets. Park maintenance costs were based on the cost per acre to maintain parks in the Creek Bridge subdivision. Open space maintenance was assumed to cost approximately 60 percent of park maintenance, given the lower maintenance burdens.

Table 17: Public Works and Parks Cost Assumptions

	FY 2013-14 Budget	Unit (Current Citywide)		Annual per Unit Cost	
Public Works and Parks					
Public Works Administration	$39,600				
		13,073	residents	$2.75	per resident
		4,395	employees	$0.83	per employee
Corporation Yard	$9,800				
		13,073	residents	$0.68	per resident
		4,395	employees	$0.20	per employee
Street Lights, Trees, and Landscaping (per City)				$12,225	per road mile
Parks (Based on Creek Bridge Parks Budget/Acreage)	$64,800	6.16	acres	$10,519	per park acre
Open Space (60% of parks cost)				$6,011	per open space acre

Source: City of King budget, 2013; City of King, 2013; Strategic Economics.

The development team provided estimates of street miles, paseo acres, "remainder" open space acres, and parks acres for each scenario. Costs for street light, street tree, and landscaping maintenance were applied to the street miles. Costs for park maintenance were applied to the paseo and parks acres, and costs for open space maintenance were applied to the remaining open space acres. Costs for Public

Works Administration and the Corporation Yard were then added based on service population growth.

Table 18: Streets, Parks, and Open Space per Scenario

	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Streets (miles)	3.73	3.78	3.78	3.78
Paseo (acres)	0.29	0.29	0.29	0.29
Remainder Open Space(acres)	0.15	0.15	0.15	0.15
Parks (acres)	21.55	21.55	21.55	21.55

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Recreation Services and City Aquatics Program

King City operates an aquatics facility with four swimming pools (a wading pool, dive pool, water slide pool, and lap pool) and offers a variety of recreational programs such as swimming lessons and adult and youth sports. New development is expected to create additional demand for these facilities and services. However, the City aquatics facility's capacity is capped at 225 people, and the facility is currently staffed with adequate lifeguards and aquatic aids to accommodate that volume of users. In addition, new users of the recreational programs would be required to pay fees, which are set to cover the cost of providing services. Therefore, based on discussions with the City's Recreation Coordinator, Strategic Economics assumed that new development would not generate new expenditures for recreation services or the City aquatics program.[5]

Building & Safety

The Building & Safety Department conducts building inspections for new development. The cost of providing inspections is paid for through building permit fees. Fees were assumed to cover all Building & Safety costs associated with new development.[6]

Planning

The Planning Department reviews plans and land use/zoning applications for new development. However, the costs of providing these services are paid for through fees. Fees were assumed to cover all Planning Department and engineering costs associated with new development.[7]

Other Recurring Expenditures

In addition to the departments discussed above, King City's General Fund budget provides funding for the City Council, Elections, City Manager/City Clerk, Finance, City Attorney, Non-Departmental costs, and Golf Course. Strategic Economics worked with the City Manager and applied past experience to determine which of these costs are fixed, and which are likely to vary with increases in population. A per capita model was used to estimate costs for a new resident or employee. In order to calculate the per capita costs, Strategic Economics applied a service population factor to each expense category, representing the relative proportion of expenses attributable to new residents (1.0) and employees (0.30). Table 19 shows the per capita costs generated by residents and employees. These per capita cost factors were then applied to the projected growth of employees, residents, or both, as appropriate.

[5] Communication with Andrea Wasson, Recreation Coordinator, October 2013.
[6] Communication with Jose Martinez, City Building Official, October 2013.
[7] Communication with Doreen Liberto-Blanck, Planning Department, October 2013.

Table 19: Per Capita Recurring Revenue Assumptions and Calculations

				Service Pop. Factors		Expenditures Per Capita	
	FY 2013-14 Budget	**Percent Variable**	**Variable Expenses**	**Resident**	**Employee**	**Resident**	**Employee**
City Council	$57,450	75%	$43,088	1.00	0.30	$2.99	$0.90
Elections	$0	0%	$0	1.00	0.30	$0.00	$0.00
City Manager/City Clerk	$219,435	0%	$0	1.00	0.30	$0.00	$0.00
City Attorney	$130,000	75%	$97,500	1.00	0.30	$6.77	$2.03
Finance	$214,950	75%	$161,213	1.00	0.30	$11.20	$3.36
Engineering/Planning	$153,950	0%	$0	1.00	0.30	$0.00	$0.00
Building & Safety	$138,263	0%	$0	1.00	0.30	$0.00	$0.00
Non-Departmental	$413,000	80%	$330,400	1.00	0.30	$22.96	$6.89
Recreation Services	$42,050	0%	$0	1.00	0.30	$0.00	$0.00
City Aquatics Program	$100,800	0%	$0	1.00	0.30	$0.00	$0.00
Golf Course	$3,750	0%	$0	1.00	0.30	$0.00	$0.00
Transfers Out	$43,000	0%	$0	1.00	0.30	$0.00	$0.00
Total Expenditures	**$1,516,648**		**$632,200**			**$43.93**	**$13.18**

Source: City of King budget, 2012; Strategic Economics.

APPENDIX A: SUMMARY OF FISCAL IMPACT ANALYSIS RESULTS BY SCENARIO

Table 20: Results, Scenario 1, No Redevelopment (RDA)

	2020	2021	2022	2023	2024	2025	2026	2027
Revenue								
Property Tax	$ 30,178	$ 43,359	$ 64,916	$ 76,353	$ 98,653	$ 108,248	$ 124,990	$ 149,568
Property Transfer Tax	9,499	5,585	8,849	6,689	10,653	7,715	10,421	13,685
Sales Tax	-	-	-	-	-	7,220	7,220	25,070
Vehicle License Fee	14,346	20,612	30,859	36,296	46,897	51,458	59,417	71,101
Per Capita Revenue	11,230	16,959	23,879	29,607	42,710	49,082	56,399	69,393
Subtotal	$ 65,253	$ 86,516	$ 128,503	$ 148,947	$ 198,913	$ 223,724	$ 258,447	$ 328,817
Costs								
Police	$ 33,485	$ 50,565	$ 71,197	$ 88,278	$ 127,344	$ 150,700	$ 168,946	$ 209,195
Fire	1,703	2,572	3,622	4,490	6,478	7,412	8,521	10,430
Public Works	37,512	56,275	75,111	93,874	113,083	131,872	150,731	169,909
Per Capita Cost	8,698	13,135	18,494	22,931	33,078	37,849	43,516	53,264
Subtotal	$ 81,398	$ 122,548	$ 168,424	$ 209,573	$ 279,982	$ 327,833	$ 371,714	$ 442,798
Net Revenue	$ (16,145)	$ (36,032)	$ (39,921)	$ (60,626)	$ (81,069)	$ (104,109)	$ (113,268)	$ (113,982)
Net Revenue as % of Total Revenue	-25%	-42%	-31%	-41%	-41%	-47%	-44%	-35%

	2028	2029	2030	2031	2032	2033	2034	2035
Revenue								
Property Tax	$ 174,083	$ 194,060	$ 213,859	$ 231,728	$ 246,765	$ 266,642	$ 290,266	$ 289,235
Property Transfer Tax	14,827	14,565	15,460	15,794	15,754	17,992	20,118	13,482
Sales Tax	25,070	25,070	25,070	25,070	25,070	25,070	25,070	25,070
Vehicle License Fee	82,755	92,251	101,663	110,158	117,306	126,755	137,985	137,495
Per Capita Revenue	81,077	92,591	103,368	112,783	118,966	127,247	134,564	134,564
Subtotal	$ 377,812	$ 418,538	$ 459,421	$ 495,533	$ 523,861	$ 563,706	$ 608,002	$ 599,845
Costs								
Police	$ 244,033	$ 278,363	$ 314,065	$ 338,568	$ 357,002	$ 381,693	$ 403,509	$ 403,509
Fire	12,202	13,949	15,583	17,011	17,949	19,205	20,314	20,314
Public Works	189,033	208,146	227,214	246,201	264,991	283,909	302,768	302,768
Per Capita Cost	62,313	71,230	79,577	86,869	91,657	98,071	103,738	103,738
Subtotal	$ 507,581	$ 571,688	$ 636,440	$ 688,649	$ 731,599	$ 782,877	$ 830,328	$ 830,328
Net Revenue	$ (129,769)	$ (153,150)	$ (177,019)	$ (193,116)	$ (207,738)	$ (219,171)	$ (222,326)	$ (230,483)
Net Revenue as % of Total Revenue	-34%	-37%	-39%	-39%	-40%	-39%	-37%	-38%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; City of King; Strategic Economics

Table 21: Results, Scenario 2 ("The Project"), No RDA

	2020	2021	2022	2023	2024	2025	2026	2027
Revenue								
Property Tax	$ 30,178	$ 43,359	$ 64,916	$ 86,878	$ 108,077	$ 126,779	$ 152,895	$ 172,753
Property Transfer Tax	9,499	5,585	8,849	10,002	10,807	11,025	14,249	13,514
Sales Tax	-	-	-	-	6,380	9,515	18,453	18,453
Vehicle License Fee	14,346	20,612	30,859	41,299	51,377	60,268	72,682	82,122
Per Capita Revenue	11,230	16,959	23,879	30,969	43,791	54,061	66,691	77,468
Subtotal	$ 65,253	$ 86,516	$ 128,503	$ 169,148	$ 220,432	$ 261,648	$ 324,970	$ 364,310
Costs								
Police	$ 33,485	$ 50,565	$ 71,197	$ 92,337	$ 130,895	$ 165,413	$ 199,894	$ 232,026
Fire	1,703	2,572	3,622	4,697	6,628	8,172	10,072	11,706
Public Works	37,594	56,398	75,274	94,160	113,387	132,461	151,676	170,785
Per Capita Cost	8,698	13,135	18,494	23,985	33,847	41,732	51,432	59,778
Subtotal	$ 81,480	$ 122,670	$ 168,587	$ 215,178	$ 284,758	$ 347,778	$ 413,073	$ 474,295
Net Revenue	$ (16,227)	$ (36,154)	$ (40,084)	$ (46,030)	$ (64,326)	$ (86,130)	$ (88,104)	$ (109,986)
Net Revenue as % of Total Revenue	-25%	-42%	-31%	-27%	-29%	-33%	-27%	-30%

	2028	2029	2030	2031	2032	2033	2034	2035
Revenue								
Property Tax	$ 200,025	$ 225,243	$ 239,625	$ 275,213	$ 276,818	$ 287,670	$ 286,690	$ 285,852
Property Transfer Tax	16,793	17,445	15,234	22,562	13,518	16,440	13,115	13,115
Sales Tax	18,453	18,453	56,015	109,871	189,546	336,434	336,434	336,434
Vehicle License Fee	95,087	107,075	113,911	130,829	131,592	136,751	136,285	135,887
Per Capita Revenue	88,471	98,340	106,879	121,227	123,209	130,074	130,074	130,074
Subtotal	$ 418,828	$ 466,555	$ 531,664	$ 659,703	$ 734,683	$ 907,368	$ 902,598	$ 901,361
Costs								
Police	$ 264,834	$ 297,830	$ 321,488	$ 367,149	$ 376,788	$ 404,523	$ 404,523	$ 404,523
Fire	13,375	14,872	16,094	18,152	18,299	19,041	19,041	19,041
Public Works	189,908	208,962	227,907	247,185	265,701	284,455	302,912	302,912
Per Capita Cost	68,300	75,944	82,186	92,694	93,445	97,236	97,236	97,236
Subtotal	$ 536,417	$ 597,608	$ 647,675	$ 725,180	$ 754,234	$ 805,255	$ 823,712	$ 823,712
Net Revenue	$ (117,590)	$ (131,053)	$ (116,012)	$ (65,477)	$ (19,551)	$ 102,112	$ 78,886	$ 77,649
Net Revenue as % of Total Revenue	-28%	-28%	-22%	-10%	-3%	11%	9%	9%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; City of King; Strategic Economics

Table 22: Results, Scenario 3, No RDA

	2020	2021	2022	2023	2024	2025	2026	2027
Revenue								
Property Tax	$ 12,696	$ 26,501	$ 38,746	$ 51,312	$ 64,941	$ 83,412	$ 102,226	$ 114,915
Property Transfer Tax	3,997	4,944	5,099	5,777	6,695	8,858	9,833	8,801
Sales Tax	6,380	19,705	29,990	48,553	60,365	74,790	79,121	109,871
Vehicle License Fee	6,036	12,598	18,419	24,392	30,871	39,652	48,596	54,628
Per Capita Revenue	7,774	16,084	23,125	30,475	38,070	46,960	55,746	62,239
Subtotal	$ 36,883	$ 79,833	$ 115,379	$ 160,509	$ 200,942	$ 253,672	$ 295,521	$ 350,455
Costs								
Police	$ 23,507	$ 48,874	$ 70,521	$ 93,352	$ 116,520	$ 147,318	$ 170,468	$ 191,269
Fire	1,166	2,402	3,443	4,520	5,650	6,969	8,280	9,205
Public Works	37,379	56,330	75,202	94,089	112,997	131,980	150,961	169,787
Per Capita Cost	5,952	12,265	17,580	23,080	28,852	35,587	42,281	47,008
Subtotal	$ 68,004	$ 119,871	$ 166,746	$ 215,040	$ 264,020	$ 321,854	$ 371,990	$ 417,270
Net Revenue	$ (31,122)	$ (40,037)	$ (51,367)	$ (54,532)	$ (63,078)	$ (68,181)	$ (76,468)	$ (66,815)
Net Revenue as % of Total Revenue	-84%	-50%	-45%	-34%	-31%	-27%	-26%	-19%

	2028	2029	2030	2031	2032	2033	2034	2035
Revenue								
Property Tax	$ 149,244	$ 173,318	$ 202,011	$ 224,262	$ 252,287	$ 273,552	$ 288,487	$ 287,353
Property Transfer Tax	16,191	14,492	17,081	16,388	19,232	18,440	17,461	13,115
Sales Tax	237,109	256,759	296,596	336,434	336,434	336,434	336,434	336,434
Vehicle License Fee	70,947	82,391	96,031	106,608	119,931	130,040	137,139	136,600
Per Capita Revenue	77,144	87,198	98,551	106,422	118,333	125,479	130,074	130,074
Subtotal	$ 550,635	$ 614,158	$ 710,269	$ 790,113	$ 846,216	$ 883,945	$ 909,595	$ 903,576
Costs								
Police	$ 241,665	$ 272,952	$ 315,775	$ 334,002	$ 369,516	$ 390,825	$ 404,523	$ 404,523
Fire	11,221	12,692	14,338	15,454	17,261	18,344	19,041	19,041
Public Works	189,048	208,093	227,207	246,109	265,287	284,176	302,912	302,912
Per Capita Cost	57,301	64,812	73,220	78,918	88,143	93,678	97,236	97,236
Subtotal	$ 499,235	$ 558,549	$ 630,540	$ 674,483	$ 740,207	$ 787,024	$ 823,712	$ 823,712
Net Revenue	$ 51,399	$ 55,609	$ 79,729	$ 115,630	$ 106,009	$ 96,921	$ 85,883	$ 79,864
Net Revenue as % of Total Revenue	9%	9%	11%	15%	13%	11%	9%	9%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; City of King; Strategic Economics

Table 23: Results, Scenario 4, No RDA

	2020	2021	2022	2023	2024	2025	2026	2027
Revenue								
Property Tax	$ 12,696	$ 25,880	$ 36,988	$ 46,368	$ 57,939	$ 72,983	$ 91,871	$ 104,625
Property Transfer Tax	3,997	4,749	4,715	4,700	5,836	7,480	9,406	8,374
Sales Tax	6,380	15,318	18,453	18,453	18,453	18,453	22,784	53,534
Vehicle License Fee	6,036	12,303	17,583	22,042	27,543	34,694	43,673	49,736
Per Capita Revenue	8,228	16,661	23,074	28,576	34,985	41,621	50,407	56,900
Subtotal	$ 37,336	$ 74,909	$ 100,812	$ 120,138	$ 144,755	$ 175,231	$ 218,141	$ 273,169
Costs								
Police	$ 24,860	$ 50,396	$ 69,845	$ 86,249	$ 105,359	$ 125,145	$ 155,435	$ 172,667
Fire	1,234	2,497	3,456	4,291	5,263	6,269	7,580	8,506
Public Works	37,407	56,368	75,208	93,998	112,843	131,701	150,682	169,508
Per Capita Cost	6,304	12,753	17,651	21,912	26,876	32,015	38,710	43,437
Subtotal	$ 69,805	$ 122,014	$ 166,159	$ 206,449	$ 250,340	$ 295,131	$ 352,407	$ 394,117
Net Revenue	$ (32,468)	$ (47,105)	$ (65,347)	$ (86,311)	$ (105,585)	$ (119,900)	$ (134,266)	$ (120,948)
Net Revenue as % of Total Revenue	-87%	-63%	-65%	-72%	-73%	-68%	-62%	-44%

	2028	2029	2030	2031	2032	2033	2034	2035
Revenue								
Property Tax	$ 150,159	$ 178,312	$ 212,383	$ 267,403	$ 299,135	$ 321,452	$ 336,086	$ 334,695
Property Transfer Tax	19,274	15,865	19,044	27,243	22,516	21,031	19,643	15,297
Sales Tax	180,771	215,034	237,984	256,759	296,596	336,434	336,434	336,434
Vehicle License Fee	71,382	84,765	100,961	127,117	142,201	152,810	159,767	159,106
Per Capita Revenue	77,568	89,388	103,500	114,082	128,385	136,483	141,077	141,077
Subtotal	$ 499,155	$ 583,363	$ 673,872	$ 792,604	$ 888,833	$ 968,210	$ 993,006	$ 986,609
Costs								
Police	$ 240,313	$ 277,518	$ 327,782	$ 353,112	$ 397,590	$ 423,633	$ 465,759	$ 437,332
Fire	11,393	13,105	15,202	16,769	18,863	20,013	20,710	20,710
Public Works	189,117	208,257	227,551	246,634	265,926	284,842	303,578	303,578
Per Capita Cost	58,179	66,921	77,631	85,635	96,327	102,200	105,758	105,758
Subtotal	$ 499,002	$ 565,801	$ 648,166	$ 702,150	$ 778,706	$ 830,689	$ 895,805	$ 867,378
Net Revenue	$ 153	$ 17,563	$ 25,706	$ 90,454	$ 110,127	$ 137,520	$ 97,201	$ 119,232
Net Revenue as % of Total Revenue	0%	3%	4%	11%	12%	14%	10%	12%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; City of King; Strategic Economics

Table 24: Results, Scenario 1, RDA

	2020	2021	2022	2023	2024	2025	2026	2027
Revenue								
Property Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Property Transfer Tax	9,499	5,585	8,849	6,689	10,653	7,715	10,421	13,685
Sales Tax	-	-	-	-	-	7,220	7,220	25,070
Vehicle License Fee	14,346	20,612	30,859	36,296	46,897	51,458	59,417	71,101
Per Capita Revenue	11,230	16,959	23,879	29,607	42,710	49,082	56,399	69,393
Subtotal	$ 35,075	$ 43,156	$ 63,587	$ 72,593	$ 100,260	$ 115,476	$ 133,457	$ 179,249
Costs								
Police	$ 33,485	$ 50,565	$ 71,197	$ 88,278	$ 127,344	$ 150,700	$ 168,946	$ 209,195
Fire	1,703	2,572	3,622	4,490	6,478	7,412	8,521	10,430
Public Works	37,512	56,275	75,111	93,874	113,083	131,872	150,731	169,909
Per Capita Cost	8,698	13,135	18,494	22,931	33,078	37,849	43,516	53,264
Subtotal	$ 81,398	$ 122,548	$ 168,424	$ 209,573	$ 279,982	$ 327,833	$ 371,714	$ 442,798
Net Revenue	$ (46,323)	$ (79,391)	$ (104,836)	$ (136,980)	$ (179,722)	$ (212,357)	$ (238,257)	$ (263,550)
Net Revenue as % of Total Revenue	-132%	-184%	-165%	-189%	-179%	-184%	-179%	-147%

	2028	2029	2030	2031	2032	2033	2034	2035
Revenue								
Property Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Property Transfer Tax	14,827	14,565	15,460	15,794	15,754	17,992	20,118	13,482
Sales Tax	25,070	25,070	25,070	25,070	25,070	25,070	25,070	25,070
Vehicle License Fee	82,755	92,251	101,663	110,158	117,306	126,755	137,985	137,495
Per Capita Revenue	81,077	92,591	103,368	112,783	118,966	127,247	134,564	134,564
Subtotal	$ 203,729	$ 224,478	$ 245,561	$ 263,805	$ 277,095	$ 297,064	$ 317,737	$ 310,610
Costs								
Police	$ 244,033	$ 278,363	$ 314,065	$ 338,568	$ 357,002	$ 381,693	$ 403,509	$ 403,509
Fire	12,202	13,949	15,583	17,011	17,949	19,205	20,314	20,314
Public Works	189,033	208,146	227,214	246,201	264,991	283,909	302,768	302,768
Per Capita Cost	62,313	71,230	79,577	86,869	91,657	98,071	103,738	103,738
Subtotal	$ 507,581	$ 571,688	$ 636,440	$ 688,649	$ 731,599	$ 782,877	$ 830,328	$ 830,328
Net Revenue	$ (303,852)	$ (347,210)	$ (390,878)	$ (424,844)	$ (454,503)	$ (485,813)	$ (512,592)	$ (519,718)
Net Revenue as % of Total Revenue	-149%	-155%	-159%	-161%	-164%	-164%	-161%	-167%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; City of King; Strategic Economics

Table 25: Results, Scenario 2 ("The Project"), RDA

	2020	2021	2022	2023	2024	2025	2026	2027
Revenue								
Property Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Property Transfer Tax	9,499	5,585	8,849	10,002	10,807	11,025	14,249	13,514
Sales Tax	-	-	-	-	6,380	9,515	18,453	18,453
Vehicle License Fee	14,346	20,612	30,859	41,299	51,377	60,268	72,682	82,122
Per Capita Revenue	11,230	16,959	23,879	30,969	43,791	54,061	66,691	77,468
Subtotal	$ 35,075	$ 43,156	$ 63,587	$ 82,270	$ 112,355	$ 134,869	$ 172,074	$ 191,557
Costs								
Police	$ 33,485	$ 50,565	$ 71,197	$ 92,337	$ 130,895	$ 165,413	$ 199,894	$ 232,026
Fire	1,703	2,572	3,622	4,697	6,628	8,172	10,072	11,706
Public Works	37,594	56,398	75,274	94,160	113,387	132,461	151,676	170,785
Per Capita Cost	8,698	13,135	18,494	23,985	33,847	41,732	51,432	59,778
Subtotal	$ 81,480	$ 122,670	$ 168,587	$ 215,178	$ 284,758	$ 347,778	$ 413,073	$ 474,295
Net Revenue	$ (46,404)	$ (79,514)	$ (104,999)	$ (132,908)	$ (172,403)	$ (212,910)	$ (240,999)	$ (282,739)
Net Revenue as % of Total Revenue	-132%	-184%	-165%	-162%	-153%	-158%	-140%	-148%

	2028	2029	2030	2031	2032	2033	2034	2035
Revenue								
Property Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Property Transfer Tax	16,793	17,445	15,234	22,562	13,518	16,440	13,115	13,115
Sales Tax	18,453	18,453	56,015	109,871	189,546	336,434	336,434	336,434
Vehicle License Fee	95,087	107,075	113,911	130,829	131,592	136,751	136,285	135,887
Per Capita Revenue	88,471	98,340	106,879	121,227	123,209	130,074	130,074	130,074
Subtotal	$ 218,803	$ 241,312	$ 292,039	$ 384,490	$ 457,865	$ 619,698	$ 615,908	$ 615,509
Costs								
Police	$ 264,834	$ 297,830	$ 321,488	$ 367,149	$ 376,788	$ 404,523	$ 404,523	$ 404,523
Fire	13,375	14,872	16,094	18,152	18,299	19,041	19,041	19,041
Public Works	189,908	208,962	227,907	247,185	265,701	284,455	302,912	302,912
Per Capita Cost	68,300	75,944	82,186	92,694	93,445	97,236	97,236	97,236
Subtotal	$ 536,417	$ 597,608	$ 647,675	$ 725,180	$ 754,234	$ 805,255	$ 823,712	$ 823,712
Net Revenue	$ (317,614)	$ (356,296)	$ (355,636)	$ (340,690)	$ (296,368)	$ (185,557)	$ (207,804)	$ (208,203)
Net Revenue as % of Total Revenue	-145%	-148%	-122%	-89%	-65%	-30%	-34%	-34%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; City of King; Strategic Economics

Table 26: Results, Scenario 3, RDA

	2020	2021	2022	2023	2024	2025	2026	2027
Revenue								
Property Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Property Transfer Tax	3,997	4,944	5,099	5,777	6,695	8,858	9,833	8,801
Sales Tax	6,380	19,705	29,990	48,553	60,365	74,790	79,121	109,871
Vehicle License Fee	6,036	12,598	18,419	24,392	30,871	39,652	48,596	54,628
Per Capita Revenue	7,774	16,084	23,125	30,475	38,070	46,960	55,746	62,239
Subtotal	$ 24,186	$ 53,332	$ 76,633	$ 109,197	$ 136,001	$ 170,260	$ 193,296	$ 235,540
Costs								
Police	$ 23,507	$ 48,874	$ 70,521	$ 93,352	$ 116,520	$ 147,318	$ 170,468	$ 191,269
Fire	1,166	2,402	3,443	4,520	5,650	6,969	8,280	9,205
Public Works	37,379	56,330	75,202	94,089	112,997	131,980	150,961	169,787
Per Capita Cost	5,952	12,265	17,580	23,080	28,852	35,587	42,281	47,008
Subtotal	$ 68,004	$ 119,871	$ 166,746	$ 215,040	$ 264,020	$ 321,854	$ 371,990	$ 417,270
Net Revenue	$ (43,818)	$ (66,539)	$ (90,113)	$ (105,844)	$ (128,019)	$ (151,594)	$ (178,694)	$ (181,730)
Net Revenue as % of Total Revenue	-181%	-125%	-118%	-97%	-94%	-89%	-92%	-77%

	2028	2029	2030	2031	2032	2033	2034	2035
Revenue								
Property Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Property Transfer Tax	16,191	14,492	17,081	16,388	19,232	18,440	17,461	13,115
Sales Tax	237,109	256,759	296,596	336,434	336,434	336,434	336,434	336,434
Vehicle License Fee	70,947	82,391	96,031	106,608	119,931	130,040	137,139	136,600
Per Capita Revenue	77,144	87,198	98,551	106,422	118,333	125,479	130,074	130,074
Subtotal	$ 401,391	$ 440,840	$ 508,259	$ 565,851	$ 593,930	$ 610,393	$ 621,108	$ 616,223
Costs								
Police	$ 241,665	$ 272,952	$ 315,775	$ 334,002	$ 369,516	$ 390,825	$ 404,523	$ 404,523
Fire	11,221	12,692	14,338	15,454	17,261	18,344	19,041	19,041
Public Works	189,048	208,093	227,207	246,109	265,287	284,176	302,912	302,912
Per Capita Cost	57,301	64,812	73,220	78,918	88,143	93,678	97,236	97,236
Subtotal	$ 499,235	$ 558,549	$ 630,540	$ 674,483	$ 740,207	$ 787,024	$ 823,712	$ 823,712
Net Revenue	$ (97,845)	$ (117,709)	$ (122,282)	$ (108,632)	$ (146,277)	$ (176,631)	$ (202,604)	$ (207,489)
Net Revenue as % of Total Revenue	-24%	-27%	-24%	-19%	-25%	-29%	-33%	-34%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; City of King; Strategic Economics

Table 27: Results, Scenario 4, RDA

	2020	2021	2022	2023	2024	2025	2026	2027
Revenue								
Property Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Property Transfer Tax	3,997	4,749	4,715	4,700	5,836	7,480	9,406	8,374
Sales Tax	6,380	15,318	18,453	18,453	18,453	18,453	22,784	53,534
Vehicle License Fee	6,036	12,303	17,583	22,042	27,543	34,694	43,673	49,736
Per Capita Revenue	8,228	16,661	23,074	28,576	34,985	41,621	50,407	56,900
Subtotal	$ 24,640	$ 49,030	$ 63,825	$ 73,770	$ 86,816	$ 102,248	$ 126,270	$ 168,545
Costs								
Police	$ 24,860	$ 50,396	$ 69,845	$ 86,249	$ 105,359	$ 125,145	$ 155,435	$ 172,667
Fire	1,234	2,497	3,456	4,291	5,263	6,269	7,580	8,506
Public Works	37,407	56,368	75,208	93,998	112,843	131,701	150,682	169,508
Per Capita Cost	6,304	12,753	17,651	21,912	26,876	32,015	38,710	43,437
Subtotal	$ 69,805	$ 122,014	$ 166,159	$ 206,449	$ 250,340	$ 295,131	$ 352,407	$ 394,117
Net Revenue	$ (45,165)	$ (72,984)	$ (102,334)	$ (132,679)	$ (163,523)	$ (192,883)	$ (226,137)	$ (225,573)
Net Revenue as % of Total Revenue	-183%	-149%	-160%	-180%	-188%	-189%	-179%	-134%

	2028	2029	2030	2031	2032	2033	2034	2035
Revenue								
Property Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Property Transfer Tax	19,274	15,865	19,044	27,243	22,516	21,031	19,643	15,297
Sales Tax	180,771	215,034	237,984	256,759	296,596	336,434	336,434	336,434
Vehicle License Fee	71,382	84,765	100,961	127,117	142,201	152,810	159,767	159,106
Per Capita Revenue	77,568	89,388	103,500	114,082	128,385	136,483	141,077	141,077
Subtotal	$ 348,996	$ 405,051	$ 461,489	$ 525,201	$ 589,698	$ 646,758	$ 656,921	$ 651,914
Costs								
Police	$ 240,313	$ 277,518	$ 327,782	$ 353,112	$ 397,590	$ 423,633	$ 465,759	$ 437,332
Fire	11,393	13,105	15,202	16,769	18,863	20,013	20,710	20,710
Public Works	189,117	208,257	227,551	246,634	265,926	284,842	303,578	303,578
Per Capita Cost	58,179	66,921	77,631	85,635	96,327	102,200	105,758	105,758
Subtotal	$ 499,002	$ 565,801	$ 648,166	$ 702,150	$ 778,706	$ 830,689	$ 895,805	$ 867,378
Net Revenue	$ (150,006)	$ (160,750)	$ (186,677)	$ (176,949)	$ (189,008)	$ (183,932)	$ (238,885)	$ (215,464)
Net Revenue as % of Total Revenue	-43%	-40%	-40%	-34%	-32%	-28%	-36%	-33%

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning; City of King; Strategic Economics

APPENDIX B: DEVELOPMENT PROGRAM PHASING AND VALUATIONS

Table 28: Scenario 1 Development Phasing, as Provided by the Development Team

UNITS PER BUILDING TYPE PER PHASE (SMITH PROPERTY)

		Number of Units by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
Building Type	Large Lot House	1	0	6	1	0	0	10	0	0	0	0	0	0	10	13	**41**
	Rearyard House (incl. Rosewalk)	18	3	12	5	3	0	3	2	9	5	6	8	11	7	10	**100**
	Sideyard House (incl. Rosewalk)	18	3	12	5	3	0	3	2	9	5	6	8	11	7	10	**100**
	Bungalow Court	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	**5**
	Multigeneration House	0	0	0	0	3	0	0	0	9	0	12	0	0	12	0	**36**
	Duet (incl. Rosewalk)	4	8	0	4	0	0	0	6	0	2	0	0	0	0	0	**24**
	Triplex/Quadplex	0	0	0	0	8	0	0	0	4	8	4	0	0	0	0	**24**
	Rowhouse (Detached Garage)	4	12	0	0	12	7	0	8	0	10	0	0	6	0	0	**59**
	Rowhouse (Attached Garage)	4	0	0	0	0	0	0	0	0	0	0	9	0	0	0	**13**
	Villa	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	**16**
	Courtyard	0	0	0	10	20	14	16	20	20	16	20	16	0	0	0	**152**
	Live-Work (Detached Garage)	0	0	0	0	0	5	0	7	0	0	0	0	0	0	0	**12**
	Live-Work (Attached Garage)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**49**	**25**	**30**	**25**	**57**	**26**	**32**	**53**	**51**	**50**	**47**	**41**	**27**	**36**	**32**	**581**

CARRIAGE UNITS PER PHASE (SMITH PROPERTY)

		Number of Units by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	Carriage Units	4	0	15	3	0	0	8	0	9	0	3	4	0	8	18	**72**
	TOTAL	**4**	**0**	**15**	**3**	**0**	**0**	**8**	**0**	**9**	**0**	**3**	**4**	**0**	**8**	**18**	**72**

COMMERCIAL SUMMARY BY PHASE (SMITH PROPERTY)

		Commercial sf by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	Live-Work	0	0	0	0	0	5,776	0	7,030	0	0	0	0	0	0	0	**12,806**
	Commercial	0	0	0	0	0	0	0	3,625	0	0	0	0	0	0	0	**3,625**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**5,776**	**0**	**10,655**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16,431**

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Table 29: Scenario 1 Revenue by Phase, as Provided by the Development Team

REVENUE SUMMARY PER PHASE (SMITH PROPERTY)

Phase	Price			
	Residential Base Price	Carriage Unit Price	Commercial Space	Total Price
1	$17,056,374	$215,000	$0	**$17,271,374**
2	$7,687,906	$0	$0	**$7,687,906**
3	$11,730,828	$792,500	$0	**$12,523,328**
4	$6,633,015	$175,000	$0	**$6,808,015**
5	$13,041,999	$0	$0	**$13,041,999**
6	$5,548,039	$0	$288,800	**$5,836,839**
7	$9,548,332	$375,000	$0	**$9,923,332**
8	$13,906,745	$0	$532,750	**$14,439,495**
9	$14,052,300	$415,000	$0	**$14,467,300**
10	$11,924,578	$0	$0	**$11,924,578**
11	$11,727,741	$120,000	$0	**$11,847,741**
12	$10,603,498	$160,000	$0	**$10,763,498**
13	$9,151,677	$0	$0	**$9,151,677**
14	$11,484,896	$430,000	$0	**$11,914,896**
15	$13,082,574	$995,000	$0	**$14,077,574**
TOTAL	**$167,180,500**	**$3,677,500**	**$821,550**	**$171,679,550**

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Table 30: Scenario 2 ("The Project") Development Phasing, as Provided by the Development Team

UNITS PER BUILDING TYPE PER PHASE (SMITH PROPERTY)

		Number of Units by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
Building Type	Large Lot House	1	0	6	11	0	0	0	0	10	0	0	13	0	0	0	**41**
	Rearyard House (incl. Rosewalk)	18	3	12	8	3	2	9	6	7	19	5	10	0	0	0	**100**
	Sideyard House (incl. Rosewalk)	18	3	12	8	3	2	9	6	7	19	5	10	0	0	0	**100**
	Bungalow Court	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	**5**
	Multigeneration House	0	0	0	0	3	0	9	12	0	0	12	0	0	0	0	**36**
	Duet (incl. Rosewalk)	4	8	0	4	0	6	0	0	2	0	0	0	0	0	0	**24**
	Triplex/Quadplex	0	0	0	0	8	0	4	4	8	0	0	0	0	0	0	**24**
	Rowhouse (Detached Garage)	4	12	0	0	8	3	0	0	10	6	0	0	0	0	0	**43**
	Rowhouse (Attached Garage)	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
	Villa	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	**16**
	Courtyard	0	0	0	0	20	20	20	20	0	0	0	0	0	0	0	**80**
	Live-Work (Detached Garage)	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	**7**
	Live-Work (Attached Garage)	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	**5**
	Mixed-Use	0	0	0	0	2	0	3	0	0	0	11	20	0	8	0	**44**
	TOTAL	**49**	**25**	**30**	**31**	**55**	**44**	**54**	**47**	**48**	**43**	**33**	**56**	**0**	**13**	**0**	**528**

CARRIAGE UNITS PER PHASE (SMITH PROPERTY)

		Number of Units by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	Carriage Units	4	0	15	11	0	0	9	3	8	4	0	18	0	0	0	**72**
	TOTAL	**4**	**0**	**15**	**11**	**0**	**0**	**9**	**3**	**8**	**4**	**0**	**18**	**0**	**0**	**0**	**72**

COMMERCIAL SUMMARY BY PHASE (SMITH PROPERTY)

		Commercial sf by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	Live-Work	0	0	0	0	0	2,508	0	0	0	0	0	3,465	0	4,200	0	**10,173**
	Commercial	0	0	0	0	2,552	0	3,575	0	0	0	15,025	19,810	31,870	56,655	0	**129,487**
	TOTAL	**0**	**0**	**0**	**0**	**2,552**	**2,508**	**3,575**	**0**	**0**	**0**	**15,025**	**23,275**	**31,870**	**60,855**	**0**	**139,660**

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Table 31: Scenario 2 ("The Project") Revenue by Phase, as Provided by the Development Team

REVENUE SUMMARY PER PHASE (SMITH PROPERTY)

Phase	Price			
	Residential Base Price	Carriage Unit Price	Commercial Space	Total Price
1	$17,056,374	$215,000	$0	$17,271,374
2	$7,687,906	$0	$0	$7,687,906
3	$11,730,828	$792,500	$0	$12,523,328
4	$12,281,347	$550,000	$0	$12,831,347
5	$12,334,336	$0	$127,600	$12,461,936
6	$10,961,942	$0	$125,400	$11,087,342
7	$14,770,606	$415,000	$178,750	$15,364,356
8	$11,727,741	$120,000	$0	$11,847,741
9	$15,686,672	$430,000	$0	$16,116,672
10	$14,838,925	$160,000	$0	$14,998,925
11	$8,084,982	$0	$751,250	$8,836,232
12	$18,797,439	$995,000	$1,163,750	$20,956,189
13	$0	$0	$1,593,500	$1,593,500
14	$3,756,642	$0	$3,042,750	$6,799,392
15				$0
TOTAL	$159,715,738	$3,677,500	$6,983,000	$170,376,238

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Table 32: Scenario 3 Development Phasing, as Provided by the Development Team

UNITS PER BUILDING TYPE PER PHASE (SMITH PROPERTY)

		Number of Units by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
Building Type	Large Lot House	0	0	0	0	0	0	0	0	10	0	1	6	2	11	11	**41**
	Rearyard House (incl. Rosewalk)	0	0	0	0	5	3	8	5	6	13	18	12	19	8	5	**100**
	Sideyard House (incl. Rosewalk)	0	0	0	0	5	3	8	5	6	13	18	12	19	8	5	**100**
	Bungalow Court	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	**5**
	Multigeneration House	0	0	0	0	6	0	12	6	0	0	0	0	12	0	0	**36**
	Duet (incl. Rosewalk)	0	0	0	0	0	8	6	0	2	0	4	0	0	4	0	**24**
	Triplex/Quadplex	0	0	4	4	8	0	0	0	8	0	0	0	0	0	0	**24**
	Rowhouse (Detached Garage)	3	3	0	0	5	12	0	0	10	6	4	0	0	0	0	**43**
	Rowhouse (Attached Garage)	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	**4**
	Villa	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	**16**
	Courtyard	20	20	20	20	0	0	0	0	0	0	0	0	0	0	0	**80**
	Live-Work (Detached Garage)	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	**7**
	Live-Work (Attached Garage)	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	**5**
	Mixed-Use	2	4	2	6	4	8	0	10	4	4	0	0	0	0	0	**44**
	TOTAL	**33**	**35**	**29**	**30**	**32**	**37**	**37**	**25**	**51**	**41**	**45**	**30**	**52**	**31**	**20**	**528**

CARRIAGE UNITS PER PHASE (SMITH PROPERTY)

		Number of Units by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	Carriage Units	0	0	0	0	1	0	3	4	12	2	4	15	8	11	12	**72**
	TOTAL	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**4**	**12**	**2**	**4**	**15**	**8**	**11**	**12**	**72**

COMMERCIAL SUMMARY BY PHASE (SMITH PROPERTY)

		Commercial sf by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	Live-Work	0	0	2,508	0	0	0	3,465	0	0	4,200	0	0	0	0	0	**10,173**
	Commercial	2,552	5,330	2,860	7,425	4,725	5,770	0	12,300	50,895	5,760	15,935	15,935	0	0	0	**129,487**
	TOTAL	**2,552**	**5,330**	**5,368**	**7,425**	**4,725**	**5,770**	**3,465**	**12,300**	**50,895**	**9,960**	**15,935**	**15,935**	**0**	**0**	**0**	**139,660**

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Table 33: Scenario 3 Revenue by Phase, as Provided by the Development Team

REVENUE SUMMARY PER PHASE (SMITH PROPERTY)

Phase	Price			
	Residential Base Price	Carriage Unit Price	Commercial Space	Total Price
1	$7,138,853	$0	$127,600	$7,266,453
2	$7,694,940	$0	$266,500	$7,961,440
3	$6,857,388	$0	$268,400	$7,125,788
4	$6,980,373	$0	$371,250	$7,351,623
5	$7,721,574	$40,000	$236,250	$7,997,824
6	$10,517,931	$0	$288,500	$10,806,431
7	$10,764,255	$120,000	$173,250	$11,057,505
8	$6,826,798	$160,000	$615,000	$7,601,798
9	$16,809,742	$645,000	$2,544,750	$19,999,492
10	$13,668,857	$80,000	$498,000	$14,246,857
11	$15,928,874	$215,000	$796,750	$16,940,624
12	$11,730,828	$792,500	$796,750	$13,320,078
13	$16,275,441	$375,000	$0	$16,650,441
14	$12,281,347	$550,000	$0	$12,831,347
15	$8,518,539	$700,000	$0	$9,218,539
TOTAL	$159,715,738	$3,677,500	$6,983,000	$170,376,238

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Table 34: Scenario 4 Development Phasing, as Provided by the Development Team

UNITS PER BUILDING TYPE PER PHASE (SMITH PROPERTY)

		Number of Units by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
Building Type	Large Lot House	0	0	0	0	0	0	0	0	10	0	1	6	2	11	11	**41**
	Rearyard House (incl. Rosewalk)	0	0	0	0	5	3	8	5	6	13	18	12	19	8	5	**100**
	Sideyard House (incl. Rosewalk)	0	0	0	0	5	3	8	5	6	13	18	12	19	8	5	**100**
	Bungalow Court	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	**5**
	Multigeneration House	0	0	0	0	6	0	12	6	0	0	0	0	12	0	0	**36**
	Duet (incl. Rosewalk)	0	0	0	0	0	8	6	0	2	0	4	0	0	4	0	**24**
	Triplex/Quadplex	0	0	4	4	8	0	0	0	8	0	0	0	0	0	0	**24**
	Rowhouse (Detached Garage)	3	3	0	0	5	12	0	0	10	6	4	0	0	0	0	**43**
	Rowhouse (Attached Garage)	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	**4**
	Villa	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	**16**
	Courtyard	20	20	20	20	0	0	0	0	0	0	0	0	0	0	0	**80**
	Live-Work (Detached Garage)	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	**7**
	Live-Work (Attached Garage)	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	**5**
	Mixed-Use	4	5	0	0	0	0	0	10	29	10	14	14	6	0	0	**92**
	TOTAL	**35**	**36**	**27**	**24**	**28**	**29**	**37**	**25**	**76**	**47**	**59**	**44**	**58**	**31**	**20**	**576**

CARRIAGE HOUSES PER PHASE (SMITH PROPERTY)

		Number of Units by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	Carriage Units	0	0	0	0	1	0	3	4	12	2	4	15	8	11	12	**72**
	TOTAL	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**4**	**12**	**2**	**4**	**15**	**8**	**11**	**12**	**72**

COMMERCIAL SUMMARY BY PHASE (SMITH PROPERTY)

		Commercial sf by Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	Live-Work	0	0	2,508	0	0	0	3,465	0	0	4,200	0	0	0	0	0	**10,173**
	Commercial	2,552	3,575	0	0	0	0	0	12,300	50,895	11,605	9,180	7,510	15,935	15,935	0	**129,487**
	TOTAL	**2,552**	**3,575**	**2,508**	**0**	**0**	**0**	**3,465**	**12,300**	**50,895**	**15,805**	**9,180**	**7,510**	**15,935**	**15,935**	**0**	**139,660**

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

Table 35: Scenario 4 Revenue by Phase, as Provided by the Development Team

REVENUE SUMMARY PER PHASE (SMITH PROPERTY)

Phase	Price			
	Residential Base Price	Carriage Unit Price	Commercial Space	Total Price
1	$7,138,853	$0	$127,600	**$7,266,453**
2	$7,426,921	$0	$178,750	**$7,605,671**
3	$6,346,875	$0	$125,400	**$6,472,275**
4	$5,520,000	$0	$0	**$5,520,000**
5	$6,757,299	$40,000	$0	**$6,797,299**
6	$8,815,406	$0	$0	**$8,815,406**
7	$10,764,255	$120,000	$173,250	**$11,057,505**
8	$6,826,798	$160,000	$615,000	**$7,601,798**
9	$23,191,142	$645,000	$2,544,750	**$26,380,892**
10	$15,736,434	$80,000	$790,250	**$16,606,684**
11	$19,385,657	$215,000	$459,000	**$20,059,657**
12	$30,966,894	$792,500	$375,500	**$32,134,894**
13	$17,806,977	$375,000	$796,750	**$18,978,727**
14	$12,281,347	$550,000	$796,750	**$13,628,097**
15	$8,518,539	$700,000	$0	**$9,218,539**
TOTAL	**$187,483,394**	**$3,677,500**	**$6,983,000**	**$198,143,894**

Source: Smith-Monterey KC, LLC; New Urban Realty Advisors; Sargent Town Planning.

~~APPENDIX C: CONDITION OF APPROVAL 28 (FISCAL NEUTRALITY)~~

~~This has been removed as a result of the 2020 Specific Plan Amendments~~.

Appendix C: Condition of Approval 28 (Fiscal Neutrality) has been removed as a result of the 2020 Specific Plan Amendments.

STRATEGICECONOMICS

February 8, 2011

Doreen Liberto-Blanck, AICP, MDR
Community Development Director
City Hall
212 South Vanderhurst Avenue
King City, CA 93930

Dear Ms. Liberto-Blanck:

In February of 2007 Strategic Economics provided King City with a Fiscal and Economic Impact Analysis of the King City Downtown Addition project. That report and a follow-up memorandum found that the retail proposed for the Downtown Addition project, which included a new, grocery-anchored retail center that was walkable to and from King City's existing Downtown, would be complementary to and have a net positive impact on the economic health of the existing retail in the Downtown. At this time the City has asked Strategic Economics if the findings from that previous work are still valid, especially considering the changes in the economy that have occurred since 2007.

The specific findings of the economic impact analysis were that Scenario 1 (the scenario connecting the Downtown Addition to the Downtown by extending Broadway east beyond First Street) would have considerably greater economic benefits for King City than Scenario 2. The report further found that by integrating new goods and services with existing Downtown retail, Scenario 1 is the best poised to:

- Lift up declining Broadway retail, by drawing new Downtown Addition and Eastern Extension residents into the area;
- Produce positive spillovers for existing businesses, given the likelihood for complementary (as opposed to competitive) new businesses, and the presence of pedestrian and auto linkages between Downtown Addition and Downtown;
- Combine with the Downtown Addition to create the critical mass needed for both retail areas to be more competitive with freeway-oriented retail;
- Produce the synergistic conditions necessary for additional net growth in City business and sales tax; and
- Improve the availability of convenient goods and services for existing King City residents living west of First Street/Metz Road.

Our understanding is that the project design and proposed retail have not changed and are still complimentary to and not competitive with the existing businesses on Broadway. With that understanding, the economic impact findings included in the report from February 2007 and follow-up memorandum remain valid at this time.

Please feel free to contact Sarah Graham at 510.647.5291, x. 114, if you have further questions regarding the economic impact analysis.

Sincerely,

Dena Belzer
President

Sarah Graham
Associate

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STRATEGICECONOMICS

MEMORANDUM

Date: May 22, 2007

To: Michael Powers – City of King City
John Baucke – New Urban Realty Advisors, Inc.

From: Robert Hickey – Strategic Economics

Subject: Revised Fiscal and Economic Impact Analysis

At the request of King City staff, Strategic Economics refined its fiscal analysis for Downtown Addition based on input and suggestions from staff, and conducted additional research on what it will take to ensure new retail compliments existing Broadway businesses. This memo summarizes the results of this analysis and research.

Revised Fiscal Analysis

Issues Addressed

The most significant change to the fiscal impact analysis was to revise assumptions about additional public service costs that would be triggered by the proposed Downtown Addition development.

1) **Change the base year for expenditure analysis from FY 2005-06 to FY 2002-03.**

   In previous analysis, Strategic Economics had used FY 2005-06 as the base year for estimating expenditure needs for such services as Police, Fire, Parks and Public Works. King City staff asked that FY 2002-03 be used instead, in order to better represent a "normal" year for the City in which expenditures were less constrained by the recent fiscal crisis. The fiscal analysis incorporates this change, with costs inflated to current dollars.

2) Anticipate a higher annual growth rate in salary and benefit costs.

In previous analysis, Strategic Economics inflated service costs from a base year onward using a differential rate – 2.5 percent for non-salary costs (such as police vehicles and road resurfacing materials) and 4.0 percent for salary costs (including health and other benefits).

King City staff asked that the annual inflation rate for salary costs be increased to 8-9 percent, to better reflect the escalating costs of health insurance and workman's compensation, in addition to regular promotions.

Strategic Economics conducted a case study of changing Patrol and Field Operation labor costs between 1997 and 2006 to determine if an 8-9 percent growth rate could be substantiated. The Police Department employed a constant 13 officers during this time period, making cost comparisons possible.

SE found that salary and benefits per officer increased at an annual growth rate of 7.63 percent between FY 2001 and FY 2006 (6.92 percent between FY 1997 and 2006). A labor cost growth rate of 8.0 percent over the next 10 years would be a supportable assumption for Police Department employees. But this appears to be an overly aggressive assumption for non-police staff, who do not currently receive as great a yearly increase in salary costs (3.5 percent vs. 5 percent for police department staff). Accordingly, a rate of 6.5 percent was used for non-Police staff for this round of fiscal analysis.

Table 1: Patrol and Field Operation Costs (FY 1997-2006), City of King City

Fiscal Year	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**
Total Salary/Benefit Costs	$860,037	$863,904	$1,050,751	$983,682	$926,658	$1,242,344
Officers	13	13	13	13	13	13
Annual Growth Rate (2001-2006) – 7.63%						

Sources: City of King City, CA Department of Finance.

3) Broaden and revise the road maintenance cost analysis.

Staff raised three concerns about the cost estimates used in the previous analysis for maintaining new Downtown Addition streets.

First, staff asked Strategic Economics to examine the impact of new road maintenance expenditures on not just the General Fund, but also other special funds dedicated to transportation-related maintenance. King City staff argued that it is inaccurate to focus exclusively on General Fund expenditures when analyzing street and sidewalk maintenance costs, since much of these expenses are handled by special, dedicated funds.

Second, staff noted that some maintenance happens on a less-than-annual basis, meaning that choosing a single fiscal year to represent typical expenditure need can be very difficult.

Third, staff argued that street maintenance cost estimates shouldn't overlook the additional workload that road maintenance projects generate for Public Works staff – even when actual maintenance costs are covered by General Fund or dedicated funds.

To respond to these concerns, Strategic Economics revised its street maintenance cost estimate as follows:

- Since pavement maintenance is the primary form of street-related maintenance that is not conducted on a yearly basis, Strategic Economics consulted City engineer Octavio Hurtado to estimate pavement maintenance costs on an *annualized* per-square-foot basis (rather than look at actual expenditures from a given fiscal year). Other road maintenance costs – street lights, trees, landscaping and street cleaning – were estimated as before, using actual, per-mile expenditures recorded in FY 2002-03.

- To develop a fuller picture of ongoing street-related costs, SE looked at expenditures made from the City's Local Transportation Fund, State Gasoline Tax Fund and AB 2928/Prop 42 Fund (Funds 20, 22 and 26), in addition to the General Fund. Street lights, street trees, landscaping and street cleaning were funded exclusively by the General Fund in FY 2003. However, "street maintenance" costs were handled by multiple funds.

- To better account for the impact of new street maintenance projects on the Public Works management workload, SE increased from 10 to 33 percent the estimated portion of Public Works Administration costs deemed variable – i.e. directly affected by growth in population, employment or infrastructure.

- An attempt was made to project *revenues* for street maintenance costs from multiple sources, including the state gasoline tax, revenue allocated by the Transportation Authority of Monterey County (LTF and RSTP funds), and future Prop 1B funds. However at present time, there is not yet adequate information available to develop reliable estimates for any of these sources. Consequently it will be difficult for now (if not misleading) to develop precise estimates of any gap between street maintenance costs (estimated on an annualized, per-square-foot basis) and revenues.

Tables 2 and 3 contrast the new expenditure assumptions with those used in the previous fiscal analysis. For reasons described above, a significantly higher expenditure rate is now used for most service costs. However, the per-daytime-person cost of police services actually dropped using the FY 2002-03 base year – even after adjusting for eight percent annual inflation in salary costs, and increasing the variable cost percentage. This is due to much higher outlays in FY 2006, perhaps to make up for frozen pay levels and other deferred costs of prior years.

The largest jump in service costs occur for Street Maintenance and Public Works Administration expenses.

Many of the variable cost rates also increased. Recreation was an exception. The variable cost rate declined from 90 to 50 percent, based on a more careful examination of costs offset by user fees for this round of fiscal analysis.

Table 2: New Expenditure Assumptions (figures in 2007 dollars)

Service Category	Annual Rate	per…	Percent variable (reflected in rate)
Police	$90.56	Daytime population	86%
Fire	$11.78	Daytime population	64%
Parks	$6,980	Park acre	100%
Open Space	$3,988	Open space acre	100%
Street Trees, Lighting, Sweeping and Landscaping	$9,882	Road miles	100%
Pavement Maintenance	$0.37	Square foot	100%
Total Street Maintenance (assuming 30ft. avg. road width)	$68,827	Road mile	100%
PW Admin	$2.81	Daytime population	33%
Recreation	$18.61	Capita	50%
Government Admin	$8.26	Capita	10%
Planning and Building	$3.24	Capita	10%

Table 3: Previous Expenditure Assumptions (figures in 2007 dollars)

Service Category	Annual Rate	per…	Percent variable (reflected in rate)
Police	$112.03	Daytime population	79%
Fire	$5.19	Daytime population	54%
Parks	$5,384	Park acre	88%
Open Space	$3,076	Open space acre	88%
Total Street Maintenance	$1,253	Road miles	100%
PW Admin	$0.24	Daytime population	10%
Recreation	$10.99	Capita	90%

Government Admin	$13.06	Capita	10%
Planning and Building	$9.92	Capita	10%

In addition to revising cost assumptions, Strategic Economics was asked to clarify other outcomes and assumptions:

1) Why are projected new expenditures disproportionate to projected population growth?

Projected expenditures (taken as a percentage of the City's General Fund budget) are disproportionate to the projected Downtown Addition population (as a percentage of King City's current population) because some public service costs are expected to remain fixed at this increment of growth. For example, the Police Department does not anticipate that its administrative costs will grow due to the Downtown Addition, even as its patrol division's needs increase.[1]

2) What assumptions were used to project the incomes and purchasing power of new Downtown Addition residents?

Income estimates were derived from projected Downtown Addition price points, using conventional assumptions about supportable mortgages. The median household income of new Downtown Addition residents is projected to be approximately $61,000. Purchasing power estimates were produced using Bureau of Labor Statistics taxable expenditure analyses and conservative assumptions about local retail capture rates (see *King City Downtown Addition Fiscal and Economic Impact Analysis*, February 2007).

Price points were derived from multiple market and competitive supply analyses. The residential market analysis performed by Strategic Economics in 2005 identified a primary housing target market with the following characteristics:

- household incomes in the range of $40-$80,000 annually (2005 dollars)
- family households
- employed in Salinas and in central Salinas Valley.

The secondary target market was identified as smaller households who already work or live locally. They fall into the income brackets of:

- $30,000 to $40,000 annually, or
- $80,000 and above.

Those earning less than $40,000 are expected to be renters working locally. Households earning $80,000 and above are a combination of commuters to other parts of the County, households working locally and retirees who relocate from another area to own more space for the price.

Builders bidding for the Downtown Addition produced market analyses of their own, further informing the Downtown Addition price targeting.

[1] Interview with Chief Nick Balvidiez, City of King Police Dept., 2006.

According to New Urban Realty Advisors, Inc., the majority of the Downtown Addition homes will be priced below prices for new homes in Mills Creek and Arboleda. (Mills Ranch homes are reportedly selling in the high $300,000s and low $400,000s). Recent home sales in these new developments provide additional evidence of a market for this housing product.

Fiscal Results

Each of the scenarios described below is projected to generate **$41.2 million** in Redevelopment Tax Increment through FY 2040. Table 4 summarizes the net fiscal impact on the General Fund and street maintenance revenues under multiple mitigation scenarios.

Table 4: Projected Fiscal Impact at Build-Out (FY 2016), Downtown Addition (2007 dollars)

Mitigation Scenario	Net Fiscal Impact on General Fund (excluding Street Pavement Maintenance)	Estimated Revenue Gap for Street Pavement Maintenance*	Total Impact (FY 2015-2016)
1: No Mitigation Measure	($300,603)	($271,921)	($572,524)
2: CFD Covers Ongoing Costs of Parks and Open Space	($125,497)	($271,921)	($397,418)
3: CFD Covers Ongoing Costs of Parks, Open Space, Street Trees, Lights, Landscaping and Sweeping	($67,522)	($271,921)	($339,443)
4: CFD Covers Ongoing Costs of Parks, Open Space, Street Lights, Landscaping, Police and Fire	+ $449,618	($271,921)	+ $177,697

* Note: based on incomplete analysis of dedicated transportation funding availability.

Economic Impact Research

An important concern raised by King City staff is whether new Downtown Addition retail will be complimentary or a competitive drain on existing Broadway businesses. The best project would certainly help lift up businesses on the eastern end of Broadway, given the multiple goals served by strengthening this historic business district.

Recent research conducted by Strategic Economics further supports the conclusion that a new, grocery-anchored retail center – walkable to and from the existing Downtown – will have a net positive impact on the economic health of these existing businesses, *particularly if the right grocery store tenant is chosen*.

Limited Competition

At build-out, the residents of Downtown Addition, the revised scaled-back Smith-Monterey Eastern Extension and the Silva project would provide sufficient buying power to independently support a new, 45,000 square foot grocery store. Using conservative assumptions – with a trade area only encompassing new residents east of the railroad tracks (i.e. excluding Arboleda and Mills Ranch) and capturing only

80% of household grocery store purchases – the supermarket would be expected to generate just over $18 million in annual sales. This would be sufficient for supporting over 50,000 square foot in GLA, using typical sales/sf targets for stores like Safeway.

Not only will it be unnecessary for this grocery to take customers from existing grocers on Broadway, but it is unlikely. Small, Latino-oriented grocers on Broadway offer a distinctive product mix that is not available at Safeway, Vons and similar stores that tend to locate in areas matching the Downtown Addition's trade area and demographics. Nor do these larger grocery stores generally have the relationships with Latino shoppers or the product-line nimbleness of locally operated, employee-owned grocers.

Crucially, a predominantly Hispanic trade-area population tends to allow both chain and independent grocers to coexist in the same location. **According to a recent study by the Chicago-based Food Marketing Institute, Hispanic shoppers are far more likely to frequent multiple grocery stores, since they generally have difficultly purchasing everything at one retailer.** Eighty-two percent of non-Hispanic shoppers shop at one retailer for all of their groceries as compared to only 68 percent of Hispanic shoppers. Hispanic shoppers were also found to spend more on groceries than non-Hispanics -- $133 per week as compared to $92 per week. The discrepancy is attributed to their larger family size and greater inclination to eat at home.

Whether this ability to support multiple grocery stores will hold for King City depends on the choice of the grocery store tenant for the Downtown Addition. Latino-oriented, chain grocers – such as Publix Sabor, Fiesta Mart, Fiesta Foods, HEB and Vallarta Supermarkets – are showing growing ability to compete on prepared foods and other specialty groceries provided at independent, Hispanic grocers. It would be preferable, then, to lease with a grocer such as Vons, which offers a very different product mix.

Hispanic shoppers were also found to spend more on groceries on average than Non-Hispanics; $133 a week as compared to $92 a week. The discrepancy is attributed to their larger family size and greater inclination to eat at home.

Elaborating on Positive Spillovers

While locally appropriate, quantitative data on the sales revenue advantages of walkable retail districts is difficult to obtain, it has long been observed that "agglomeration" economies of scale come into play at retail centers where multiple shopping trips can be handled without having to park the car more than once. Grocery-anchored retail centers in particular have considerable spillover effects, because they generate so many trips from which nearby stores can benefit.

Of all retail uses, grocery stores generate the most trips per capita (69 trips per capita per year).[2] In Hispanic communities, this trip generation impact is substantially greater. According to the Chicago-based Food Marketing Institute, **Hispanic shoppers visit a grocery store 26 times a month** –compared to 7 times a month for non-Hispanics. Placing a large grocery store near other businesses that benefit from foot traffic can have a *substantial*, positive impact on smaller businesses that struggle to generate high numbers of trips on their own, particularly in a city like King City with a large Hispanic population.

The Downtown Addition's other retail tenants are expected to include a mix of routine, household-serving businesses, such as a dry cleaner, and small restaurants that offer different cuisine than the Grill and

[2] www.usda.gov/foodretailing

Broadway's current mix of low-priced Mexican restaurants and pizza offerings. These are not expected to directly compete with existing Broadway businesses.

The integration of new and existing retail along an extended Broadway holds the promise of creating sufficient "critical mass" at the eastern edge of Broadway to reorient some shopping patterns eastward. It is difficult, however, to demonstrate whether this would result in a net boost for the City, given the likelihood that existing residents' disposable income is likely to stay fixed and merely be divided up somewhat more evenly among retail districts. Additional restaurants in the Downtown Addition could help capture more sales tax revenue that presently leaks outside the City, resulting in a net gain for the City. But it is too soon to say whether specialty retailers would also be drawn to the Downtown Addition in sufficient number to make a significant difference on sales leakage for that retail category.

King City Downtown Addition

Fiscal and Economic Impact Analysis

February 19, 2007

Prepared for:

King City

On behalf of:

Smith-Monterey, LLC

New Urban Realty Advisors, Inc.

STRATEGICECONOMICS

Urban Analytics, LLC

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I. EXECUTIVE SUMMARY

The King City Downtown Addition Specific Plan proposes a mixed-use neighborhood northeast of First Street, between Bitterwater Road and San Lorenzo Creek. This memo compares the fiscal and economic impacts of two development scenarios for the Downtown Addition – the proposed scenario (Scenario 1) and an alternate scenario (Scenario 2), in which neither Broadway nor any other road connects the Downtown Addition to Downtown.

Scenario 1
Proposed development of the Downtown Addition would phase in 650 housing units, 125,000 square feet of retail and just over 65,000 square feet of live/work commercial space over nine years, with complete build-out by FY 2016. Employing best practices of New Urbanism, the Downtown Addition would revive the historical, traditional neighborhood street pattern established by the Spreckel's Sugar Company Official Map in 1908. The neighborhood would encourage walking, and integrate new stores and restaurants with existing retail in the Downtown by extending Broadway east beyond First Street. The Downtown Addition would also create 17 acres of recreational open space and greenway, and an additional six acres of neighborhood parks. The cost of maintaining these parks and open space would be covered by a new Landscaping and Lighting Assessment District.

Scenario 2
An alternate development scenario – prepared for CEQA review of the Downtown Addition – would eliminate Broadway's extension across First Street, curtailing road access to the project and separating the project's new commercial development from Downtown retail. Total housing units would remain constant under this scenario, but the new traffic pattern would significantly affect the market potential of the project's retail, shifting it to the intersection of Bitterwater and East San Antonio Road, and dramatically scaling back its size to 12,000 square feet. Scenario 2 also has a different housing product mix, with significantly more apartment units. As with Scenario 1, the cost of maintaining new parks and open space would be covered by a Landscaping and Lighting Assessment District.

Table E1: Downtown Addition Development at Build-Out (FY 2016) – Scenarios 1 and 2

	SCENARIO 1	SCENARIO 2
Residential	***650 units***	***650 units***
Single-family detached	175 units	207 units
Single-family attached	346 units	327 units
Multifamily (rental)	8 units	104 units
Mixed use (condo over retail)	121 units	12 units
Commercial	***190,060 sf***	***25,500 sf***
Retail	125,000 sf	10,000 sf
Live/Work commercial space	65,060 sf	15,500 sf
Park/Open Space	***23.1 acres***	***23.1 acres***
Neighborhood and community park	13.7 acres	13.7 acres
Open space	9.4 acres	9.4 acres
Total Estimated Daytime Population	***2609 daytime persons***	***2564 daytime persons***
Residential	2526 residents	2556 residents
Commercial	83 employees [1]	8 employees [1]

[1] Daytime population is calculated by summing total residents and *one third* of total employees.

Sources: Smith-Monterey LLC, Strategic Economics.

COMPARING FISCAL IMPACTS

Development Scenarios 1 and 2 differ both in their impact on King City's General Fund, and in the quantity of property tax increment generated for the City Redevelopment Project Area. Since the Downtown Addition falls within Redevelopment Project Area boundaries, all property tax revenues will be retained by the King City Community Development Agency for expenditure within the Project Area, given the City's new Redevelopment tax increment (TI) cap of $400m, through FY 2040.[1]

The impacts of Scenarios 1 and 2 are summarized in Table 2 below.

Table E2: Fiscal Impacts of Alternate Development Scenarios for the Downtown Addition

Scenario	General Fund Impact at Build-Out: FY 2016 (2007 dollars)	Redevelopment Tax Increment Generated through FY 2040 (2007 dollars)
1. Original Configuration (Broadway extended across First Street)	+ $48,085	$41.2 million
2. Alternate Configuration (no Broadway extension)	- $119,308	$39.2 million

Sources: Strategic Economics, Urban Analytics LLC.

While Scenario 1 will have a positive impact at build-out (FY 2016), assuming the creation of a Landscape and Lighting Assessment District for new parks, Scenario 2's impact would be negative. This difference stems almost entirely from Scenario 1's additional retail, and therefore greater sales tax revenue. There are several reasons for Scenario 1's stronger ability to support retail, including:

(1) broader accessibility and convenience for existing residents, particularly those looking to combine shopping errands in the commute trip home;
(2) stronger ability to compete for a grocery store anchor, which in turn draws multiple retail tenants into a concentrated shopping center, where stores can reap synergies from co-location;
(3) potential to contribute to and benefit from a pedestrian-oriented "Main Street" retail environment, where customers are often persuaded to linger longer and spend more; and
(4) appeal to restaurants and specialty retailers like small furniture stores, who are demonstrating preference for "Main Street" locations (particularly near new residential development).

While Scenario 1 incurs slightly greater service costs, particularly police costs due to its additional daytime population, these costs are more than made up for by additional sales tax revenue.

Looking at impacts on the King City Redevelopment Area, Scenario 1 is expected to generate $41.2 million in property tax increment over the life of the Project Area.[2] This is $2 million more than under Scenario 2, in large part due to Scenario 1's greater commercial property tax.

[1] This also assumes, conservatively, that the City does not opt to receive an "AB 1290" property tax pass-through from development within the Project Area. Should the City opt to receive this pass-through, the impact of Scenario 1 development on the City's General Fund is considerably more positive, while Scenario 2 remains negative.

[2] The King City Redevelopment Project Area is projected to generate property tax increment through FY 2040, after which the Area will reach its $400 million cap, and property tax revenues will again flow to the City's General Fund.

COMPARING ECONOMIC IMPACTS

Scenarios 1 and 2 differ most in the impacts they will have on the city's overall economy and retail sector. Two of King City's primary economic development goals are (1) "to retain [the] city's role as the retail hub of the South County," and (2) "integrating new retail commercial development with the existing local retail centers"[3] Evaluated in light of these goals, as well as a third criterion – (3) the ability to improve the availability of goods and services for existing King City residents – Scenario 1 is the clearly preferable configuration for King City.

Scenario 1 presents an opportunity to positively impact existing, underperforming retail along the Broadway commercial corridor, build a critical mass of retail in Downtown, and better serve residents living west of First Street. In contrast, Scenario 2 is not expected to have a substantial positive impact on other city retail, makes new retail inconvenient to most existing residents, and wastes an opportunity to capture the retail spending power of several thousand new residents to invigorate the existing Downtown.

While home to many specialty stores catering to a regional Hispanic customer base, King City's Downtown Broadway commercial strip has been slowly declining for many years. Property values have been stagnant for more than a decade, increasing only at the rate of inflation.[4] By integrating new goods and services with existing Broadway retail, Scenario 1 is the best poised to:

- Lift up declining Broadway retail, by drawing new Downtown Addition and Eastern Extension residents into the area;
- Produce positive spillovers for existing businesses, given the potential for complementary (as opposed to competitive) new businesses, and the presence of pedestrian and auto linkages between Downtown Addition and Downtown;
- Combine with the Downtown Addition to create the critical mass needed for both retail areas to be more competitive with freeway-oriented retail;
- Produce the synergistic conditions necessary for additional net growth in City business and sales tax; and
- Improve the availability of convenient goods and services for existing King City residents living west of First Street/Metz Road.

[3] *King City General Plan Economic Development Element*, 1998, p.8.

[4] Keyser Marston Associates, *Preliminary Report for the Third Amendment to the Redevelopment Plan*, 9/2006, p.19.

II. NET GENERAL FUND AND TAX INCREMENT IMPACTS

This section assesses the fiscal impacts of the Downtown Addition. Since the Downtown Addition falls within the City's Redevelopment Project Area, all property tax revenues would be retained by the King City Community Development Agency for expenditure within the Project Area. Accordingly, this analysis examines fiscal impacts on both the City's Community Development Agency and the City General Fund.

Development Scenarios 1 and 2 differ both in their impact on King City's General Fund, and in the quantity of property tax increment generated for the City Redevelopment Project Area over its lifetime. These impacts are summarized in Table 2 below.

Table 1: Fiscal Impacts of Alternate Development Scenarios for the Downtown Addition

Scenario	General Fund Impact at Build-Out: FY 2016 (2007 dollars)	Redevelopment Tax Increment Generated through FY 2040 (2007 dollars)
1. Original Configuration (Broadway extended across First Street)	+ $48,085	$41.2 million
2. Alternate Configuration (no Broadway extension)	- $119,308	$39.2 million

Sources: Strategic Economics, Urban Analytics LLC.

NET GENERAL FUND IMPACTS

Scenarios 1 and 2 differ considerably in their impact on the City General Fund. Assuming the creation of a Landscape and Lighting Assessment District for new Downtown Addition parks and open space, Scenario 1 will have a positive impact at build-out (FY 2016), while Scenario 2's impact will be negative. This difference stems almost entirely from Scenario 1's additional retail, and therefore greater sales tax revenue. There are several reasons for Scenario 1's stronger ability to support retail, including:

(1) broader accessibility and convenience for existing residents, particularly those looking to combine shopping errands in the commute trip home;
(2) stronger ability to compete for a grocery store anchor, which in turn draws multiple retail tenants into a concentrated shopping center, where stores can reap synergies from co-location;
(3) potential to contribute to and benefit from a pedestrian-oriented "Main Street" retail environment, where customers are often persuaded to linger longer and spend more; and
(4) appeal to restaurants and specialty retailers like small furniture stores, who are demonstrating preference for "Main Street" locations (particularly near new residential development).

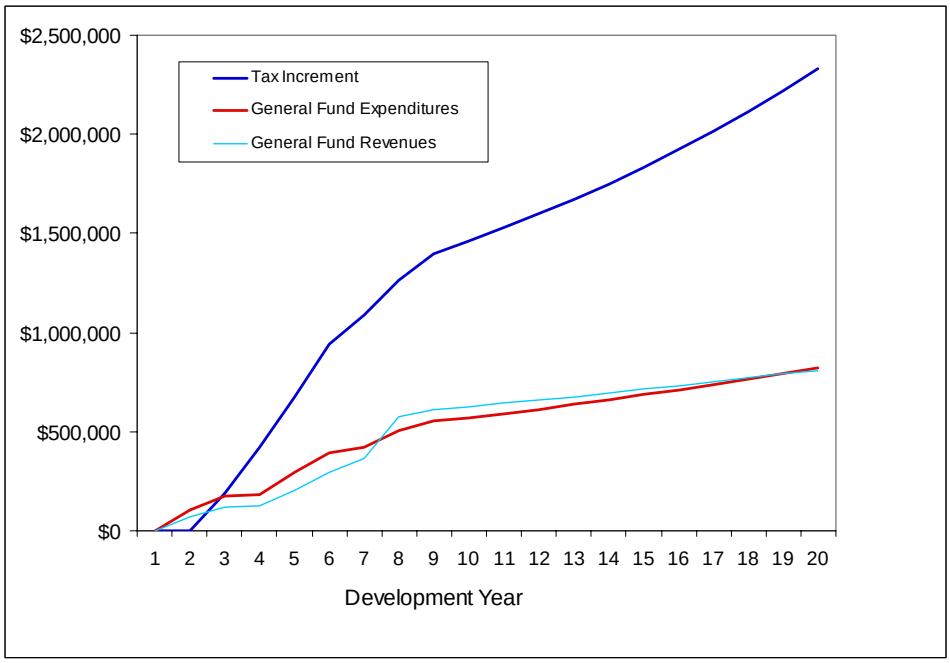
While Scenario 1 incurs slightly greater service costs, particularly police costs due to its additional daytime population, these costs are more than made up for by additional sales tax revenue.

Under Scenario 1, new revenues will closely track General Fund service outlays over 20 years, as demonstrated in Figure 1 below. For the first seven years, costs will exceed revenues as new roads, new parks, new residents and new employees generate the need for police, road maintenance, park

maintenance, recreation and fire services. In Year 8, however, sales tax revenues from a new grocery store and additional retail create a net positive General Fund impact. At project build-out – FY 2016 – the net General Fund impact remains positive. Rising costs of staffing public services are expected to slowly erode this net gain for the General Fund over time, but the net General Fund impact of the Downtown Addition continues to be positive through Year 20 under Scenario 1. Under Scenario 2, service costs exceed generated revenues from inception and through build-out of the Downtown Addition (Figure 2).

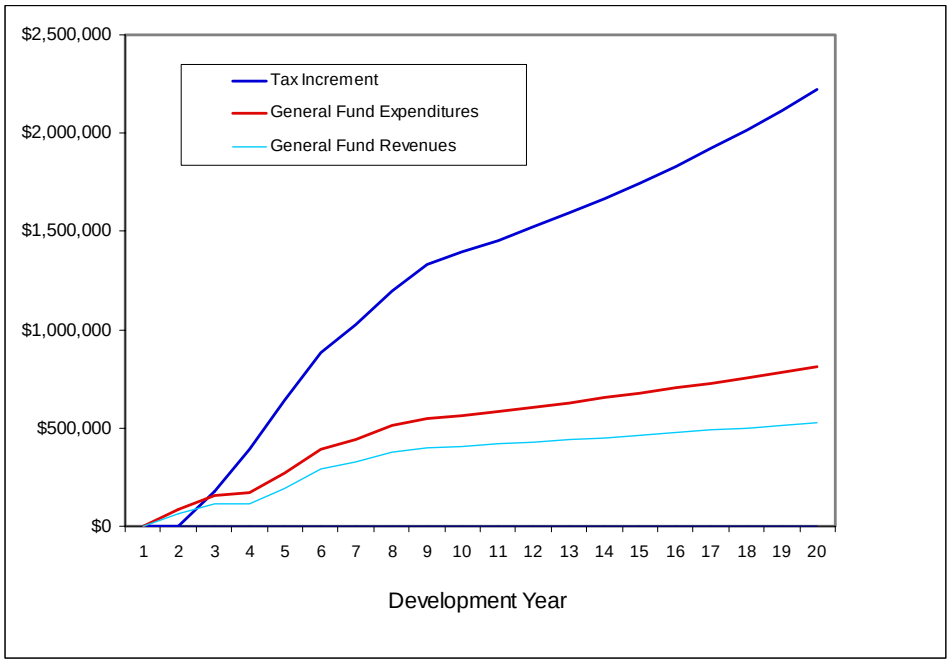
Both Development Scenarios 1 and 2 are predicated on creation of a Landscaping and Lighting Assessment District. This assessment district would cover the costs of maintaining 23 acres of neighborhood parks, community parks and open space in the Downtown Addition. At project build-out, this cost is projected to total approximately $102,000.

Figure 1: Projected Tax Increment, Revenues and Expenditures, Scenario 1 (FY 2009 – FY 2029)



Sources: Strategic Economics, Urban Analytics LLC. (Figures are in nominal dollars)

Figure 2: Projected Tax Increment, Revenues and Expenditures, Scenario 2 (FY 2009 – FY 2029)



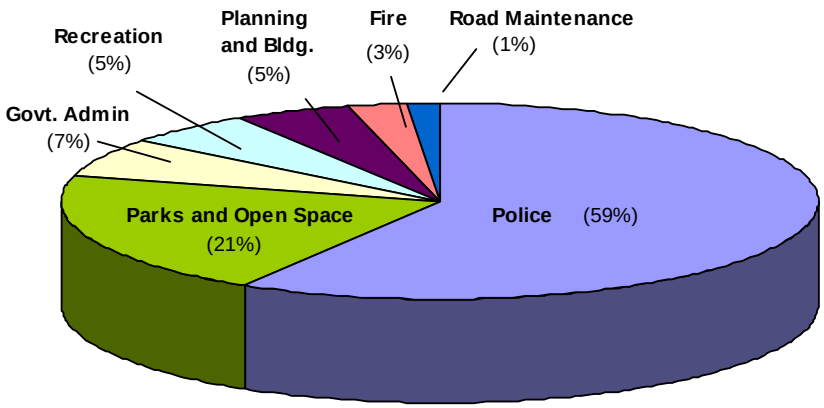
Sources: Strategic Economics, Urban Analytics LLC. (Figures are in nominal dollars)

Expenditure Needs

New roads, new parks, new residents and new employees in the Downtown Addition will require public service outlays from the City's General Fund. Figure 3 illustrates the relative size of service costs induced by Scenario 1 at project build-out (FY 2016). Note that fire service costs are relatively small, based on the assumption that the Fire Department will remain a volunteer-driven operation throughout the development of Downtown Addition.[5] Police costs make up a large share of the total expenditures each year because costs to this department are largely population-driven, and create a need for additional hiring of officers and support staff. Costs to other departments, however, require fewer additional staff and are not as driven by population growth.

[5] Currently the Fire Department expects to remain volunteer-driven. Source: Doreen Labrado Blanc, Community Development Director, August, 2006.

Figure 3: Annual Service Cost Impacts on General Fund at First Year of Build-Out (FY 2016) – Scenario 1



Sources: Strategic Economics, City of King City.

Table 2: Projected Service Costs – Downtown Addition, Scenario 1, FY 2008 - FY 2027; (Nominal $)

Fiscal Year	Police	Fire	Parks & Open Space (costs to be covered by LLAD)	Road Maintenance	Recreation	Other*
2008	$0	$0	$0	$0	$0	$0
2009	$74,828	$3,447	$8,577	$2,185	$7,290	$15,480
2010	$128,598	$5,908	$8,899	$3,657	$12,486	$26,575
2011	$133,380	$6,110	$14,287	$5,616	$12,907	$27,534
2012	$212,962	$9,728	$121,611	$7,344	$20,540	$43,915
2013	$284,905	$12,977	$127,599	$7,804	$27,255	$58,404
2014	$308,547	$14,015	$132,406	$8,058	$29,204	$62,726
2015	$372,330	$16,865	$137,398	$8,489	$34,365	$73,992
2016	$406,161	$18,346	$142,581	$8,701	$37,430	$80,767
2017	$421,344	$18,980	$147,964	$8,918	$38,704	$83,700
2018	$437,108	$19,636	$153,555	$9,141	$40,024	$86,743
2019	$453,476	$20,316	$159,361	$9,370	$41,391	$89,900
2020	$470,470	$21,021	$165,391	$9,604	$42,806	$93,176
2021	$488,115	$21,751	$171,653	$9,844	$44,272	$96,575
2022	$506,437	$22,508	$178,157	$10,090	$45,791	$100,101
2023	$525,461	$23,292	$184,912	$10,343	$47,364	$103,760
2024	$545,216	$24,104	$191,929	$10,601	$48,994	$107,556
2025	$565,729	$24,946	$199,216	$10,866	$50,682	$111,496
2026	$587,030	$25,819	$206,785	$11,138	$52,431	$115,584
2027	$609,151	$26,723	$214,646	$11,416	$54,243	$119,827
TOTAL	$7,531,249	$336,492	$2,666,928	$163,186	$688,180	$1,497,813

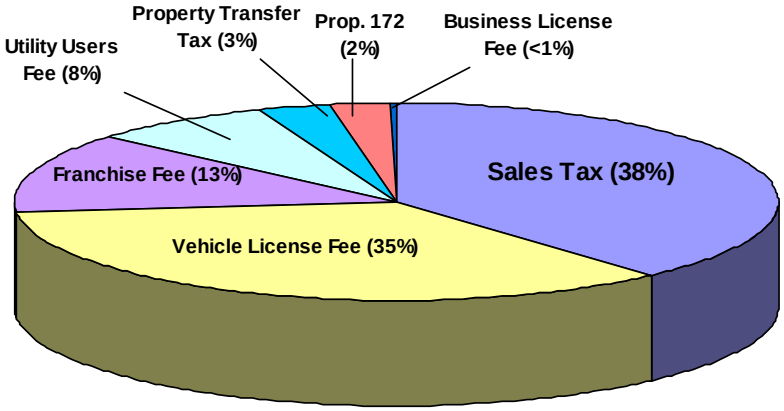
* Government Administration, Public Works Administration, Planning and Building

Sources: Strategic Economics, City of King City.

Revenues Breakdown

The Downtown Addition is projected to generate approximately $611,000 in revenue to the General Fund at project build-out. The largest sources of revenue from the Downtown Addition will be Sales Tax ($234,000 at build-out) and the Vehicle License Fee ($214,000 at build-out). The Vehicle License Fee is generated from the presence of additional residents in the City, while Sales Tax is generated both from the presence of new retail in the proposed development, and from the additional purchases made by Downtown Addition residents at King City stores.

Figure 4: Projected Revenues from the Downtown Addition at Build-Out (FY 2016)



Sources: Strategic Economics, Urban Analytics LLC, City of King City.

REDEVELOPMENT TAX INCREMENT PROJECTIONS

Under Scenario 1, the Downtown Addition is expected to generate $41.2 million in property tax increment for the King City Redevelopment Project Area over its lifetime – i.e. through FY 2040 – at which point the Project Area will reach its $400 million cap, and property tax revenues will again flow to the City's General Fund. This is $2 million more in tax increment than Scenario 2, in large part due to Scenario 1's greater commercial property tax.

Tax increment estimates reflect the requirement that 30 percent of tax increment will be set aside for the City's Low and Moderate Income Housing Fund.[6] Furthermore, estimates assume that the City does not opt to receive an "AB 1290" property tax pass-through from development within the Project Area. Should the City opt to receive this pass-through, the Downtown Addition would generate less tax increment, but more revenue for the City's General Fund.

Tax increment dollars spent to enhance the retail climate of the existing Downtown (also part of the Redevelopment Project Area) could positively affect the City's General Fund and economy. These indirect benefits, however, have been left out of this report's analysis.

[6] The City has recently approved extending its CDA tax increment cap from its current limit of $45 million to a new limit of $400 million. Upon doing this, the State requires that the housing set aside be increased from 20 percent to 30 percent of the gross tax increment.

Table 3: Tax Increment Generated by Downtown Addition Development (FY 2008 – FY 2027), Scenario 1

Fiscal Year	Property Tax Revenue (Less Admin Fee)	Housing Set Aside	Share to City	Share to Other Entities	Share to Redevelopment Agency
2008/09	$0	$0	$0	$0	$0
2009/10	$0	$0	$0	$0	$0
2010/11	$272,254	$82,668	$0	($3,307)	$192,893
2011/12	$725,279	$220,226	$0	$87,017	$418,035
2012/13	$1,183,671	$359,414	$0	$151,655	$672,602
2013/14	$1,702,649	$516,999	$0	$241,308	$944,342
2014/15	$2,037,981	$618,820	$0	$330,533	$1,088,628
2015/16	$2,330,344	$707,594	$0	$358,117	$1,264,633
2016/17	$2,620,240	$795,619	$0	$428,503	$1,396,118
2017/18	$2,792,168	$847,824	$0	$481,302	$1,463,042
2018/19	$2,959,575	$898,656	$0	$532,025	$1,528,894
2019/20	$3,137,020	$952,536	$0	$585,789	$1,598,695
2020/21	$3,325,104	$1,009,647	$0	$642,776	$1,672,680
2021/22	$3,524,464	$1,070,181	$0	$703,181	$1,751,102
2022/23	$3,735,777	$1,134,345	$0	$767,207	$1,834,225
2023/24	$3,959,760	$1,202,356	$0	$835,071	$1,922,332
2024/25	$4,197,172	$1,274,445	$0	$907,005	$2,015,722
2025/26	$4,448,818	$1,350,856	$0	$983,251	$2,114,711
2026/27	$4,715,552	$1,431,848	$0	$1,064,069	$2,219,635
2027/28	$4,998,278	$1,517,696	$0	$1,149,733	$2,330,849
2028/29	$5,297,955	$1,608,691	$0	$1,240,532	$2,448,732
2029/30	$5,615,600	$1,705,142	$0	$1,336,776	$2,573,683
2030/31	$5,952,290	$1,807,375	$0	$1,438,790	$2,706,125
2031/32	$6,309,166	$1,915,739	$0	$1,546,920	$2,846,507
2032/33	$6,687,439	$2,030,599	$0	$1,661,533	$2,995,307
2033/34	$7,088,392	$2,152,346	$0	$1,783,018	$3,153,028
2034/35	$7,513,384	$2,281,392	$0	$1,911,787	$3,320,205
2035/36	$7,963,858	$2,418,175	$0	$2,048,276	$3,497,406
2036/37	$8,441,340	$2,563,160	$0	$2,192,949	$3,685,231
2037/38	$8,947,450	$2,716,837	$0	$2,383,672	$3,846,941
2038/39	$9,483,904	$2,879,728	$0	$2,595,703	$4,008,474
2039/40	$10,052,522	$3,052,385	$0	$2,820,446	$4,179,691
2040/41	$10,655,233	$3,235,395	$0	$3,058,664	$4,361,174
TOTAL	**$152,674,637**	**$46,358,695**	**$0**	**$36,264,300**	**$70,051,641**
(2007 dollars)					**$41,158,797**

Source: Urban Analytics LLC.

Table 4: Overall TI Projection for King City's Redevelopment Project Area (including Downtown Addition) – Scenario 1

Fiscal Year	Gross Tax Increment	33676 Payments	Housing Set-Aside	County Admin. Fee	Pass-Throughs	Net Tax Increment	Cumulative Tax Increment
2008/09	2,145,079	(128,471)	(604,982)	(25,438)	(42,833)	1,343,355	31,965,785
2009/10	2,275,961	(135,746)	(642,065)	(26,990)	(68,790)	1,402,370	34,106,000
2010/11	2,690,691	(143,167)	(764,257)	(28,641)	(96,392)	1,658,234	36,653,524
2011/12	3,297,178	(150,737)	(943,932)	(36,910)	(234,659)	1,930,939	39,799,966
2012/13	3,918,424	(158,457)	(1,127,990)	(43,549)	(345,655)	2,242,773	43,559,932
2013/14	4,610,887	(166,333)	(1,333,366)	(52,055)	(487,885)	2,571,248	48,004,487
2014/15	5,127,970	(174,365)	(1,486,081)	(60,505)	(629,177)	2,777,842	52,958,092
2015/16	5,612,697	(182,559)	(1,629,042)	(64,862)	(702,020)	3,034,215	58,388,231
2016/17	6,106,738	(190,916)	(1,774,747)	(72,266)	(825,824)	3,242,985	64,304,053
2017/18	6,493,906	(199,440)	(1,888,340)	(77,052)	(951,012)	3,378,062	70,598,518
2018/19	6,889,789	(208,135)	(2,004,496)	(81,750)	(1,083,674)	3,511,733	77,280,172
2019/20	7,309,926	(217,004)	(2,127,877)	(86,736)	(1,224,466)	3,653,844	84,373,095
2020/21	7,771,296	(226,050)	(2,263,574)	(92,214)	(1,379,135)	3,810,324	91,918,341
2021/22	8,260,226	(235,277)	(2,407,485)	(98,019)	(1,543,042)	3,976,403	99,943,289
2022/23	8,778,366	(244,689)	(2,560,103)	(104,170)	(1,716,742)	4,152,662	108,476,967
2023/24	9,327,466	(254,289)	(2,721,953)	(110,689)	(1,900,820)	4,339,715	117,550,144
2024/25	9,909,381	(264,080)	(2,893,590)	(117,598)	(2,095,899)	4,538,214	127,195,445
2025/26	10,526,076	(274,068)	(3,075,602)	(124,919)	(2,302,637)	4,748,850	137,447,452
2026/27	11,179,633	(284,256)	(3,268,613)	(132,678)	(2,521,732)	4,972,355	148,342,830
2027/28	11,872,262	(294,647)	(3,473,285)	(140,901)	(2,753,924)	5,209,506	159,920,446
2028/29	12,606,304	(305,246)	(3,690,317)	(149,616)	(2,999,999)	5,461,126	172,221,503
2029/30	13,384,238	(316,057)	(3,920,454)	(158,852)	(3,260,788)	5,728,087	185,289,684
2030/31	14,208,694	(327,084)	(4,164,483)	(168,640)	(3,537,172)	6,011,315	199,171,295
2031/32	15,082,460	(338,332)	(4,423,239)	(179,013)	(3,830,086)	6,311,791	213,915,423
2032/33	16,008,490	(349,804)	(4,697,606)	(190,007)	(4,140,520)	6,630,553	229,574,109
2033/34	16,989,915	(361,506)	(4,988,523)	(201,658)	(4,469,524)	6,968,704	246,202,517
2034/35	18,030,055	(373,443)	(5,296,984)	(214,007)	(4,818,210)	7,327,411	263,859,129
2035/36	19,132,427	(385,618)	(5,624,043)	(227,094)	(5,187,758)	7,707,914	282,605,938
2036/37	20,300,760	(398,036)	(5,970,817)	(240,965)	(5,579,418)	8,111,524	302,508,662
2037/38	21,539,006	(410,703)	(6,338,491)	(255,665)	(6,085,251)	8,448,897	323,636,965
2038/39	22,851,356	(423,623)	(6,728,320)	(271,245)	(6,644,808)	8,783,361	346,064,699
2039/40	24,242,250	(436,801)	(7,141,635)	(287,758)	(7,237,854)	9,138,203	369,870,147
2040/41	25,716,394	(450,244)	(7,579,845)	(305,259)	(7,866,395)	9,514,652	395,136,298
2041/42	5,327,657	(463,954)	(1,459,111)	(63,932)	(3,340,660)	0	400,000,000
TOTAL	**$293,268,906**	**$(7,329,074)**	**$(85,605,767)**	**$(3,465,317)**	**$(62,625,102)**	**$134,243,645**	**400,000,000**

All figures in nominal dollars.

Source: Urban Analytics LLC.

III. ECONOMIC IMPACTS

Whether or not Broadway is extended has significant implications for King City's Downtown and the City's overall economy. Two of King City's primary economic development goals are (1) "to retain [the] city's role as the retail hub of the South County," and (2) "integrating new retail commercial development with the existing local retail centers"[7] Evaluated in light of these goals, as well as a third criterion – (3) the ability to improve the availability of goods and services for existing King City residents – Development Scenario 1 is the clearly preferable configuration for King City.

Scenario 1 presents an opportunity to positively impact existing, underperforming retail along the Broadway commercial corridor, build a critical mass of retail in Downtown, and better serve residents living west of First Street. In contrast, Scenario 2 is not expected to have a substantial positive impact on other city retail, makes new retail inconvenient to most existing residents, and wastes an opportunity to capture the retail spending power of several thousand new residents to invigorate the existing Downtown.

RECENT ECONOMIC FINDINGS IN DOWNTOWN KING CITY

While home to many specialty stores catering to a regional Hispanic customer base, King City's Downtown Broadway commercial strip has been slowly declining for many years. Property values have been stagnant for more than a decade, increasing only at the rate of inflation.[8] Those retailers who are capable of paying higher rents are drawn to locations further west on Broadway and near Highway 101, where larger lots, substantial parking and highway visibility provide competitive advantages. The types of retailers that normally would be drawn to the pedestrian-oriented nature of the Downtown's retail corridor – small specialty stores, restaurants, and entertainment venues – are dissuaded by the area's small existing trade area and low average traffic counts, which fall below the rule-of-thumb threshold for sustaining retail businesses.[9] Key informant interviews suggest Downtown Broadway businesses also struggle against ingrained shopping patterns of King City residents, who commonly frequent restaurants and entertainment venues elsewhere in the Salinas Valley and western towns in Monterey County.

CREATING CRITICAL MASS TO HELP DOWNTOWN COMPETE

To reignite shopping in the Downtown, King City needs an infusion of new investment that generates increased foot traffic, including an anchor such as a grocery store and other daily retail. The Scenario 1 configuration for Downtown Addition provides the large parcels and integrated retail needed to draw these customer generators and create critical mass. Under Scenario 1, the Downtown Addition would provide up to 125,000 square feet of retail space along an extended Broadway, anchored by a 45,000-square-foot grocery store at First Street and Broadway. The Downtown Addition, linked to the Downtown with deliberate foot and auto connections, would create the counter-weight needed to begin shifting customer attention back toward the eastern end of Broadway. The resulting integration of new and existing retail will enable businesses on both sides of First Street to attract more customers than any one segment could on its own. The whole becomes truly greater than the sum of the parts.

In contrast, Scenario 2 diffuses new retail by placing it at East San Antonio Drive and Bitterwater Road. The distance from Broadway (Downtown) is significant enough that the two retail districts will function

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[7] *King City General Plan Economic Development Element*, 1998, p.8.

[8] Keyser Marston Associates, *Preliminary Report for the Third Amendment to the Redevelopment Plan*, 9/2006, p.19.

[9] The rule of thumb traffic count for retail is 25,000 average daily travelers. Keyser Marston Associates, *Preliminary Report for the Third Amendment to the Redevelopment Plan*, 9/2006, p.15.

independently. Separated, both the existing Downtown and Downtown Addition retail will compete less effectively with locations offering greater highway visibility.

PRODUCING POSITIVE SPILLOVERS FOR EXISTING DOWNTOWN BUSINESSES

Under the design proposal of Scenario 1, foot and auto traffic generated by Downtown Addition retail can have positive spillovers for existing Broadway retail. This occurs because patrons of the proposed retail node at Chestnut/Jayne and Broadway are provided meaningful pedestrian and auto links to the rest of Downtown. The cluster of a new grocery store and other businesses provide the draw for the area by catering to the daily needs of households living east of First Street. Once they have arrived, the design of Scenario 1 encourages patrons to get out of their cars, linger, and encounter existing businesses west of First Street. The resulting foot and auto traffic can provide existing Downtown businesses with a larger customer base.

Positive spillovers between existing Broadway and Downtown Addition retail are predicated on two conditions: (1) that new businesses do not compete with existing businesses for customers, and that (2) existing businesses appeal to new residents. Both conditions are found to hold for the Downtown Addition. The tenants anticipated in Scenarios 1 and 2 – a grocery store, supporting retail and household-serving businesses like a dry cleaner – are not expected to compete directly with Broadway's prepared foods, clothing, and special event merchandise. An anchor grocery store, for example, will likely emphasize different products than Broadway's smaller specialty food and prepared food stores, which cater to a Hispanic market. A new restaurant would be expected to offer a different cuisine or price range than the casual Mexican restaurants that are common on Broadway. Newer retail will largely respond to a different demographic than that which currently patronizes the existing Downtown, meaning new retail will fill niches rather than directly compete with existing Broadway businesses.

Additionally, prospective homebuyers in the Downtown Addition are expected to include larger Hispanic households migrating south from Salinas and even Greenfield who would be inclined to patronize Broadway's existing specialty food and specialty event establishments. They will provide a potential market for existing Broadway businesses. But it will be important that these establishments are convenient for Downtown Addition residents. Scenario 1 allows existing specialty businesses to be conveniently added to a multi-purpose shopping trip.

By creating the conditions under which many of Downtown Addition's new residents can be expected to patronize existing Broadway businesses, Scenario 1 effectively boosts the trade area population for the existing Downtown, and allows it to benefit from some of the new spending power of new residents.

By placing new retail out at East San Antonio and Bitterwater on the edge of King City's new residential development, Scenario 2 leaves little potential for these kind of spillovers. Residents will have little reason to look toward Downtown, and will be able to completely bypass it. Even with households inclined to purchase goods at businesses specializing in prepared foods or specialty event merchandise, Scenario 2 creates the need for a separate trip to the Downtown, likely reducing its frequency. As a result, new residents are not expected to boost the trade area of the existing Downtown under Scenario 2.

BETTER SERVING EXISTING RESIDENTS

Residents living in the heart of King City, north and south of the eastern end of Broadway, would benefit from retail, particularly well served by grocery and household-serving retail and services. The Scenario 1 configuration for Downtown Addition helps address this need, making more daily goods and services convenient to this population. In contrast, Scenario 2 retail will not be convenient to residents living west

of First Street/Metz Road: patronizing retail at San Antonio and Bitterwater Road would require going out of one's way, as the location is not on the way to 101 or other key destinations.

SUMMARY OF ECONOMIC IMPACTS

Scenario 1 would have considerably greater economic benefits for King City than Scenario 2. By integrating new goods and services with existing Broadway retail, Scenario 1 is the best poised to:

- Lift up declining Broadway retail, by drawing new Downtown Addition and Eastern Extension residents into the area;
- Produce positive spillovers for existing businesses, given the likelihood for complementary (as opposed to competitive) new businesses, and the presence of pedestrian and auto linkages between Downtown Addition and Downtown;
- Combine with the Downtown Addition to create the critical mass needed for both retail areas to be more competitive with freeway-oriented retail;
- Produce the synergistic conditions necessary for additional net growth in City business and sales tax; and
- Improve the availability of convenient goods and services for existing King City residents living west of First Street/Metz Road.

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APPENDIX A: PHASING ASSUMPTIONS

Table A1: Proposed Development Phasing – Downtown Addition, Scenario 1

	YEAR FY	1 2008	2 2009	3 2010	4 2011	5 2012	6 2013	7 2014	8 2015	9 2016
RESIDENTIAL UNITS	**totals**									
Single Family Detached	*175*		35	33		35	72			
Single Family Attached	*346*		125	67		99	36		11	8
Multi-Family (rental)	*8*					8				
Mixed Use (condo over retail)	*121*			5			8	19	64	25
Total Residential Units	**650**		**160**	**105**		**142**	**116**	**19**	**75**	**33**
	totals									
Grocery Store	*50,000*								50,000	
Small Retail	*20,000*							4,000	16,000	
Convenience Retail	*55,000*						15,000	20,000	20,000	
Live/Work Office Space	*65,060*			4,400		3,520	24,420	16,000	9,680	7,040
Total Commercial Space	**190,060**			**4,400**		**3,520**	**39,420**	**40,000**	**95,680**	**7,040**
INFRASTRUCTURE	**totals**									
Additional Roads (miles)	*5.68*		1.66	1.05	1.35	1.12	0.19	0.04	0.15	0.12
Developed Parks (acres)	*13.68*		1.48		0.81	11.13	0.21			0.05
Open Space (acres)	*9.39*						9.39			

Source: HDR/Town Planning.

Table A2: Proposed Development Phasing – Downtown Addition, Scenario 2

	YEAR FY	1 2008	2 2009	3 2010	4 2011	5 2012	6 2013	7 2014	8 2015	9 2016
RESIDENTIAL UNITS	**totals**									
Single Family Detached	*207*		62	34		48	63			
Single Family Attached	*327*		73	65		78	30	21	44	16
Multi-Family (rental)	*104*			4		8	46	22	24	
Mixed Use (condo over retail)	*12*						12			
Total Residential Units	**650**									
	totals									
Convenience Retail	*12,000*						12,000			
Live/Work Office Space	*15,500*		1,500				5,000	2,500	2,500	4,000
Total Commercial Space	**27,500**									
	totals									
Additional Roads (miles)	*5.68*		1.66	1.05	1.35	1.12	0.19	0.04	0.15	0.12
Developed Parks (acres)	*13.68*		1.48		0.81	11.13	0.21			0.05
Open Space (acres)	*9.39*						9.39			

Source: HDR/Town Planning.

APPENDIX B: FISCAL IMPACT ASSUMPTIONS

EXPENDITURES

The costs of servicing additional residential and commercial development in the Downtown Addition with funds from the General Fund were calculated on a marginal basis. Services such as police, fire and recreation, and administrative functions like governmental services, public works and planning/building, were calculated on an average per-daytime-person or per-capita basis. The cost of maintaining new roads and park/open space were calculated on a per-linear-mile and per-acre basis respectively.

Daytime population was calculated as total residents plus one-third of total employees. The parameters in Table B1 were used to generate new resident and employee estimates for the proposed development.

Table B1: Daytime Population Estimate Parameters

Average Population per Owner-Occupied Household (2000)	3.88
Average Population per Renter-Occupied Household (2000)	4.19
Average Square Feet per Retail Employee	500
Average Square Feet per Office Employee	450

Sources: US Census, 2000; Building Owners and Managers Association International, *2004 Experience Exchange Report*; Strategic Economics.

Variable cost estimates were derived from actual expenditures for FY 2005-2006 reported in King City's *Annual Budget FY 2006-2007*. Cost rates were adjusted for inflation to match the given year of analysis. Salary costs were distinguished from non-salary costs so they could be inflated at different rates – 4 percent and 2.5 percent per year respectively.

Table B2: Expenditure Assumptions

General Fund Expenditure	% Variable Costs (of total costs)	Variable Cost (2005 dollars)	
Police	79%	$106.63	per daytime person
Fire	54%	$4.94	per daytime person
Parks Maintenance	88%	$5,124	per acre
Open Space Maintenance	88%	$2,928	per acre
Road Maintenance	100%	$1,193	per linear mile
Recreation	90%	$10.46	per capita
Public Works Administration	10%	$0.24	per daytime person
Government Administration	10%	$12.43	per capita
Planning and Building	10%	$9.45	per capita

Sources: City of King City, *Annual Budget FY 2006-2007*; California Department of Finance, *E-4 Population Estimates for Cities, Counties and State, 2001-2006*; Association of Monterey Bay Area Governments; Denise Estrada, Dept. of Parks and Recreation, City of Salinas; Strategic Economics.

REVENUES

General Fund revenues were estimated in various ways. The assumptions used to calculate sales tax, property transfer tax, Prop. 172 funds, utility users fees, vehicle license fees, franchise fees and business license tax revenues are shown below.

Sales Tax Revenue (Direct)

Table B3 describes the assumptions used to calculate sales tax revenue generated from taxable sales at Downtown Addition stores, also known as "direct" sales tax.

Table B3: Calculating Taxable Sales for Downtown Addition Retail

	2003/2004 Estimated Sales per Square Foot (1)	2007 Taxable Sales per Sqft.	Taxable Sales (2)	Taxable Sales per Sqft.
Grocery Store	$400	$442	25%	$106
Small Retail	$250	$276	90%	$248
Convenience Retail	$250	$276	50%	$138

Sources:

(1) ULI, *Dollars & Cents of Shopping Centers*, 2004;

(2) Strategic Economics.

Sales Tax Revenue (Indirect)

New Downtown Addition residents can be expected to make some purchases at existing King City retail (i.e. outside Downtown Addition boundaries). Estimating revenue generated by these purchases is a three step process: (1) projecting the likely incomes of new Downtown Addition residents; (2) projecting percentages of income spent on taxable goods; and (3) estimating the percentage of retail purchases made at existing King City retail. Assumptions for Step 1 are shown in Table B4 below. In Step 2, it was assumed that new homeowner households will spend 21 percent, and renter households 41 percent of household income on taxed goods. These figures were derived from Bureau of Labor Statistics research on household spending patterns at various income levels.[10] In Step 3, variable retail capture rates were applied depending on the development scenario. For Scenario 1, it was estimated conservatively that existing King City retail will absorb 12 percent of taxable goods purchases by Downtown Addition homeowner households (and 17 percent of renter taxable goods purchases). This accounts for competition from new Downtown Addition retail and other retail centers in Monterey County. Under Scenario 2, the new homeowner and renter capture rates for existing City retail increased to 21 percent and 31 percent respectively, given the smaller quantity of Downtown Addition retail proposed. (See Table B5).

Table B4: Assumptions for Projecting New Resident Incomes, Downtown Addition

Projected Homeowner Costs	
Assumed Down Payment	20%
Interest Rate	6.55%
Term of Mortgage	30 years
Mortgage Points	0.4
Property Taxes	1%
Annual Homeowners' Insurance	0.50%
Combined Costs as Percentage of Monthly Income	40%

Source: Freddie Mac.

[10] Bureau of Labor Statistics, *Consumer Expenditure Survey*, 2006.

Table B5: Projected Capture Rates for Retail outside the Downtown Addition (within King City)

	Percentage of Taxable Good Purchases by Downtown Addition Residents	
	Homeowner Households	Renter Households
Scenario 1	12%	17%
Scenario 2	21%	31%

Source: Strategic Economics.

Property Transfer Tax

The City currently charges a property transfer tax each time a property or house is sold to another owner. The tax rate currently used by King City is $0.55 for each $1,000 of sale, or fraction thereof. The revenue from this levy goes to the City General Fund. Table B6 summarizes the assumptions used to project property re-sales. Table B7 presents calculations used to project annual property transfer tax revenues generated by the Downtown Addition.

Table B6: Property Transfer Tax Assumptions

Annual Inflation Appreciation Rate:	5%
Property Turnover Period:	10 years

Table B7: Estimated Transfer Tax Revenues, Downtown Addition, FY 2008-2027 – Scenario 1

Fiscal Year	**Additional Valuation Added From New Construction in Prior Year (Current $)**	**Property Sales, Current Year (Future $)**	**Property Transfer Tax (Future $)**
2008/09	0	0	0
2009/10	0	0	0
2010/11	0	0	0
2011/12	55,112,194	7,033,868	3,869
2012/13	37,072,468	12,353,626	6,794
2013/14	49,461,910	19,931,095	10,962
2014/15	44,624,089	27,520,660	15,136
2015/16	5,655,664	29,774,072	16,376
2016/17	29,180,753	36,016,013	19,809
2017/18	3,222,899	38,368,039	21,102
2018/19	0	40,286,441	22,158
2019/20	0	42,300,763	23,265
2020/21	0	44,415,801	24,429
2021/22	0	46,636,591	25,650
2022/23	0	48,968,421	26,933
2023/24	0	51,416,842	28,279
2024/25	0	53,987,684	29,693
2025/26	0	56,687,068	31,178
2026/27	0	59,521,422	32,737
2027/28	0	62,497,493	34,374
Total	224,329,977	677,715,899	372,744

Sources: Urban Analytics LLC, Strategic Economics.

Other Revenue Sources
Prop. 172 funds, utility users fees, vehicle license fees, franchise fees and business license tax revenues were projected using recent per-capita, per-daytime-person and per-employee revenue generation rates. These assumptions are spelled out below.

Table B8: Additional Revenue Generation Assumptions

	Projected Annual Revenue Generation Rate (derived from FY 2006-2007)
Prop. 172 Funds ("Sales Tax – Public Safety")	$.058 per sales tax revenue dollar
Motor Vehicle License Fee ("Motor Vehicle In-Lieu Tax")	$67.83 per capita
Utility Users Tax	$14.30 per daytime person
Franchise Fees	$24.35 per daytime person
Business License Fees	$8.03 per employee

Sources: *City of King City Annual Budget FY 2006-2007*; California Department of Finance, *E-4 Population Estimates for Cities, Counties and State, 2001-2006*; Association of Monterey Bay Area Governments.

Other Assumptions
A yearly inflation rate of 2.5 percent was used for estimating growth in each revenue source over time, with the exception of property transfer taxes (which are projected to grow based on assumptions described in Table B6).

Adopting Resolutions and Ordinances

Appendix H contains the following documents:

- City Council Ordinance No. 2013-704 – January 28, 2014
- City Council Resolution No. 2013-4428 – January 14, 2014
- City Council Ordinance No. 2011-697 – June 14, 2011
- City Council Resolution No. 2011-4355 – May 24, 2011
- Planning Commission Resolution No. 2011-82 – March 1, 2011
- Planning Commission Resolution No. 2011-83 – March 1, 2011
- Planning Commission Resolution No. 2020-___– _____, 2020

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EXHIBIT "6"

ORDINANCE NO. 2013-704

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KING APPROVING AMENDMENT TO, THE DOWNTOWN ADDITION SPECIFIC PLAN CASE NO. SP2010-001, AND MAKING FINDINGS OF FACT ON THE APPLICATIONS SUBMITTED BY NEW URBAN REALTY ADVISORS, INC.

WHEREAS, on September **2013,** New Urban Realty Advisors, Inc. ***("Applicant")*** submitted specific plan amendment applications on behalf of Smith-Monterey, LLC. ***("Landowner")***;

WHEREAS, on the staff of the City of King Community Development Department ***("Staff") has*** determined the applications to be complete;

WHEREAS, the applications are for a **Specific Plan Amendment** to change the current Specific Plan as hereinafter set forth ***("Project")***;

WHEREAS, the Project complies with Cal. Government Code §65450, which prescribes the required contents of a specific plan, and describes its relation to the general plan;

WHEREAS, the Project is subject to environmental review under the California Environmental Quality Act (Cal. Pub. Res. Code §21000, et seq.) ***("CEQA")***;

WHEREAS, pursuant to CEQA Guidelines the City determined that the previously approved EIR was sufficient and that there was no new information or significant changes in the Specific Plan requiring a new EIR for the Project;

WHEREAS, the Project applications included changes to the General Plan text, as set forth in **Exhibit "A"** which is attached hereto and incorporated herein;

WHEREAS, after conducting a public hearing on **December 3, 2013,** , the Planning Commission recommended the Council approve the Specific Plan amendments;

WHEREAS, the Council considered at the **December 10, 2013 and the January 14, 2014,** public hearings all testimony and materials in the project report and accompanying documents and exhibits; and

WHEREAS, the Council has approved Council Resolution No. **2013- 1110** which re-certifies the Final EIR, adopts findings of fact and statements of overriding considerations, finds that, where feasible, conditions of approval / mitigation measures as previously set forth; and

WHEREAS, all legal prerequisites for the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KING DOES ORDAIN AS FOLLOWS:

Section 1. The above recitals are true and correct.

Section 2. The Council hereby incorporates by reference the findings of fact which are set forth in Council Resolution No. 2011-4355 which certifies the Final EIR and adopts statements of overriding considerations for the overall Downtown Addition Project. Resolution No. 2011-4355 also reflects the Council findings made that, where feasible, conditions of approval / mitigation measures are imposed and modifications incorporated into the Project which avoid or substantially lessen all significant adverse environmental impacts, and that social, economic and other benefits outweigh the remaining adverse environmental impacts that cannot be mitigated to a level of insignificance.

Section 3. Based on the Findings of Fact above, the Council hereby:

1) Amends the Downtown Addition Specific Plan for the City of King as follows set fourth is Exhibit A

Section 4. The Council declares that should any provision, section, paragraph, sentence, or word of this Ordinance be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Ordinance shall remain in full force and effect.

Section 5. Each and every one of the findings and determinations in this Ordinance is based upon 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 Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

Section 6. Except on modified in Exhibit A, the ordinance makes no changes to the Downtown Addition Specific Plan does it change any mitigation measure or condition of approval of the Downtown Addition Specific Plan that have been previous adopted.

Section 7. The Mayor of the City of King shall sign and the City Clerk shall certify passage and adoption of the Ordinance, and shall cause the same to be posted pursuant to the provisions of King City Municipal Code, and this Ordinance shall take effect **thirty (30) days** after its final passage.

ADOPTED, SIGNED, and **APPROVED** this ____ day of _____ **2014**.

_____
Robert Cullen, Mayor

ATTEST:

_____
Michael J. Powers, City Clerk

APPROVED AS TO FORM:

_____
Roy Hanley, City Attorney

Exhibit "5"

RESOLUTION NO. 2013-4428

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KING, CALIFORNIA, FINDING THAT CEQA GUIDELINES SECTION 15162 IS APPLICABLE TO THE SPECIFIC PLAN AMENDMENT APPLICATION SUBMITTED BY JOHN M. BAUCKE - NEW URBAN REALTY ADVISORS, INC. ON THE BEHALF OF SMITH-MONTEREY, LLC (2011 CERTIFIED EIR: STATE CLEARINGHOUSE NO. 2006041150)

WHEREAS, on **December 6, 2005** and **January 26, 2006** John M. Baucke President and CEO of New Urban Realty Advisors, Inc. ***("Applicant")*** submitted applications for General Plan Amendment (GPA), Change of Zone ***("ZC"),*** Specific Plan ***("SP") ("2011 Projects")*** on the behalf of Smith-Monterey, LLC ***("Landowner")***;

WHEREAS, on **May 24, 2011** the City Council certified the Downtown Addition Specific Plan Environmental Impact Report, which analyzed a General Plan Amendment, Rezone, Downtown Addition Specific Plan, Vesting/Non-vesting Tentative Tract Maps, Development Agreement/Owner Participation Agreement, Assn. Right-of-Way Agreements, Infrastructure Improvements and other Permits/Entitlements ***("2011 Certified EIR")***;

WHEREAS, on **May 24, 2011** the City Council conducted the First Reading of the Ordinance adopting the 2011 Downtown Addition Specific Plan ***("2011 Specific Plan")*** and conducted the Second Reading of the Ordinance on the 2011 Specific Plan on **June 14, 2011**;

WHEREAS, on **September 13, 2013** the Applicant submitted a Specific Plan Amendment package ***("2013 SPA")***, attached as **Exhibit "1"**;

WHEREAS, an Initial Study ***("IS")***, attached as **Exhibit "2"**, was prepared on the 2013 SPA and found that none of the conditions described in CEQA Guidelines §15162 have occurred that would require preparation of a subsequent CEQA document;

WHEREAS, the IS found that the 2013 SPA environmental impacts are similar to the projects and programs evaluated in the 2011 Certified EIR and consistent with the 2011 CEQA Findings, and none of the conditions requiring further CEQA documentation pursuant to State CEQA Guidelines §15162 have occurred;

WHEREAS, on **December 03, 2013**, following closure of the public hearing, the Planning Commission ***("Commission")*** adopted **Resolution No. 2013-110**, recommending that the City Council find CEQA Guidelines §15162 is applicable and subsequent environmental review is not needed;

WHEREAS, on **December 10, 2013**, and based on evidence and testimony, including but not limited to material submitted by staff and the Planning Commission, the City Council ***("Council")*** made the findings below; and

WHEREAS, all actions required to be taken precedent to the adoption of this Resolution have been duly and regularly taken in accordance with applicable law.

NOW THEREFORE, the City Council of the City of King does hereby resolve as follows:

Section 1. Recitals Incorporated. The foregoing Recitals to this Resolution are true and correct and are incorporated herein and made a part hereof.

Section 2. Recommend the CEQA Guideline §15162 is applicable for the 2013 SPA.

A. The Planning Commission finds and determines as follows:

1. An Initial Study was prepared and found that the 2013 SPA environmental impacts have been addressed in the 2011 Certified EIR and the findings needing to be made pursuant to CEQA Guidelines §15162 (Subsequent EIRs) can be made in the affirmative.

2. On the basis of substantial evidence in the record, the following findings can be made in the affirmative as follows:

a. There are no substantial changes to the proposed project that will require major revisions to the 2011 Certified EIR or increase the severity of previously identified significant effects. Because the 2013 SPA application are within the scope and intensity of the impacts analyzed in the 2011 Certified EIR. The proposed changes to the Specific Plan do not make significant changes to the 2011 Certified EIR or increase impacts.

b. There are no substantial changes due to circumstances under which the proposed project is undertaken that require modifications to the certified EIR, due to new significant environmental effects or increase in severity of previous impacts. The proposed changes to the Specific Plan will not create new environmental impacts.

c. There is no new information that was not analyzed in the certified EIR and conditions have not substantially changed, and the mitigation measures identified in the 2011 Certified EIR are applicable to the 2013 SPA.

Section 3. Based on the above findings, the City Council hereby finds that CEQA Guidelines §15162 is applicable to the 2013 SPA based on attached **Exhibits "1"** and **"2"**, and subsequent environmental review is not needed

PASSED AND ADOPTED by the City Council of the City of King, California, this 10th day of December, 2013, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAIN:

ROBERT CULLEN, MAYOR

ATTEST:

APPROVED AS TO FORM:

MICHAEL POWERS, CITY CLERK

ROY HANLEY, CITY ATTORNEY

ORDINANCE NO. 2011-697

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KING APPROVING GENERAL PLAN AMENDMENT CASE NO. GPA2010-001, REZONE CASE NO. RZ2010-001, THE DOWNTOWN ADDITION SPECIFIC PLAN CASE NO. SP2010-001, AND MAKING FINDINGS OF FACT ON THE APPLICATIONS SUBMITTED BY NEW URBAN REALTY ADVISORS, INC.

WHEREAS, in **December 2005** and **January 2006**, New Urban Realty Advisors, Inc. ***("Applicant")*** submitted general plan text and map amendments, rezone and specific plan applications on behalf of Smith-Monterey, LLC. ***("Landowner")***;

WHEREAS, on **February 23, 2006**, the staff of the City of King Community Development Department ***("Staff")*** determined the Project applications to be complete;

WHEREAS, the applications are for a **General Plan Amendment** to change the current land use designations from Planned Development, Medium Density Residential, Light Industrial, General Commercial and General Industrial entirely to Planned Development, and to make changes to the General Plan text; a **Rezone** to change the Zoning Code text and map from Agriculture ***("A"),*** Primary Floodplain ***("P-F"),*** Light Industrial ***("M-1"),*** and General Commercial ***("C-2")*** entirely to Planned Development ***("P-D / SP")***; and a **Specific Plan** to develop up to six-hundred and fifty (650) dwelling units in various configurations of attached and detached forms, up to one-hundred and ninety thousand and sixty (190,060) square feet of commercial space, approximately twenty-four (24) acres of open space and parks, and associated public improvements and infrastructure located on the eastern edge of the Historic Downtown Area ***("Project")***;

WHEREAS, the Project complies with Cal. Government Code §65450, which prescribes the required contents of a specific plan, and describes its relation to the general plan;

WHEREAS, the Project is subject to environmental review under the California Environmental Quality Act (Cal. Pub. Res. Code §21000, et seq.) ***("CEQA")***;

WHEREAS, pursuant to CEQA Guidelines §15060(d), the City determined that an EIR was required for the Project;

WHEREAS, an Environmental Impact Report ***("EIR")*** has been prepared for the Project and vesting/non-vesting tentative tract map, development agreement/owner participation agreement, infrastructure improvements, associated real estate conveyances/acceptances/abandonment or right-of-way, and other permits/entitlements associated with the Project;

WHEREAS, Staff has prepared a Final Environmental Impact Report ***("Final EIR"),*** incorporated herein as **Exhibit "A"** hereto, consisting of a revision of the original Draft EIR and appendices thereto; the comments received within the public review period of which notice was given and review provided as required by CEQA; a list of persons, organizations, and public agencies commenting on the D-EIR through comments received by the City prior to the end of the public review period; the written responses to comments which were prepared; and revisions to the Draft EIR as reflected in the responses to comments and the revised D-EIR; the Final EIR is incorporated herein and made a part hereof;

WHEREAS, as part of the Project, outparcels located within the boundaries of the Specific Plan that are not owned by the Landowner are included, as outlined in **Figure 3-1** of the **Downtown Addition Specific Plan**, and attached hereto as **Exhibit "B"** and incorporated herein;

WHEREAS, the Final EIR identifies **Alternative 5** which includes four (4) additional parcels containing a total of 3.09-acres to be included in the Project, as described in **Exhibit "C"** which is attached hereto and incorporated herein;

WHEREAS, the Project applications included changes to the General Plan text, as set forth in **Exhibit "D"** which is attached hereto and incorporated herein;

WHEREAS, the Planning Commission ***("Commission")*** and the City Council ***("Council")*** have held separate public workshops, meetings and hearings on the Project; 2

WHEREAS, after conducting public hearings on **November 16, 2010, December 18, 2010, January 18, 2011, February 15, 2011**, and **March 1, 2011**, the Commission recommended the Council ***approve*** General Plan Amendment Case No. GPA2010-001, Rezone Case No. No. RZ2010-00 and Downtown Addition Specific Plan Case No. SP2010-001 as amended by **Alternative No. 5** included in the Final Environmental Impact Report ***("Final EIR")***;

WHEREAS, the Council conducted public workshops on **March 22, 2011** and **April 26, 2011** at which time they review key issues of the project, including, but not limited to, the environmental impacts of the Project, proposed financial mechanisms to assure the Project will be fiscally neutral, and the Specific Plan document.

WHEREAS, the Council considered at the **May 24, 2011** public hearing all testimony and materials in the project report and accompanying documents and exhibits; and

WHEREAS, the Council has approved Council Resolution No. **2011-4355** which certifies the Final EIR, adopts findings of fact and statements of overriding considerations, finds that, where feasible, conditions of approval / mitigation measures as set forth in **Exhibit "E"** which is attached hereto and incorporated herein are imposed and modifications incorporated into the Project which avoid or substantially lessen all significant adverse environmental impacts, and that social, economic and other benefits outweigh the remaining adverse environmental impacts that cannot be mitigated to a level of insignificance; and

WHEREAS, all legal prerequisites for the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KING DOES ORDAIN AS FOLLOWS:

Section 1. The above recitals are true and correct.

Section 2. The Council hereby incorporates by reference the findings of fact which are set forth in Council Resolution No. 2011-4355 which certifies the Final EIR and adopts statements of overriding considerations for the overall Downtown Addition Project. Resolution No. 2011-4355 also reflects the Council findings made that, where feasible, conditions of approval / mitigation measures are imposed and modifications incorporated into the Project which avoid or substantially lessen all significant adverse environmental impacts, and that social, economic and other benefits outweigh the remaining adverse environmental impacts that cannot be mitigated to a level of insignificance.

Section 3. The Council hereby makes the following factual findings and conclusions with respect to the General Plan Amendment:

1) The Project area is primarily designated Planned Development ***("PD")***. The General Plan Amendment will simplify the implementation of the policies of the General Plan by providing consistency throughout the Project area to one land use designation of P-D, rather than several designations. 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.

2) The proposed General Plan Amendment is consistent with the adopted General Plan's objectives, policies and programs, as amended, for the following reasons:

a. The General Plan Amendment, in conjunction with the Rezone and Specific Plan, will provide an important segment of the First Street Bypass, which is identified in the

General Plan, and will connect the industrial and airport areas to Highway 101.
b. The General Plan Amendment, in conjunction with the Rezone and Specific Plan, implements the goal of the Planned Development General Plan Designation established for the property through the use of a Specific Plan. The Downtown Addition Specific Plan carefully balances the density and mix of land uses in relationship to the existing Historic Downtown while maintaining an appropriate balance of housing types, commercial development and open space.
c. The Downtown Addition Project site is currently comprised of three-hundred and fifteen (315) legal lots and ten (10) dedicated but unimproved public streets established by the recording a subdivision map in 1908. The Project will retain the basis grid format of the 3 original subdivision while bringing the lot and street configuration into modern size and standards and promote strong urban design standards.
d. The Downtown Addition Project has been designed with great care and concern through the use of a form-based code so to be constructed in such a manner and character consistent with King City and its history, while allowing for the future long-term growth of the City to the East.
e. The Downtown Addition Project will create an economic anchor to the existing historic Downtown which will provide tension or and counterweight to the shift of commercial economic activity from the historic downtown towards Highway 101. This shift is described in the Economic Development Element of the City's General Plan.
f. The Downtown Addition Project implements the goals and objectives of the King City Redevelopment Plan by:
i. The elimination of environmental deficiencies in the Project Area, including among other things, small and irregular lots, and obsolete and deteriorated public improvements;
ii. The assembly of land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area.
iii. The replanning, redesign, and development of underdeveloped areas which are stagnant or improperly utilized.
iv. The strengthening of retail and other commercial functions in the downtown area.
v. The strengthening of the economic base of the Project Area and the community by the installation of needed site improvements to stimulate new commercial and industrial expansion, employment and economic growth.
vi. The provision of adequate land for parking and open spaces.
vii. The establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project.
viii. The expansion if the community's supply of low and moderate income housing.
3) The General Plan Amendment, Rezone, and Downtown Addition Specific Plan Project will not adversely affect the public health, safety or welfare because:
a. The Project will efficiently extend of governmental services to the Project Area;
b. The Project will create new employment opportunities for City of King residents by creating about eighty-three (83) new jobs (full and part-time).
c. The Project will provide additional connections from the east end of town to the Historic Downtown Area and the rest of the town, with streets that accommodate automobile traffic, but not at the expense of providing high quality routes for pedestrians, bicyclists, and transit.
d. The Project would provide the infusion of new investment needed to stimulate the local economy.
e. The Project, as conditioned, will be fiscally neutral and be self-sufficient financially.
Section 4. The Council hereby makes the following factual findings and conclusions with respect to the
Rezone:
1) The Rezone will provide consistency of all zoning onsite and with the amended General Plan.
2) The Rezone will not result in a significant adverse effect on the environment and will not affect

public health, safety, or welfare because it will be consistent with the goals, policies and 4 objectives established by the General Plan, as amended, and require the Project to participate in the extension of the First Street by-pass; be fiscally neutral and provide a full range of urban services, and provide the necessary parks to accommodate the residential portion of the Project.
3) The Rezone is consistent with the General Plan Land Use Map (as amended) and applicable General Plan objectives, policies and programs (as amended) because the Project site will have only one zoning designation rather than several, and will be the same as the General Plan, as amended.
4) The Rezone is compatible with adjacent land uses because it allows mixed land uses, which are
similar to surrounding areas, and requires design standards similar to the adjacent Historic Downtown Corridor.
5) The Rezone is a logical extension of the Historic Downtown Corridor area and First Street Corridor.
6) The Rezone entirely to Planned Development ***("P-D / SP")*** will bring the zoning for the Project Area into consistency with the current and amended General Plan designation for the properties within the project area.
Section 5. The Council hereby makes the following factual findings and conclusions with respect to the
Downtown Addition Specific Plan:
1) The Downtown Addition Specific Plan will develop up to six-hundred and fifty (650) dwelling units in various configurations of attached and detached forms, up to one-hundred and ninety thousand and sixty (190,060) square feet of commercial space, approximately twenty-four (24) acres of open space and parks.
2) The Downtown Addition Specific Plan is consistent with the amended General Plan's objectives, policies and programs (as amended) because:
a. The Downtown Addition Specific Plan would create a vibrant, urbanized "Transit-Oriented Town Center," anchoring the eastern end of the downtown core of the City of King with a compact, diverse mix of uses for shopping, working, and living centered around a new "Broadway Town Square."
b. The Downtown Addition Project area consists of undeveloped parcels and industrial uses. The Downtown Addition Project would transform an area that is underutilized, separated and fragmented from the rest of the City into an addition to the downtown which is a cohesive, compatible development that provides an attractive environment for the enjoyment of the public.
c. The Downtown Addition Specific Plan would facilitate redevelopment according to principles of transit-oriented development and urban design identified in the King City Redevelopment Plan and Historic Corridor Revitalization Plan.
d. The Downtown Addition Specific Plan would develop or redevelop land by private enterprise or public agencies for purposes and uses consistent with the objectives of the Redevelopment Plan for the King City Redevelopment Project Area.
e. The State of California, through the Housing and Community Development Department ***("HCD")***, issues Regional Housing Needs ***("RHN")*** to regions within the state. The Regional Housing Needs Plan ***("RHNP")*** allocates to AMBAG cities and counties their "fair share" of the region's projected housing needs. In July 2010, HCD certified the City's Housing Element noting that the Project would contribute to the RHNA. The Project site has been designated for development since the subdivision was first recorded in 1908. The City has subsequently designated the land use for Planned Development in the General Plan. The State of California has established policies and laws that support the Projects TOD design and multi-income level housing needs.
f. KCMC Chapter 17.33.020 requires the creation, adoption and administration of a Specific Plan for properties designated as a P-D District. 5
g. In accordance with KCMC Chapter 17.33, the Downtown Addition Specific Plan shall constitute the zoning and development standards for the affected Property. The land use designation, standards and other requirements set forth in the adopted Specific Plan shall

supersede the provisions of the Zoning Ordinance and Municipal Code where a conflict occurs, as set forth in Section 3.1.2(C) of the Downtown Addition Specific Plan, and the balance of the Municipal Code and Zoning Ordinance shall remain unaffected.

3) The Downtown Addition Specific Plan will not adversely affect the public health, safety or welfare because:

a. The Downtown Addition Project would establish a mixed-use development in close proximity to a proposed King City Multi-modal transit center. Locating more residential, commercial, and office uses near the new transit center would increase transit ridership, reduce automobile dependence, gasoline consumption, greenhouse gas emissions and emissions of other pollutants associated with automobile use, which can pollute creeks and the Salinas River. Fewer automobile trips as a result of increased transit ridership also reduce noise pollution and improve congestion on local roadways.

b. Land use patterns influence transportation needs, and motor vehicles are the primary source of air pollution. California is a substantial contributor of global greenhouse gases, emitting over 400 million tons of carbon dioxide (CO2) a year. The transit-oriented design of the Downtown Addition Project would help achieve reductions in greenhouse gas emissions set by the State of California in AB 32.

c. The Project site is one of the remaining in-fill areas to build in the City of King and has been designated as Planned Development for a number of years. The site has threehundred and fifteen (315) legal non-conforming lots (i.e., antiquated subdivision), with ten (10) dedicated and unimproved public roads. SB 375 was adopted to reduce greenhouse gases ***("GHG")*** by decreasing the amount of carbon that spews into the air from vehicle and other emissions. The primary goal of SB 375 is to significantly reduce vehicle miles traveled ***("VMT")*** by implementing a series of Sustainable Community Strategies. SB 375 places considerable emphasis on tying new housing development with access to public transit, it has caused an increased focus on transit oriented development ***("TOD")*** as a key method for reducing daily use of private vehicles. Additionally, it emphasizes infill development to take the development stress off of land (e.g., agricultural land) miles from existing services and infrastructure.

4) The Downtown Addition Specific Plan is consistent with Cal. Government Code §65450 *et seq.*, for the adoption of a Specific Plan because:

a. There is an associated General Plan amendment which provides for consistency with the General Plan text and map.

b. Text and diagrams are included which adequately address the following issues in detail:

i) The distribution, location, and extent of the land uses are included in **Chapter 3** of the Downtown Addition Specific Plan. **Figure 3.5** provides the land uses, including open space, frontage types allowed by zone, and building types allowed by zone.

ii) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area is included in the Downtown Addition Specific Plan. **Chapter 4**, Infrastructure and Public Services, provides information on existing and future infrastructure, including Programs to service future residents.

iii) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources are located throughout the document, depending on the topic. For example, **Chapter 3.7 (6)** includes energy conservation standards for signage; **Chapter 3.9.7** identifies 6 principles for conservation preservation and to enhance and balance the natural environment with the economy; and **Chapter 4** provides infrastructure conservation standards.

iv) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out its build out.

Chapter 5 provides the implementation schedule for phasing of infrastructure and construction, a proposed Financing Plan, and methods and procedures for implementation. Additionally, the conditions of approval/mitigation measures

attached to the Project specify the type of financing mechanisms needed for future buildout of the Downtown Addition Specific Plan.

Section 6. Based on the Findings of Fact above, the Council hereby:

1) Amends the General Plan for the City of King to change the land use designation of the subject site from Planned Development, Medium Density Residential, Light Industrial, General Commercial and General Industrial entirely to Planned Development and changes the general plan text, as described in **Exhibit "D"**.

2) Amends the Zoning Code text and map from Agriculture ***("A")***, Primary Floodplain ***("P-F")***, Light Industrial ***("M-1")***, and General Commercial ***("C-2")*** entirely to Planned Development ***("P-D / SP")***; in conformance with the General Plan land use designation (as amended).

3) Adopts the Downtown Addition Specific Plan, in the form as described in **Exhibit "B"** and as amended in **Exhibit "K"**.

Section 7. The Council declares that should any provision, section, paragraph, sentence, or word of this Ordinance be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Ordinance shall remain in full force and effect.

Section 8. Each and every one of the findings and determinations in this Ordinance is based upon 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 Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

Section 9. The Mayor of the City of King shall sign and the City Clerk shall certify passage and adoption of the Ordinance, and shall cause the same to be published and posted pursuant to the provisions of law in this regard, and this Ordinance shall take effect **thirty (30) days** after its final passage.

ADOPTED, SIGNED, and **APPROVED** this 14 day of June **2011**.

Robert Cullen, Mayor

ATTEST:

Erica Sonne, City Clerk

RESOLUTION NO. 2011-4355

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KING, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT, APPROVING FINDINGS OF FACT AND A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING THE MITIGATION MONITORING REPORT PROGRAM PREPARED FOR THE DOWNTOWN ADDITION GENERAL PLAN AMENDMENT, REZONE AND SPECIFIC PLAN APPLICATIONS AND SUBSEQUENT SUBMITTALS SUBMITTED BY NEW URBAN REALTY ADVISORS, INC. (STATE CLEARINGHOUSE NO. 2006041150)

WHEREAS, in **December 2005** and **January 2006**, New Urban Realty Advisors, Inc. ***("Applicant")*** submitted general plan text and map amendments, rezone and specific plan applications on behalf of Smith-Monterey, LLC. ***("Landowner")***;

WHEREAS, on **February 23, 2006**, the staff of the City of King Community Development Department ***("Staff")*** determined the Project applications to be complete;

WHEREAS, the applications are for a **General Plan Amendment** to change the current land use designations from Planned Development, Medium Density Residential, Light Industrial, General Commercial and General Industrial entirely to Planned Development, and to make changes to the General Plan text, a **Rezone** to change the Zoning Code text and map from Agriculture ***("A"),*** Primary Floodplain ***("P-F"),*** Light Industrial ***("M-1"),*** and General Commercial ***("C-2")*** entirely to Planned Development ***("P-D / SP")***; and a **Specific Plan** to develop up to six hundred and fifty (650) dwelling units in various configurations of attached and detached forms, up to one-hundred and ninety thousand and sixty (190,060) square feet of commercial space, approximately twenty-four (24) acres of open space and parks, and associated public improvements and infrastructure located on the eastern edge of the Historic Downtown Area ***("Project")***;

WHEREAS, the Project is subject to environmental review under the California Environmental Quality Act (Cal. Pub. Res. Code §21000, et seq.) ***("CEQA")***;

WHEREAS, pursuant to CEQA Guidelines §15060(d), the City determined that an EIR was clearly required for the Project;

WHEREAS, an Environmental Impact Report ***("EIR")*** has been prepared for the Project and vesting/non-vesting tentative tract map, development agreement/owner participation agreement, infrastructure improvements, associated real estate conveyances/acceptances/abandonment or right-of-way, and other permits/entitlements associated with the Project;

WHEREAS, a Notice of Preparation ***("NOP")*** was circulated beginning on **April 24, 2006**, which allowed input from interested public agencies and private parties regarding environmental issues that should be addressed in an environmental impact report;

WHEREAS, Staff issued a Notice of Availability ***("NOA")*** and the D-EIR was made available to the public on **June 25, 2010**;

WHEREAS, the Draft Environmental Impact Report ***("D-EIR")*** was circulated for a forty five (45) day public review period, which ran from **June 25, 2010** to **August 9, 2010**, at which time persons, organizations and public agencies could submit comments on the D-EIR;

WHEREAS, Staff has prepared written responses to all comments received during the public comment periods for the D-EIR, and on **March 29, 2011** and **March 30, 2011** transmitted those written responses as required by CEQA;

WHEREAS, Staff has prepared a Final Environmental Impact Report ***("Final EIR")***, incorporated herein as **Exhibit "A"** hereto, consisting of a revision of the original D-EIR and appendices thereto; the comments received within the public review period of which notice was given and review provided as required by CEQA; a list of persons, organizations, and public agencies commenting on the D-EIR through comments received by the City prior to the end of the public review period; the written responses to comments which were prepared; and revisions to the D-EIR as reflected in the responses to comments and the revised D-EIR; the Final EIR is incorporated herein and made a part hereof;

WHEREAS, as part of the Project, outparcels not owned by the Landowner are included, as outlined in **Figure 3-1** of the **Downtown Addition Specific Plan**, and attached hereto as **Exhibit "B"** and incorporated herein;

WHEREAS, the Final EIR identifies **Alternative 5** which includes additional parcels to be included in the Project, as described in **Exhibit "C"** which is attached hereto and incorporated herein;

WHEREAS, the Project applications included changes to the General Plan text, as set forth in **Exhibit "D"** which is attached hereto and incorporated herein;

WHEREAS, the Final EIR includes changes, alterations and mitigation measures ***("Mitigation Measures")*** which have been required in, and incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR, where feasible, which are attached hereto as **Exhibit "E"** which is attached hereto and incorporated herein;

WHEREAS, Staff has prepared proposed Findings of Fact attached hereto as **Exhibit "F"** and incorporated herein, and a Statement of Overriding Considerations of the City of King for the Final EIR attached hereto as **Exhibit "G"** and incorporated herein;

WHEREAS, the Planning Commission ***("Commission")*** and the City Council ***("Council")*** have held separate public workshops, meetings and hearings on the Project;

WHEREAS, the Commission held public hearings on the Project on **November 16, 2010, December 7, 2010, January 18, 2011, February 15, 2011**, and **March 1, 2011,** at which time the Commission duly considered the Project and alternatives;

WHEREAS, on **March 1, 2011**, the Commission, in accordance with Government Code §65353 and CEQA Guidelines §15202(b), held a public hearing on the Project and the Final EIR, and at the public hearing the Commission considered all of the information, testimony and evidence presented;

WHEREAS, notice of a public hearing of the Commission on the matter of the Project and the Final EIR was given in accordance with applicable law;

WHEREAS, on **March 1, 2011**, the Commission, following closure of the public hearing, adopted Planning Commission **Resolution No. 2011-82,** recommending that the Council ***certify*** the Final EIR and ***adopt*** the mitigation monitoring reporting program, and adopted Planning Commission **Resolution No. 2011-83,** recommending that the Council ***approve*** the Project with Final EIR **Alternative No. 5**, and such resolutions were transmitted to the Council as provided therein;

WHEREAS, the Council conducted public workshops on **March 22, 2011** and **April 26, 2011** at which time they review key issues of the project, including, but not limited to, the environmental impacts of the Project, proposed financial mechanisms to assure the Project will be fiscally neutral, and the Specific Plan document.

WHEREAS, a public notice was given on **May , 2011** for a public hearing of the Council on the matter of the Project and the Final EIR, and such notice was given in accordance with applicable law;

WHEREAS, on **May 24, 2011**, the Council, in accordance with Government Code §65355 and CEQA Guidelines §15202(b), opened a public hearing on the matter of the Project and the Final EIR, and the Council considered all of the information, testimony, and evidence presented therein;

NOW THEREFORE, the City Council of the City of King does hereby resolve as follows:
Section 1. Recitals Incorporated. The foregoing Recitals to this Resolution are true and correct and are incorporated herein and made a part hereof.

Section 2. Certification of the Final EIR.

A. The Council finds, determines and certifies as follows:

1. The Council has reviewed and considered the Final EIR.
2. The Final EIR considers all potentially significant adverse environmental impacts of the Project.
3. The Final EIR is complete and adequate and fully complies with CEQA.
4. The Final EIR reflects the Council's independent judgment and analysis.
5. The Final EIR generally identifies, for each potentially significant impact of the Project, one or more corresponding changes, alterations and general and specific mitigation measures to reduce such impact to a level of insignificance, with the exception of agricultural impacts related to conversion of prime farmland and contribution to cumulative conversion of prime and important farmland, cumulative exterior noise impacts from projected 2030 traffic on residences along San Antonio Drive between Third Street/Spreckels Road and Metz Road, and contribution of traffic volumes to Broadway Circle/Northbound U.S. 101 ramps. The Council finds that each potentially significant impact identified by the Final EIR is mitigated by its corresponding Mitigation Measures to the extent set forth in **Exhibit "E"**. In order to ensure that the Mitigation Measures identified in the Final EIR are implemented, the Council hereby adopts the Mitigation Monitoring Report which is attached hereto as **Exhibit "H"** and incorporated herein.
6. The Council hereby adopts the Findings of Fact for the Final EIR attached hereto as **Exhibit "F"**. The Findings of Fact are supported by substantial evidence in the record.
7. The Council has considered all significant impacts, Mitigation Measures, and Project alternatives identified in the Final EIR. The Council finds that the economic, legal, social, technological and other benefits of adopting the Project outweigh the unavoidable adverse environmental impacts of the Project, and hereby adopts the Statement of Overriding Considerations attached hereto as **Exhibit "G"**. The Statement of Overriding Considerations is supported by substantial evidence in the record.
8. The foregoing findings, determinations and certifications reflect the independent analysis of the Council of the matters in the record pertaining thereto and are the independent judgment of the Council. The foregoing findings, determinations and certifications are based on the information in the record, including but not limited to the Findings of Fact set forth in **Exhibit "F"**, and other competent and substantial evidence, both oral and written, contained in the entire record relating to the Project.

B. The Council hereby approves and certifies the Final EIR.

C. The Council hereby identifies that the location of record with respect to the Final EIR and other documents and material constituting the record of proceedings with respect to the certification of the Final EIR and the designation of the custodian of such records is the City Clerk and the location is City Hall. Pursuant to the requirements of State law, within **one (1) working day** of the date of adoption of this Resolution, the City Clerk shall make available at City Hall for public review a copy of the Project and Final EIR.

D. The Council directs the City Clerk to prepare a **Notice of Determination** ***("NOD")*** for the Final EIR that is consistent with State CEQA Guidelines §15094(b) and to promptly, within

five days hereof, file the NOD with the County Clerk of the County of Monterey and the State Clearinghouse, and make any payment required under Cal. Fish and Game Code §711.4.

This Resolution was passed and adopted at a duly held regular meeting of the City Council of the City of King on the 24th day of May, 2011, by the following vote:

AYES: Kleber, Hughes, Pereira, Victoria

NOES:

ABSENT: Cullen

ABSTAIN:

Susan Kleber

Susan Kleber, Mayor Pro Tem

ATTEST:

Erica L. Sonne

Erica Sonne, City Clerk

RESOLUTION NO. 2011-82

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF KING, CALIFORNIA, RECOMMENDING THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT, ADOPT STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPT THE MITIGATION MONITORING REPORT PREPARED ON THE DOWNTOWN ADDITION GENERAL PLAN AMENDMENT, REZONE AND SPECIFIC PLAN APPLICATIONS SUBMITTED BY JOHN M. BAUCKE - NEW URBAN REALTY ADVISORS, INC. ON THE BEHALF OF SMITH-MONTEREY, LLC (STATE CLEARINGHOUSE NO. 2006041150)

WHEREAS, on **December 6, 2005** and **January 26, 2006** John M. Baucke President and CEO of New Urban Realty Advisors, Inc. ***("Applicant")*** submitted applications for General Plan Amendment (GPA), Change of Zone (ZC), Specific Plan (SP) ***("Projects")*** on the behalf of Smith-Monterey, LLC ***("Landowner")***;

WHEREAS, on **February 23, 2006**, the City of King Community Development Department ***("Staff")*** determined the Project applications to be complete;

WHEREAS, the Planning Commission ***("Commission")*** and the City Council ***("Council")*** have held separate public workshops, meetings and hearings on the Project;

WHEREAS, the Project is subject to environmental review under the California Environmental Quality Act (Cal. Pub. Res. Code §21000 *et seq.*) ***("CEQA")***;

WHEREAS, pursuant to CEQA Guidelines, §15060 (d) Preliminary Review, the City determined that an EIR be required for a Project;

WHEREAS, a Notice of Preparation ***("NOP")*** was filed for a Draft Environmental Impact Report ***("D-EIR")*** on **April 24, 2006**;

WHEREAS, Staff issued a Notice of Availability ***("NOA")*** and the D-EIR was made available to the public on **June 25, 2010**;

WHEREAS, a D-EIR was prepared and sent to the State Clearinghouse for review by state agencies, with the forty-five (45) day public review period commencing on **June 25, 2010**;

WHEREAS, Staff has prepared written responses to all comments received during the public comment periods for the D-EIR, as required by CEQA;

WHEREAS, Staff has prepared a Final EIR, incorporated herein by this reference as **Exhibit "A"** hereto, consisting of a revision of the original D-EIR; the comments and responses to comments; a list of persons, organizations, and public agencies submitting comments received by the City prior to the end of the public review period; and revisions to the D-EIR as reflected in the responses to comments;

WHEREAS, notice of a public hearing of the Commission on the matter of the Project and the Final EIR was given in accordance with applicable law;

WHEREAS, the Commission held public hearings on the matter on **November 16, 2010, December 7, 2010, January 18, 2011, February 15, 2011** and **March 1, 2011**, where the Commission duly considered the Project and alternatives;

WHEREAS, on **March 1, 2011,** the Commission, in accordance with Government Code §65353 and CEQA Guidelines §15202(b), held a public hearing on the matter of the Project and the Final EIR, and at the public hearing the Commission considered all of the information, testimony, and evidence presented;

WHEREAS, on **March 1, 2011**, following closure of the public hearing , the Commission adopted Resolution No. _____, recommending that the City Council certify the Final EIR, attached hereto as **Exhibit "A"**, and adopt the Project, with the inclusion of which includes the

Downtown Addition Specific Plan, attached hereto as **Exhibit "B"**, with the necessary findings of fact, attached hereto as **Exhibit "C",** and statement of overriding considerations, attached hereto as **Exhibit "D"** and conditions of approval/mitigation measures, attached hereto as **Exhibit "E"** and adopt the Mitigation Monitoring Report, attached hereto as **Exhibit "F"**, and said Resolution was transmitted to the Council as provided therein; and

WHEREAS, all actions required to be taken precedent to the adoption of this Resolution have been duly and regularly taken in accordance with applicable law.

NOW THEREFORE, the Planning Commission of the City of King does hereby resolve as follows:

Section 1. Recitals Incorporated. The foregoing Recitals to this Resolution are true and correct and are incorporated herein and made a part hereof.

Section 2. Recommend Certification of the Final EIR.

A. The Planning Commission finds and determines as follows:

1. The Planning Commission has read and considered the Final EIR, which consists of a revision of the original D-EIR and appendices thereto; the comments received within the public review period of which notice was given and review provided as required by CEQA; a list of persons, organizations, and public agencies commenting on the D-EIR through comments received by the City prior to the end of the public review period; the written responses to comments which were prepared; and revisions to the D-EIR as reflected in the responses to comments and the revised D-EIR.

2. The Planning Commission has reviewed and considered the Final EIR, which is incorporated herein and made a part hereof. The Final EIR considers all potentially significant environmental impacts of the Project, and the Final EIR is complete and adequate and fully complies with CEQA.

3. The Final EIR has eliminated or substantially lessened the significant adverse environmental effects of the Project on the environment, where feasible.

4. Because the Final EIR identifies one or more significant adverse environmental effects of the project which cannot be mitigated to a level of insignificance, the Planning Commission hereby recommends adoption of the necessary findings of fact and statement of overriding considerations for the Project, attached hereto as **Exhibit "D".**

5. The Planning Commission has considered all significant adverse environmental impacts, mitigation measures, and project alternatives identified in the Final EIR. The Planning Commission finds that the benefits of adopting the Project outweigh the unavoidable adverse environmental impacts and recommends adoption of the statement of overriding considerations.

6. The Planning Commission hereby recommends adoption of the Mitigation Monitoring Report, for the Project, attached hereto as **Exhibit "F".**

7. The foregoing findings and determinations, which reflect the independent analysis of the Planning Commission of the matters in the record pertaining thereto and are the independent judgment of the Planning Commission, are based on the information in the record, including but not limited to the findings of fact set forth in **Exhibit "C".**

B. The Planning Commission hereby recommends approval and certification of the Final EIR.

D. The Planning Commission also recommends the City Council direct the City Clerk to prepare a Notice of Determination ***("NOD")*** for the Final EIR that is consistent with State CEQA Guidelines §15094(b) and to promptly file the Notice of Determination with the County Clerk of the County of Monterey and the State Clearinghouse within five (5) working days hereof, including making any payment required under Cal. Fish and Game Code §711.4.

This resolution was passed and adopted this **01st day of March 2011**, by the following vote:

AYES: Nuck, Mendez, Barbree, Montalvo, Raschella

NOES:

ABSENT:

ABSTAIN:

David Nuck

David Nuck, CHAIRPERSON

ATTEST:

Erica L. Sonne

Erica Sonne, Planning Commission Secretary

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RESOLUTION NO. 2011-83

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF KING, CALIFORNIA RECOMMENDING THE CITY COUNCIL APPROVE THE GENERAL PLAN AMENDMENT, ZONE CHANGE CASE, AND DOWNTOWN ADDITION SPECIFIC PLAN SUBMITTED BY JOHN M. BAUCKE, NEW URBAN REALTY ADVISORS, INC. ON BEHALF OF SMITH-MONTEREY, LLC.

WHEREAS, the City of King received applications for a **General Plan Amendment** to change the current land use designations from Planned Development, Medium Density Residential, Light Industrial, General Commercial and General Industrial entirely to Planned Development, and to make changes to the General Plan text, as outline in **Exhibit "H"**; a **Rezone** to change the Zoning Code text and map from Agriculture ***("A"),*** Primary Floodplain ***("P-F"),*** Light Industrial ***("M-1"),*** and General Commercial ***("C-2")*** entirely to Planned Development ***("P-D")***; and a **Specific Plan** to develop up to six-hundred and fifty (650) dwelling units in various configurations of attached and detached forms, up to one-hundred and ninety thousand and sixty (190,060) square feet of commercial space, approximately twenty-four (24) acres of open space and parks, and associated public improvements and infrastructure located on the eastern edge of the Historic Downtown Area ***("Project")*** from John M. Baucke President and CEO of New Urban Realty Advisors, Inc. ***("Applicant")*** on the behalf of Smith-Monterey, LLC ***("Landowner")***;

WHEREAS, as part of the Project, outparcels not owned by the Landowner are included, as outlined in **Figure 3-1** of the **Downtown Addition Specific Plan**, and attached as **Exhibit "B"**;

WHEREAS, the Environmental Impact Report ***("EIR")*** identifies **Alternative 5** which includes additional parcels to be included in the Project, as outlined in **Exhibit "G"**;

WHEREAS, Cal. Government Code §65350, *et seq.*, provided certain procedures for amending the General Plan, including that the Planning Commission ***("Commission")*** hold a public hearing and make a written recommendation to the City Council;

WHEREAS, the Project complies with Cal. Government Code §65450, which prescribes the required contents of a Specific Plan, and describes its relation to the general plan;

WHEREAS, the Commission held public hearings on the matter on **November 16, 2010, December 7, 2010, January 18, 2011, February 15, 2011** and **March 1, 2011**; and

WHEREAS, the Commission on **March 1, 2011** adopted **Resolution No.2011-82** recommending that the City Council certify the Environmental Impact Report ***("EIR")*** prepared for the Project; adopt the EIR findings of fact, statement of overriding considerations; and Mitigation Monitoring Report ***("MMR")*** for the Project.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF KING DOES ORDAIN AS FOLLOWS:

Section 1. The above recitals are true and correct.

Section 2. The Planning Commission has reviewed and considered the environmental documentation and finds and determines that the proposed use of the site, based on the findings of act, the statement of overriding considerations, and the requirements of the **Mitigation Monitoring Report** fully address the potential environmental impacts, and that the foregoing reflect the independent judgment of the City.

Section 3. The Planning Commission hereby finds and determines, based on the information contained in the staff report and other attached materials, and in accordance with the findings below for approval of the General Plan Amendment, as follows:

1) The proposed General Plan Amendment, Rezone and Downtown Addition Specific Plan ***("Project")*** are consistent with the adopted General Plan's objectives, policies and programs, as amended, because:

    a. The Project will provide an important segment of the First Street Bypass, which is identified in the General Plan, and will connect the industrial and airport areas to Highway 101.

b. The Project implements the goal of the Planned Development General Plan Designation established for the property through the use of a Specific Plan. The Downtown Addition Specific Plan carefully balances the density and mix of land uses in relationship to the existing Historic Downtown while maintaining an appropriate balance of housing types, commercial development and open space.

c. The Downtown Addition Project site is currently comprised of three-hundred and fifteen (315) legal lots and ten (10) dedicated but unimproved public streets established by the recording a subdivision map in 1908. The Project will retain the basis grid format of the original subdivision while bringing the lot and street configuration into modern size and standards and promote strong urban design standards.

d. The Downtown Addition Project has been designed with great care and concern through the use of a form-based code so to be constructed in such a manner and character consistent with King City and its history, while allowing for the future long-term growth of the City to the East.

e. The Downtown Addition Project will create an economic anchor to the existing historic Downtown which will provide tension or and counterweight to the shift of commercial economic activity from the historic downtown towards Highway 101. This shift is described in the Economic Development Element of the City's General Plan.

f. The Downtown Addition Project implements the goals and objectives of the King City Redevelopment Plan by:

   i. *The elimination of environmental deficiencies in the Project Area, including among other, small and irregular lots, obsolete and deteriorated public improvements;*

   ii. *The assembly of land into parcel suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area.*

   iii. *The replanning, redesign, and development of underdeveloped area which are stagnant or improperly utilized.*

   iv. *The strengthening of retail and other commercial function in the downtown area.*

   v. *The strengthing of the economic base of the Project Area and the community by the installation of needed site improvements to stimulate new commercial and industrial expansion, employment and economic growth.*

   vi. *The provision of adequate land for parking and open spaces.*

   vii. *The establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project.*

   viii. *The expansion if the community's supply of low and moderate income housing.*

2) The Project will not adversely affect the public health, safety or welfare because:

   a. Project will efficiently extend of governmental services to the Project Area;

   b. The Project will create new employment opportunities for City of King residents by creating about 83 new jobs (full and part-time).

   c. The Project will provide additional connections from the east end of town to the Historic Downtown Area and the rest of the town, with streets that accommodate automobile traffic, but not at the expense of providing high quality routes for pedestrians, bicyclists, and transit.

   d. The Project would provide the infusion of new investment needed to stimulate the local economy.

e. The Project, as conditioned, will be fiscally neutral and be self-sufficient financially.

Section 4. The Planning Commission hereby finds and determines, based on the information contained in the staff report and other attached materials, and in accordance with the findings contained in Municipal Code for approval of Zone Change, as follows:

1) The Zone Change will not result in a significant adverse effect on the environment and will not affect public health, safety, or welfare because it will be consistent with the goals, policies and objectives established by the General Plan, as amended, and require the Project to participate in the extension of the First Street by-pass; be fiscally neutral and provide a full range of urban services, and provide the necessary parks to accommodate the residential portion of the Project.

2) The Zone Change is consistent with the General Plan Land Use Map (as amended) and applicable General Plan objectives, policies and programs (as amended) because the Project site will have only one zoning rather than several, and will be the same as the General Plan, as amended.

3) The Zone Change is compatible with adjacent land uses because it allows mixed land uses, which is similar to surrounding areas, and requires design standards similar to the adjacent Historic Downtown Corridor.

4) The Zone Change is a logical extension of the Historic Downtown Corridor area and First Street Corridor.

Section 5. The Planning Commission hereby finds and determines, based on the information contained in the staff report and other attached materials, and in accordance with the findings below for approval of the Downtown Addition Specific Plan, as follows:

1) The Project is consistent with the adopted General Plan's objectives, policies and programs (as amended) because:

   a. The Downtown Addition Specific Plan would create a vibrant, urbanized "Transit-Oriented Town Center," anchoring the eastern end of the downtown core of the City of King with a compact, diverse mix of uses for shopping, working, and living centered around a new "Broadway Town Square."

   b. The Downtown Addition Project Area consists of undeveloped parcels and industrial uses. The Downtown Addition Project would transform an area that is underutilized, separated and fragmented from the rest of the City into an addition to the downtown which is a cohesive, compatible development that provides an attractive environment for the enjoyment of the public.

   c. The Downtown Addition Specific Plan would facilitate redevelopment according to principles of transit-oriented development and urban design identified in the King City Redevelopment Plan and Historic Corridor Revitalization Plan.

   d. The Downtown Addition Specific Plan would develop or redevelop land by private enterprise or public agencies for purposes and uses consistent with the objectives of the Redevelopment Plan for the King City Redevelopment Project Area.

   e. The State of California, through the Housing and Community Development Department ***("HCD")***, issues Regional Housing Needs ***("RHN")*** to regions within the state. The Regional Housing Needs Plan ***("RHNP")*** allocates to AMBAG cities and counties their "fair share" of the region's projected housing needs. In **July 2010**, HCD certified the City's Housing Element noting that the Project would contribute to the RHNA. The Project site has been designated for development since the subdivision was first recorded in 1908. The City has subsequently designated the land use for Planned Development in the General Plan. The State of California has established policies and laws that support the Projects TOD design and multi-income level housing needs.

2) The Downtown Addition Specific Plan will not adversely affect the public health, safety or

welfare because:

a. The Downtown Addition Project would establish a mixed-use development in close proximity to a proposed King City Multi-modal transit center. Locating more residential, commercial, and office uses near the new transit center would increase transit ridership, reduce automobile dependence, gasoline consumption, greenhouse gas emissions and emissions of other pollutants associated with automobile use, which can pollute creeks and the Salinas River. Fewer automobile trips as a result of increased transit ridership also reduce noise pollution and improve congestion on local roadways.

b. Land use patterns influence transportation needs, and motor vehicles are the primary source of air pollution. California is a substantial contributor of global greenhouse gases, emitting over 400 million tons of carbon dioxide ***("CO2")*** a year. The transit-oriented design of the Downtown Addition Project would help achieve reductions in greenhouse gas emissions set by the State of California in AB 32.

c. The Project site is one of the remaining in-fill areas to build in the City of King and has been designed as Planned Development for a number of years. The site has three-hundred and fifteen (315) legal non-conforming lots (i.e., antiquated subdivision), with ten (10) dedicated and unimproved public roads. SB 375 was adopted to reduce greenhouse gas ***("GHG")*** by decreasing the amount of carbon that spews into the air from vehicle and other emissions. The primary goal of SB 375 is to significantly reduce vehicle miles traveled ***("VMT")*** by implementing a series of Sustainable Community Strategies. SB 375 places considerable emphasis on tying new housing development with access to public transit, it has caused an increased focus on transit oriented development ***("TOD")*** as a key method for reducing daily use of private vehicles. Additionally, it emphasizes infill development to take the development stress off of land (e.g., agricultural land) miles from existing services and infrastructure.

3) The Downtown Addition Specific Plan is consistent with Cal. Government Code §65450 *et seq.*, for the adoption of a Specific Plan because:

a. There is an associated General Plan amendment which provides for consistency with the General Plan text and map.

b. Text and diagrams are included which adequately address the following issues in detail:

i) *The distribution, location, and extent of the land uses are included in* ***Chapter 3*** *of the Downtown Addition Specific Plan.* ***Figure 3.5*** *provides the land uses, including open space, frontage types allowed by zone, and building types allowed by zone.*

ii) *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area is included in the Downtown Addition Specific Plan.* ***Chapter 4****, Infrastructure and Public Services, provides information on existing and future infrastructure, including Programs to service future residents.*

iii) *Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources are located throughout the document, depending on the topic. For example,* ***Chapter 3.7 (6)*** *includes energy conservation standards for signage;* ***Chapter 3.9.7*** *identifies principles for conservation preservation and to enhance and balance the natural environment with the economy; and* ***Chapter 4*** *provides infrastructure conservation standards.*

iv) *A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out its build out.* ***Chapter 5*** *provides the implementation schedule for phasing of infrastructure*

and construction, a proposed Financing Plan, and methods and procedures for implementation. Additionally, the conditions of approval/mitigation measures attached to the Project specify the type of financing mechanisms needed for future buildout of the Downtown Addition Specific Plan.

Section 6. Based on the above findings, the Planning Commission hereby recommends the City Council amend the General Plan for the City of King to change the land use designation of the subject site from Planned Development, Medium Density Residential, Light Industrial, General Commercial and General Industrial entirely to Planned Development; amend the Zoning Map from Agriculture ***("A"),*** Primary Floodplain ***("P-F"),*** Light Industrial ***("M-1"),*** and General Commercial ***("C-2")*** entirely to Planned Development ***("P-D")*** in conformance with the General Plan land use designation (as amended), and adopt the Downtown Specific Plan, including the outparcel and Alternative 5 of the EIR, per the conditions of approval and mitigation measures (**Exhibit "E"**), **PASSED, APPROVED, AND ADOPTED** this **11th** day of **March 2011**.

This resolution was passed and adopted this **01st day of March 2011**, by the following vote:

AYES: Nuck, Mendez, Barbree, Montalvo, Raschella

NOES:

ABSENT:

ABSTAIN:

David Nuck

David Nuck, CHAIRPERSON

ATTEST:

Erica L. Sonne

Erica Sonne, Planning Commission Secretary

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Mitigation Monitoring and Reporting Program (MMRP)

Appendix I contains the following documents:

- Mitigation Monitoring Report - May 2011
- Attachment "1" - Mitigation Monitoring Report (MMR) Worksheet - May 24, 2011

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Mitigation Monitoring Report

1.1 CEQA Requirement

Cal. Public Resources Code §21081.6 requires a Lead Agency that approves or carries out a project, where a CEQA document has identified significant environmental effects, to adopt a *"reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval in order to mitigate or avoid significant effects on the environment."*

This Environmental Mitigation Monitoring Report ***("MMR")*** has been prepared to provide for the monitoring of mitigation measures required of the Downtown Addition General Plan Amendment, Rezone and Specific Plan ***("Project"),*** as set forth in the Final Environmental Impact Report ***("Final EIR").*** The City of King ***("City")*** is the Lead Agency that must adopt the MMR for development and operation of the Project. This report will be kept on file with the City of King, City Clerk's Office, King City, CA.

The CEQA statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines §15097(d), *"each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise."* This discretion will be exercised by implementing agencies at the time they undertake any of portion of the Project, as identified in the EIR.

1.2 Project Mitigation Monitoring Report

The matrix presented later in this MMR includes those mitigation measures for the Project identified in the EIR and the party responsible for verification. The matrix provides:

- A listing of every mitigation measure contained in the EIR.
- Timing of implementation for each mitigation measure.
- Identification of individuals or organizations responsible for monitoring and/or reporting.
- Identification of individuals or organizations responsible for verifying compliance.

1.3 Changes to Mitigation Measures

Any substantive change in the MMR shall be reported in writing. Modifications to the mitigation measures may be made by the City subject to one of the following findings, documented by evidence included in the record:

- The mitigation measure included in the Final EIR and the MMR is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the Project, changes in conditions of the environment, or other factors;

  OR,

- The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the Final EIR and the MMR; and,
- The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the Final EIR and the proposed Project; and,
- The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMR or other City procedures, can ensure implementation.

1.4 Support Documentation

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the Project file with the MMR and shall be made available to the

public upon request. **Attachment "1"** is the MMR Worksheet which is to remain in the Community Development Department file and be signed off by responsible parties.

Attachment "1"
MITIGATION MONITORING REPORT (MMR)
WORKSHEET
(See Mitigation Measures For Details)

Task and Brief Description	MM No./ COA	Implementing Party	Enforcement Agency/Monitoring Agency	Monitoring Phase (timing)	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
AESTHETICS										
Lighting-low intensity lighting	AES-2A/ COA 29:	Applicant	City of King/City of King							
Lighting-photometric calculations	AES-2C/ COA 29	Applicant	City of King/City of King							
AIR QUALITY										
Reduce construction-related emissions	AIR-1	Applicant/ Construction Contractor	City of King/ MBUAPCD/City of King/MBUAPCD	During Construction Activities						
CARB's AB 32 Scoping Plan, and other measures identified in EIR.	AIR-9	Applicant	City of King/City of King	Prior to the issuance of building permit and during construction activities.						
BIOLOGICAL RESOURCES										
Pre-ground disturbance survey.	BIO-1A	Applicant/ Contract Biologist	City of King/ CDFG/City of King/CDFG	No more than 14-days prior to grading activities within the grassland portion of the site.						
San Lorenzo Creek Restoration Plan.	BIO-1B	Applicant	City of King/City of King	Prior to V/NV TM application completeness determined.						
Consult with responsible agencies and receive any and all required permits regulatory agencies.		Applicant	City of King/CDFG & USF&W, US CORPS/ City of King	Prior to approval of V/NV TM, issuance of the 1st grading permit or restoration activity w/I San Lorenzo Creek						
Biologist subject to City approval conduct pre-construction clearance surveys.		Applicant/ Contract Biologist	City of King/ CDFG/City of King	Prior to commencement of construction.						

Attachment "1"
MITIGATION MONITORING REPORT (MMR)
WORKSHEET
(See Mitigation Measures For Details)

Task and Brief Description	MM No./ COA	Implementing Party	Enforcement Agency/Monitoring Agency	Monitoring Phase (timing)	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Riparian corridor fenced off.	BIO-1B (cont.)	Applicant/ Contract Biologist	City of King/City of King	Prior to commencement of construction.						
Surveys conducted by biologist.	BIO-1C	Applicant/ Contract Biologist	City of King/CDFG & USF&W/City of King	No more than 7-days prior to initiation of clearance/construction of work.						
Biology report (survey) on winter burrowing owl.	BIO-1D	Applicant/ Contract Biologist	City of King/CDFG & USF&W/City of King	No more than 7-days prior to initiation of clearance/construction of work.						
Pre-construction survey for San Joaquin kit fox by biologist.	BIO-1E	Applicant/ Contract Biologist	City of King	No more than 30-days and no less than 14-days prior to initiation of site preparation/ construction work in the grassland area.						
Other actions to protect kit fox:										
* Grading and construction activities after dusk prohibited unless authorized by CDFG.	BIO-1F		CDFG	Prior to grading and construction activities.						
* All Personnel associated with Project shall attend worker education training program conducted by qualified biologist.		Applicant/ Contract Biologist	City of King	Prior to commencement of any site-disturbing and/or construction activities.						

Attachment "1"
MITIGATION MONITORING REPORT (MMR)
WORKSHEET
(See Mitigation Measures For Details)

Task and Brief Description	MM No./ COA	Implementing Party	Enforcement Agency/Monitoring Agency	Monitoring Phase (timing)	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
A fox fact sheet shall be developed and distributed to all contractors, employers and other personnel involved in construction of Project.	BIO-1F (cont.)	Applicant/ Contract Biologist	City of King/ CDFG/USF&W/ City of King	Prior to iniation of site preparation/construction activities.						
Field survey by biologist on special-status bats (April 1-Aug. 31).	BIO-1G	Applicant/ Contract Biologist	City of King/ CDFG/City of King	No more than 30-days and no less than 14-days prior to initiation of site preparation/ construction work in the grassland area.						
Public awareness program regarding impacts to biological resources.	BIO-4A	Assessment or Improvement District or HOA	City of King/City of King	Prior to certificate of occupancy for first residential or commercial building.						
Landscape plan for common areas prepared or approved by biologist.	BIO-4B/ COA No. 30	Applicant	City of King/City of King	As part of the application for a project-wide V/NV Tentative Tract Map.						
Lighting plan showing all lights not directed onto open space area.	BIO-4C/ COA No. 29	Applicant	City of King/City of King	Prior to recordation of the 1st final map or grading permit, whichever comes first.						

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						Initial	Date		Initial	Date
CULTURAL RESOURCES										
Caution prime construction contractor and subcontractors on legal and regulations regarding cultural resources.	CR-2A	Applicant	City of King/City of King	Prior to excavation and construction.						
Identification of qualified archaeologist.		Applicant	City of King/City of King	Prior to any demolition, excavation, or construction.						
Approve the selected Archaeologist.		City of King	City of King/City of King	Prior to issuance of the grading permit.						
Determination of cultural significance and prepare report.		Applicant/ Contract Archaeologist	City of King/City of King	Prior to issuance of grading permit and during construction.						
Meet CEQA Guidelines §15064.5(e)(1)(A)(B) if discovery of human remains.	CR-2B	Applicant/ Construction Contractor	City of King/ Monterey County Coroner/Native American Heritage Commission/City of King	During construction.						
Mitigate impacts to paleontological resources.	CR-3	Applicant/ Construction Contractor	City of King/City of King	During construction.						

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						Initial	Date		Initial	Date
GEOLOGY,SOILS & SEISMICITY										
All structures designed to meet geotechnical requirements and UBC.	GEO-2	Applicant	City of King/City of King	Prior to issuance of building permit.						
All structures shall have structural mat foundation or ground improvement techniques.	GEO-3A	Applicant	City of King/City of King	Prior to issuance of building permit.						
Site grading requirements.	GEO-3B	Applicant/ Contract Geotechnical Engineer	City of King/City of King	Prior to issuance of building permit.						
Mitigation of erosion hazards.	GEO-5A	Applicant	City of King/RWQCB/ City of King	During construction.						
Positive grading.	GEO-5B	Applicant/ Contract Geotechnical Engineer	City of King/City of King	During construction.						
Finished grade slopes.	GEO-5C	Applicant/ Construction Contractor	City of King/City of King	During construction.						
Collection of water.	GEO-5D	Applicant/ Contract Hydrologist	City of King/City of King	During construction.						
Additional mapping and subsurface investigation to delineate areas of fill.	GEO-6A	Applicant/ Contract Engineering Geologist/ and/or Geotechnical Engineer	City of King/City of King	Prior to construction of individual development projects or phases or subphases.						

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						Initial	Date		Initial	Date
Engineered fill material.	GEO-6B	Applicant/ Contract Geotechnical Engineer	City of King/City of King	Prior to construction of individual development projects or phases or subphases.						
Cut and fill slope design.	GEO-6C	Applicant/ Contract Geotechnical Engineer	City of King/City of King	Prior to construction of individual development projects or phases or subphases.						
Removal of site vegetation, structures and foundation, underground improvements.	GEO-6D	Applicant/ Contract Geotechnical Engineer	City of King/City of King	During site grading.						
Treatment of organically contaminated soil.	GEO-6E	Applicant/ Contract Landscape Architect	City of King/City of King	During site grading.						
Handling oversized materials.	GEO-6F	Applicant/ Construction Contractor/ Contract Engineering Geologist	City of King/City of King	During site grading.						
Impacts to loose and compressible soil.	GEO-6G	Applicant/ Construction Contractor/ Contract Engineering Geologist	City of King/City of King	During site grading.						
Cut and fill slope design.	GEO-6H	Applicant/ Construction Contractor/ Contract Engineering Geologist	City of King/City of King	During site grading.						

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Task and Brief Description	MM No./ COA	Implementing Party	Enforcement Agency/Monitoring Agency	Monitoring Phase (timing)	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Compaction control requirements.	GEO-6I	Applicant/ Construction Contractor/Contract Engineering Geologist	City of King/City of King	During site grading.						
Subsurface information performed for underground parking.	GEO-GJ	Applicant/ Contract Geologist and/or Geotechnical Engineer	City of King/City of King	Prior to submittal for building permits for any structures that proposes underground parking.						
Sulfate testing for corrosive soils.	GEO-6K	Applicant/ Contract Geologist and/or Geotechnical Engineer	City of King/City of King	Prior to utility installation and foundation construction.						
Supplement existing feasibility investigation to reduce effects of expansive soils.	GEO-7A	Applicant/ Construction Contractor/ Contract Engineering Geologist	City of King/City of King	Prior to submittal for building permits.						
Types of long-term measures to mitigate impacts for expansive soils.	GEO-7B	Applicant/ Construction Contractor/ Contract Engineering Geologist	City of King/City of King	Prior to and during grading and construction.						

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HAZARDS AND HAZARDOUS MATERIALS										
Additional studies to determine presence of soil contamination.	HAZ-2A	Applicant/ Construction Contractor/ Contract Environmental Engineer	City of King/ Monterey County Environmental Health Division/Monterey County Environmental Health Division.	Prior to demolition or dismantling of existing buildings or fixtures, or grading of sites used for vehicle, equipment, or hazardous materials storage.						
Types of measures if contaminated soils are encountered or suspected.	HAZ-2B	Applicant/ Construction Contractor/ Contract Environmental Engineer	City of King/ Monterey County Environmental Health Division/Monterey County Environmental Health Division	During construction.						
HYDROLOGY & WATER QUALITY										
Obtain coverage under the NPDES permit for construction activities.	HYDRO-1A	Applicant/ Construction Contractor	City of King/ RWQCB/City of King	Prior to commencement of grading activities.						
Implement BMPs.	HYDRO-1B	Applicant/ Construction Contractor	City of King/ RWQCB/City of King	During construction.						
Train contractor personnel in proper construction BMPs.	HYDRO-1C	Applicant/ Construction Contractor	City of King/ RWQCB/City of King	Prior to and during construction.						
Conform to other measures as required by City Engineer and State as part of Project's SWPPP.	HYDRO-1D	Applicant/ Construction Contractor	City of King/ RWQCB/City of King	Prior to and during construction.						

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						Initial	Date		Initial	Date
Additional hydrologic modeling.	HYDRO-4A	Applicant	City of King/City of King	Prior to approval of first final map.						
Additional calculations demonstrating that peak flow directed into the existing 24' storm drain line on Jayne Street would not exceed capacity.	HYDRO-4B	Applicant	City of King/City of King	Prior to approval of first final map.						
New Public storm water facilities in Improvement Plans.	HYDRO-4C	Applicant	City of King/City of King	Prior to approval of first final map.						
Storm water runoff.	HYDRO-4D	Applicant	City of King/ RWQCB/City of King	Prior to approval of each final map.						
Development and Implement programs for monitoring and regular maintenance of sedimentation basins and oil and grease traps.	HYDRO-4E	Applicant	City of King/City of King	Design of storm water improvements, prior to approval of all final maps. Maintenance information to be provided at time of initial sale.						
Storm water collection and conveyance systems design.	HYDRO-4F	Applicant	City of King/City of King	Design of storm water improvements prior to approval of all final maps.						
Design impervious surfaces in residential areas to minimize runoff.	HYDRO-4I	Applicant	City of King/City of King	Prior to approval of all site specific landscape plans containing residential areas.						

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						Initial	Date		Initial	Date
Commercial uses include on-site sediment and oil filtering devices.	HYDRO-4J	Applicant	City of King/City of King	Design of storm water improvements prior to approval of all final maps.						
Use of porous block pave in low-traffic areas.	HYDRO-4K	Applicant	City of King/City of King	Prior to approval of all site specific Improvement Plans.						
Use of native plants and drought tolerant landscaping.	HYDRO-4L	Applicant	City of King/City of King	Incorporated into the Master Landscape Plan prior to approval of the first final map.						
Provide information and instructions to new owners.	HYDRO-4M	Applicant	City of King/City of King	Prior to issuance of certificate of occupancy for the first Project phase (residential/ commercial).						
Requirements for material use controls and material exposure controls.	HYDRO-4N	City of King	City of King/City of King	On-going.						
Prohibition on dumping of waste products.	HYDRO-4O	Applicant	City of King/City of King	Prior to approval of first final map.						
Responsibilities of commercial operators.	HYDRO-4P	Applicant and future property owners.	City of King/City of King	On-going.						
NOISE										
Additional design-level acoustical analysis for neighborhood center that face Bitterwater Road or the UPRR tracks.	NOI-1A	Applicant/ Contract Acoustical Engineer	City of King/City of King	Prior to issuance of building permits for buildings that propose residential units in the NC zone which face either Bitterwater Road or the UPRR tracks.						

Task and Brief Description	MM No./ COA	Implementing Party	Enforcement Agency/Monitoring Agency	Monitoring Phase (timing)	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Detailed acoustical analysis for residential units in NC facing railroad tracks.	NOI-1B	Applicant/ Contract Acoustical Engineer	City of King/City of King	Prior to issuance of building permits for buildings that propose residential units in the NC zone which face either Bitterwater Road or the UPRR tracks.						
Detailed vibration analysis for residential units in the NC located along the active Union Pacific Railroad line.	NOI-3	Applicant/ Contract Acoustical Engineer	City of King/City of King	Prior to issuance of building permits for buildings that propose residential units in the NC along the railroad tracks.						
Grant aviation easement.	NOI-5A/ COA No. 32	Applicant	City of King/City of King	Prior to or concurrent with the recordation of each final map.						
PUBLIC SERVICES AND RECREATION										
Pay school impact fees.	PS&R-3/ COA No. 24	Applicant	City of King/ KCJUHSD & KCUSD/City of King	Payment of fees at time of building permit.						
Pay development impact fee for library expansion facilities.	PS&R-4/ COA-20	Applicant	City of King/City of King	Payment of fee prior to certificate of occupancy.						
TRAFFIC AND CIRCULATION										
Pay traffic impact fees.	TRA-1a TRA-1b TRA-2 TRA-7 TRA-8a TRA-8b TRA-8c TRA-9a TRA-9c COA No. 20 COA No. 23	Applicant	City of King/City of King	Payment of fee prior to certificate of occupancy.						

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						Initial	Date		Initial	Date
Pay or cause the conversion of traffic control at Canal Street/Southbound U.S. 101 ramp intersection.	TRA-1c	Applicant	City of King/City of King	Prior to certificate of occupancy for buildings contained within the 1st Project Phase (excluded Model Homes, Sales Building).						
Provide bicycle lanes along Project frontage of Bitterwater Road.	TRA-4A/ COA No. 20	Applicant	City of King/City of King	Payment of fee prior to certificate of occupancy.						
Provisions for bus stops within and adjacent to Project site; consultation with MST and City.	TRA-4B/ COA No. 71	Applicant	City of King/City of King	Prior to approval of improvement plans or recordation of the final map of the first phase, whichever comes first.						
Study and implement improvements/street reclassifications to divert traffic off Broadway Street road segment between Third Street and Mildred Avenue.	TRA-9b	City of King	City of King/City of King	By 2030, or approval of last final map, or whichever comes first.						

Task and Brief Description	MM No./ COA	Implementing Party	Enforcement Agency/Monitoring Agency	Monitoring Phase (timing)	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Study and implement those improvements and street reclassifications required to divert traffic off of Broadway Street, between Third Street and Mildred Avenue, and onto parallel streets through the central business district so an acceptable level of service will be reached at Long-Term Plus Project Conditions.	TRA-9d	City of King	City of King/City of King	By 2030, or approval of last final map, or whichever comes first.						
UTILITIES AND SERVICE SYSTEMS										
Pay sewer connection fee and sewer and wastewater treatment facility development impact fee.	UTIL-4a/4b/ COA 19	Applicant	City of King/City of King	Prior to approval of Improvement Plans.						

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Precise Description of Specific Plan Area Boundary

Appendix J contains the following documents:

- "Exhibit A" - Description for the King City Downtown Addition Specific Plan - July 18~~1~~, 2019~~1~~
- "Exhibit A~~B~~" - Pl ~~o~~at to Accompany Description for the King City Downtown Addition Specific Plan - July 18, 2019~~1~~

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“EXHIBIT A”

PROJECT DESCRIPTION FOR THE KING CITY SPECIFIC PLAN AREA

All that real property situated in the City of King City, County of Monterey, State of California, being all of Blocks 60 through 78, and the streets designated as Bassett Street, Broadway Street, Chestnut Avenue, Cypress Avenue, Ellis Street, Lynn Street, Oak Avenue, Pearl Street and Railroad Avenue, as shown on the map entitled “Map of Spreckels Sugar Company’s Addition to Kings City”, filed May 11, 1908 in Volume 1 of Cities and Towns, at Page 32-½, records of Monterey County, California, together with all of Lots 9, 82, 83, 84, 85, 86, and the street designated as Jayne Street, as shown on the map entitled “Map of Spreckels Sugar Company’s Villa Lot Addition to Kings City”, filed December 20, 1910 in Volume 1 of Surveys, at Page 30-½, records of Monterey County, California, and the lands described in the Quitclaim Deed recorded September 28, 2006 as Document No. 2006084898, records of Monterey County, California, being more particularly described as follows:

Beginning at the most westerly corner of Parcel 3, as shown on that certain Parcel Map filed December 18, 2007 in Volume 22 of Parcel Maps, at Page 85, records of Monterey County, California, said point being the intersection of the northeast line of Oak Avenue with the southeast line of Bitterwater Road, as shown on the aforementioned map entitled “Map of Spreckels Sugar Company’s Addition to Kings City”; thence along said northeast line, and the extension thereof, S33°48'39"E, a distance of 2,060.44 feet to the southeast line of Lot 9, as shown on the aforementioned map entitled “Map of Spreckels Sugar Company’s Villa Lot Addition to Kings City”; thence along said southeast line S40°41'16"W, a distance of 383.43 feet; thence continuing along the southeast lines of Lot 9 and Lot 86, S16°36'51"W, a distance of 458.31 feet; thence along the east line of Lot 86 and Lot 82, S28°11'09"E, a distance of 486.89 feet; thence along the southeast line of Lot 82, S56°11'21"W, a distance of 916.53 feet to the southwest line of Jayne Street; thence along said southwest line of Jayne Street, N33°48'39"W, a distance of 920.00 feet to the southeast line of Pearl Street, as shown on the aforementioned map entitled “Map of Spreckels Sugar Company’s Villa Lot Addition to Kings City”; thence along said southeast line, S56°11’21”W, a distance of 213.00 feet to the northeast line of the Union Pacific Railroad (formerly Southern Pacific Railroad), as shown on said maps; thence along said northeast line, N33°48'39"W, a distance of 1826.45 feet to the southeast line of Bitterwater Road, as shown on the aforementioned map entitled “Map of Spreckels Sugar Company’s Addition to Kings City”; thence along said southeast line, N50°23'21"E, a distance of 1,909.78 feet to the **Point of Beginning**.

Containing 4,665,489 square feet or 107.105 acres, more or less.
As shown on the Plat attached hereto and made a part hereof.

END OF DESCRIPTION.

This description was prepared by me or under my direction pursuant to the requirements of the Professional Land Surveyor’s Act.

Harassing

_____

Bryan Pierce, PLS 8859 Date

LEGEND

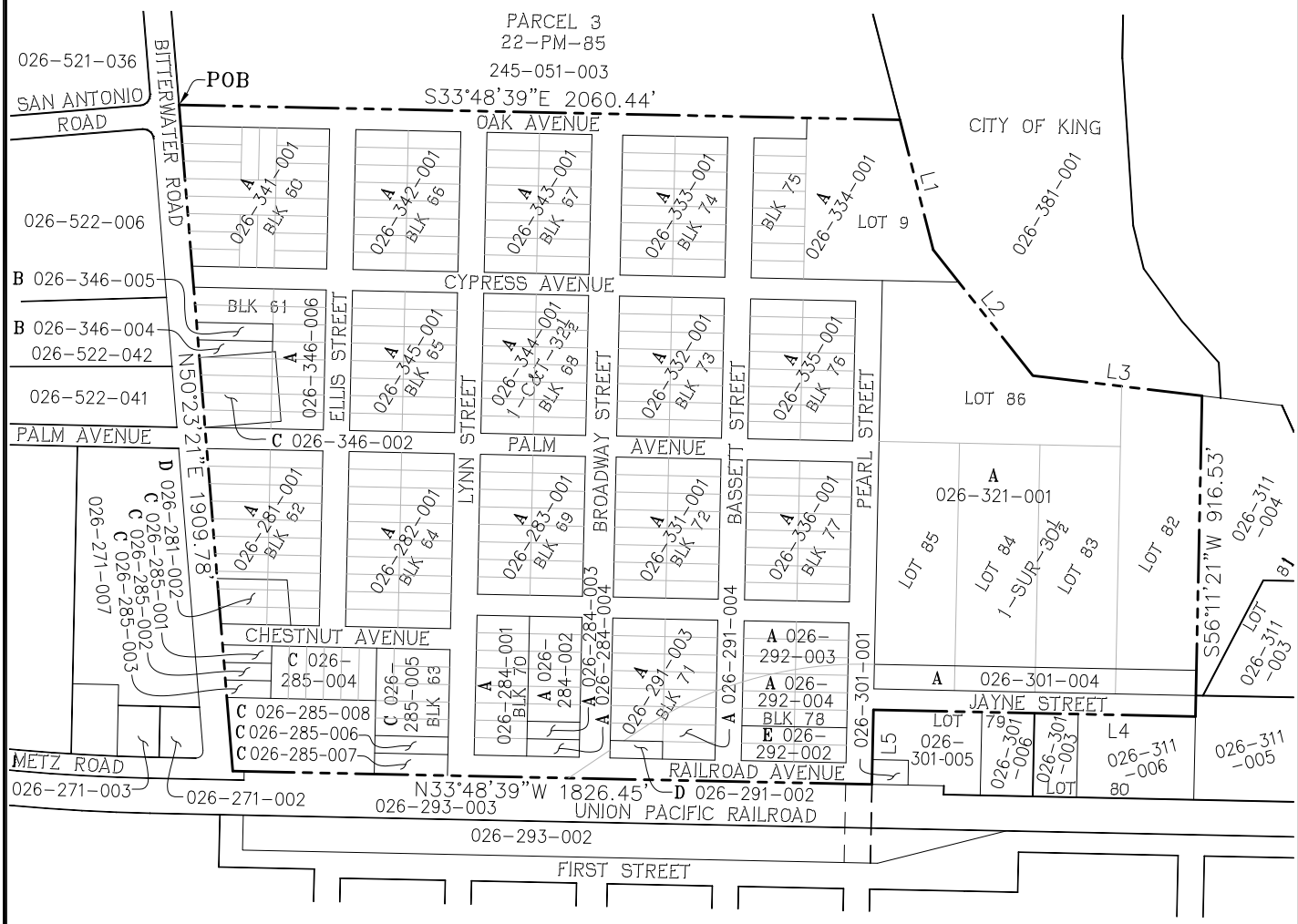
SPECIFIC PLAN BOUNDARY
EXISTING LOT LINE
POB — POINT OF BEGINNING

A – SMITH MONTEREY LLC
B – CALIFORNIA WATER SERVICE
C – RAVA
D – HOLLY SUGAR CORPORATION
E – SELBY

LINE TABLE		
LINE	BEARING	DIST
L1	S40°41'16"W	383.43'
L2	S16°36'51"W	458.31'
L3	S28°11'09"E	486.89'
L4	N33°48'39"W	920.00'
L5	S56°11'21"W	213.00'

0 500 1000 1500

SCALE IN FEET: 1"= 500'



"EXHIBIT A"

PROJECT MAP FOR THE KING CITY SPECIFIC PLAN AREA

KING CITY, MONTEREY COUNTY, CA

SHEET 1 OF 1

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302

SCALE:	DATE:	JOB NO.:
1" = 500'	07/18/2019	042038