

County of Monterey

Government Center - Board Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901



Meeting Agenda - Final

Wednesday, July 9, 2025

9:00 AM

Para interpretación en español, haga clic aquí:

<https://attend.wordly.ai/join/THCT-8529>

County of Monterey Planning Commission

The Planning Commission is pleased to announce a six-month Pilot Program for Interpretation Services, commencing in December 2024. This initiative aims to enhance accessibility and participation in our meetings.

To utilize interpretation services during the Planning Commission meetings, please access the meeting via the below link or use the QR Code on our website. Once logged in, select your preferred language and click on ‘Attend’ to join.

Thank you for your cooperation and we look forward to your participation.

La Comisión de Planificación se complace en anunciar un Programa Piloto de Servicios de Interpretación de seis meses de duración, que comenzará en diciembre de 2024. Esta iniciativa tiene como objetivo mejorar la accesibilidad y la participación en nuestras reuniones.

Para utilizar los servicios de interpretación durante las reuniones de la Comisión de Planificación, acceda a la reunión a través del siguiente enlace o utilice el código QR en nuestro sitio web. Una vez que haya iniciado sesión, seleccione su idioma preferido y haga clic en "Asistir" para unirse.

Gracias por su colaboración y esperamos contar con su participación.

<https://attend.wordly.ai/join/THCT-8529>

For optimal audio quality, please use a headset with your device. If you require assistance or do not have a device, reach out to the Clerk of the Planning Commission for support.

Para una calidad de audio óptima, utilice auriculares con su dispositivo. Si necesita ayuda o no tiene un dispositivo, comuníquese con el secretario(a) de la Comisión de Planificación para obtener ayuda.

The Recommended Action indicates the staff recommendation at the time the agenda was prepared. That recommendation does not limit the Planning Commission alternative actions on any matter before it.

NOTE: All agenda titles related to numbered agenda items are live web links. Click on the title to be directed to the corresponding staff report and associated documents.

In addition to attending in person, public participation will be available by ZOOM and/or telephonic means:

You may participate through ZOOM. For ZOOM participation please join by computer audio at: <https://montereycty.zoom.us/j/95316276581>

OR to participate by phone call any of these numbers below:

- + 1 669 900 6833 US (San Jose)
- + 1 346 248 7799 US (Houston)
- + 1 312 626 6799 US (Chicago)
- + 1 929 205 6099 US (New York)
- + 1 253 215 8782 US
- + 1 301 715 8592 US

Enter this Meeting ID number 953 1627 6581 when prompted.

PLEASE NOTE: IF ALL COMMISSIONERS ARE PRESENT IN PERSON, PUBLIC PARTICIPATION BY ZOOM IS FOR CONVENIENCE ONLY AND IS NOT REQUIRED BY LAW. IF THE ZOOM FEED IS LOST FOR ANY REASON, THE MEETING MAY BE PAUSED WHILE A FIX IS ATTEMPTED BUT THE MEETING MAY CONTINUE AT THE DISCRETION OF THE CHAIRPERSON.

If you choose not to attend the Planning Commission meeting in person, but desire to make general public comment, or comment on a specific item on the agenda, you may do so in two ways:

- a. Submit your comment via email by 5:00 p.m. on the Tuesday prior to the Planning Commission meeting. Please submit your comment to the Clerk at phearingcomments@countyofmonterey.gov . In an effort to assist the Clerk in identifying the agenda item relating to your public comment please indicate in the Subject Line, the meeting body (i.e. Planning Commission Agenda) and item number (i.e. Item No. 10). Your comment will be placed into the record at the meeting.
- b. You may participate through ZOOM or telephonically. For ZOOM or telephonic participation please join by computer audio using the links above.

DOCUMENT DISTRIBUTION: Documents related to agenda items that are distributed to the Planning Commission less than 72 hours prior to the meeting shall be available for public inspection at the meeting the day of the Planning Commission meeting and in the Housing and Community

Development Office located at 1441 Schilling Place, 2nd Floor, Salinas California. Documents submitted in-person at the meeting, will be distributed to the Planning Commission. All documents submitted by the public at the meeting the day of the Planning Commission must have no less than sixteen (16) copies. Comments received after the agenda item will be made part of the record if received prior to the end of the meeting.

ALTERNATIVE FORMATS: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132) and the federal rules and regulations adopted in implementation thereof. For information regarding how, to whom and when a person with a disability who requires a modification or accommodation in order to participate in the public meeting may make a request for disability-related modification or accommodation including auxiliary aids or services or if you have any questions about any of the items listed on this agenda, please call the Monterey County Housing and Community Development at (831) 755-5025.

INTERPRETATION SERVICE POLICY: The Monterey County Planning Commission invites and encourages the participation of Monterey County residents at its meetings. If you require the assistance of an interpreter, please contact the Monterey County Housing and Community Development Department by phone at (831) 755-5025. The Clerk will make every effort to accommodate requests for interpreter assistance. Requests should be made as soon as possible, and at a minimum 24 hours in advance of any meeting.

La medida recomendada indica la recomendación del personal en el momento en que se preparó la agenda. Dicha recomendación no limita las acciones alternativas de la Comisión de Planificación sobre cualquier asunto que se le haya sometido.

Además de asistir en persona, la participación del público estará disponible por ZOOM y/o medios telefónicos:

Puede participar a través de ZOOM. Para la participación de ZOOM, únase por computadora en: <https://montereycty.zoom.us/j/95316276581>

O para participar por teléfono, llame a cualquiera de estos números a continuación:

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- + 1 253 215 8782 US
- + 1 301 715 8592 US

Presione el código de acceso de reunión: 953 1627 6581 cuando se le solicite.

TENGA EN CUENTA: SI TODOS LOS COMISIONADOS ESTÁN PRESENTES EN PERSONA, LA PARTICIPACIÓN PÚBLICA DE ZOOM ES SOLO POR CONVENIENCIA Y NO ES

REQUERIDA POR LA LEY. SI LA TRANSMISIÓN DE ZOOM SE PIERDE POR CUALQUIER MOTIVO, LA REUNIÓN PUEDE PAUSARSE MIENTRAS SE INTENTA UNA SOLUCIÓN, PERO LA REUNIÓN PUEDE CONTINUAR A DISCRECIÓN DEL PRESIDENTE DE LA REUNIÓN.

Si decide no asistir a la reunión de la Comisión de Planificación en persona, pero desea hacer comentarios públicos generales o comentar sobre un tema específico de la agenda, puede hacerlo de dos maneras:

- a. Envíe su comentario por correo electrónico antes de las 5:00 p.m. del martes anterior a la reunión de la Comisión de Planificación. Por favor, envíe su comentario al asistente de la Comisión de Planificación a: phearingcomments@countyofmonterey.gov. En un esfuerzo por ayudar al asistente a identificar el tema de la agenda relacionado con su comentario público, indique en la Línea de Asunto, la audiencia de la reunión (ejemplo, la Junta de la Comisión de Planificación) y número de artículo (ejemplo, artículo n.º 10). Su comentario se incluirá en el registro de la reunión.
- b. Puede participar a través de ZOOM o telefónicamente. Para ZOOM o participación telefónica, únase por audio de computadora utilizando los enlaces anteriores.

DISTRIBUCIÓN DE DOCUMENTOS: Los documentos relacionados con los temas de la agenda que se distribuyan a la Comisión de Planificación menos de 72 horas antes de la reunión estarán disponibles para inspección pública en la reunión el día de la reunión de la Comisión de Planificación y en la Oficina de Vivienda y Desarrollo Comunitario ubicada en 1441 Schilling Place, 2nd Floor, Salinas California. Los documentos presentados en persona en la reunión se distribuirán a la Comisión de Planificación. Todos los documentos presentados por el público en la reunión del día de la Comisión de Planificación deben tener no menos de dieciséis (16) copias. Las observaciones recibidas después del tema del programa pasarán a formar parte del acta si se reciben antes de que finalice la sesión.

FORMATOS ALTERNATIVOS: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las reglas y regulaciones federales adoptadas en implementación de la misma. Para obtener información sobre cómo, a quién y cuándo una persona con una discapacidad que requiere una modificación o adaptación para participar en la reunión pública puede hacer una solicitud de modificación o adaptación relacionada con la discapacidad, incluidas las ayudas o servicios auxiliares, o si tiene alguna pregunta sobre cualquiera de los temas enumerados en esta agenda, llame al Departamento de Vivienda y Desarrollo Comunitario del Condado de Monterey al (831) 755-5025.

POLÍZA DE SERVICIO DE INTERPRETACIÓN: Los miembros de la Comisión de Planificación del Condado de Monterey invita y apoya la participación de los residentes del Condado de Monterey en sus reuniones. Si usted requiere la asistencia de un intérprete, por favor comuníquese con el Departamento de Vivienda y Desarrollo Comunitario localizado en el Centro de Gobierno del Condado de Monterey, (County of Monterey Government Center), 1441 Schilling Place, segundo

piso sur, Salinas – o por teléfono al (831) 755-5025. La asistente hará el esfuerzo para acomodar los pedidos de asistencia de un intérprete. Los pedidos se deberán hacer lo más pronto posible, y no más de lo mínimo de 24 horas de anticipo para cualquier reunión.

NOTA: Todos los títulos de la agenda relacionados con los puntos numerados de la agenda son enlaces web en vivo. Haga clic en el título para dirigirse al informe del personal correspondiente y los documentos asociados.

PUBLIC COMMENT: Members of the public may address comments to the Planning Commission concerning each agenda item. The timing of public comment shall be at the discretion of the Chair.

COMENTARIO PÚBLICO: Los miembros del público pueden dirigir comentarios a la Comisión de Planificación sobre cada punto del orden del día. El momento de los comentarios públicos será a discreción del presidente.

NOTE: All agenda titles related to numbered items are live web links. Click on the title to be directed to corresponding Staff Report.

9:00 A.M. - CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

Christine Shaw
Paul C. Getzelman
Ben Work
Ernesto G. Gonzalez
Francisco Javier Mendoza
Martha Diehl
Etna Monsalve
Jessica Hartzell
Ramon Gomez
Amy Roberts

PUBLIC COMMENTS

This is a time set aside for the public to comment on a matter that is not on the agenda.

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

The Commission Clerk will announce agenda corrections, deletions and proposed additions, which may be acted on by the Planning Commission as provided in Sections 54954.2 of the California Government Code.

COMMISSIONER COMMENTS, REQUESTS AND REFERRALS

This is a time set aside for the Commissioners to comment, request, or refer a matter that is on or not on the agenda.

APPROVAL OF CONSENT CALENDAR

1.a LAND USE ADVISORY COMMITTEE (LUAC) REAPPOINTMENTS AND RESIGNATIONS

Attachments: [Staff Report](#)
 [Exhibit A - LUAC Membership Tracker](#)

9:00 A.M. – SCHEDULED MATTERS

1. PLN240285 - PERKINS ROBERT T & MARA B TRS

Public hearing to consider construction of a 5,580 square foot single family dwelling with an attached

678 square foot two-car garage, and associated site improvements including the removal of 13 Oak trees.

Project Location: 62 Marguerite, Carmel, Carmel Valley Master Plan

Proposed CEQA action: Continuing the public hearing on the project would be an administrative activity of government which would not be a project under CEQA.

Attachments: [Staff Report](#)

2. PLN220169 - CARMEL VALLEY RANCH HSGE, LLC

Public hearing to consider modifications to the Carmel Valley Ranch Lodge, including demolition of seven one-story buildings containing 29 visitor serving units, construction of seven replacement two-story buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor serving units (208 total); construction of a one-story parking structure with 34 additional parking spaces; development on slopes over 25%; and the removal of seven Oak trees.

Project Location: 1 Old Ranch Road, Carmel Valley.

Proposed CEQA action: Consider a previously certified EIR for the Carmel Valley Ranch Specific Plan and find that no further environmental review is warranted pursuant to CEQA Guidelines section 15183(b).

Attachments: [Staff Report](#)
 [Exhibit A - Discussion](#)
 [Exhibit B - Draft Resolution](#)
 [Exhibit C - Vicinity Map](#)
 [Exhibit D – LUAC Minutes \(May 5, 2025\)](#)
 [Exhibit E – Traffic Memorandums](#)
 [Exhibit F – Carmel Valley Ranch Specific Plan](#)
 [Exhibit G – Board Resolution 95-066](#)
 [Exhibit H – Board Resolution 96-382 and Initial Study/Negative Declaration](#)
 [Exhibit I – Board Resolution 96-384](#)
 [Exhibit J – Carmel Valley Ranch Resort Map](#)
 [Exhibit K – Project Area Aerial Photo – Focused View](#)
 [Exhibit L – Project Area Aerial Photo – Wide View](#)
 [Exhibit M – Cal-Am Will-Serve Letter \(June 3, 2025\)](#)
 [Exhibit N - Arborist Report](#)

3. GPZ090005 - MOSS LANDING COMMUNITY PLAN UPDATE

Project Location: Moss Landing Community Plan area of the North County Land Use Plan

Proposed CEQA action: Receiving a status report is not a project under CEQA. An Environmental Impact Report (EIR) is being prepared for the Community Plan update.

Attachments: [Staff Report](#)
 [Exhibit A - Discussion](#)
 [Exhibit B - Compiled Public Comments](#)

REFERRALS

4. PLANNING COMMISSION REFERRALS

Attachments: [Cover Page](#)
 [PC REFERRAL SPREADSHEET](#)

DEPARTMENT REPORT

ADJOURNMENT



County of Monterey

Item No.1.a

Board Report

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Legistar File Number: PC 25-063

July 09, 2025

Introduced: 7/2/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

LAND USE ADVISORY COMMITTEE (LUAC) REAPPOINTMENTS AND RESIGNATIONS

RECOMMENDATION:

It is recommended that the Planning Commission accept the reappointments and resignations of the Land Use Advisory Committee (LUAC) members with terms ending on June 30, 2025.

REAPPOINTMENTS:

Reappoint the following members to the Big Sur Land Use Advisory Committee.

- David Smiley
- John Wilson
- Steve Beck
- Trey Kropp

Reappoint the following members to the Cachagua Land Use Advisory Committee.

- Janis Dickinson
- Tom Gano

Reappoint the following members to the Carmel Highlands Land Use Advisory Committee.

- Clyde Freedman

Reappoint the following members to the Carmel Valley Land Use Advisory Committee.

- David Burbidge
- Janet Brennan
- John T Heyl

Reappoint the following members to the Castroville Land Use Advisory Committee.

- Grant Leonard
- Ronald Stefani

Reappoint the following members to the Del Monte Forest Land Use Advisory Committee.

- Bart Bruno
- Carol Church
- Maureen Lyon

Reappoint the following members to the North County Land Use Advisory Committee.

- Andrea Estrada
- Belinda Taluban
- Michael Mastroianni

Reappoint the following members to the South Coast Land Use Advisory Committee.

- Colleen Wilson
- Constance McCoy
- Kathleen Novoa

Reappoint the following members to the South County Land Use Advisory Committee.

- Caroline Kenyon

Reappoint the following members to the Toro Land Use Advisory Committee.

- Lauren Keenan
- Michael Mueller
- Mike Weaver

RESIGNATIONS:

Acknowledge the following resignations:

- Charles Moreland from the Carmel Highlands Land Use Advisory Committee.
- Dan Keig from the Carmel Highlands Land Use Advisory Committee.
- Doug Paul from the Carmel Highlands Land Use Advisory Committee.
- Joy Jacobs from the Greater Monterey Peninsula Land Use Advisory Committee.
- Steven McMurtrie from the Toro Land Use Advisory Committee (as of April 3, 2025).

Prepared by: Melissa McDougal, Planning Commission Clerk, X 5146

Approved by: Melanie Beretti, Acting Chief of Planning

The following attachments are on file with HCD:

Exhibit A - LUAC Membership Tracker



County of Monterey

Item No. 1.a

Planning Commission

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

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- Lauren Keenan
- Michael Mueller
- Mike Weaver

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- Joy Jacobs from the Greater Monterey Peninsula Land Use Advisory Committee.
- Steven McMurtrie from the Toro Land Use Advisory Committee (as of April 3, 2025).

Prepared by: Melissa McDougal, Planning Commission Clerk, X 5146

Approved by: Melanie Beretti, Acting Chief of Planning

The following attachments are on file with HCD:

Exhibit A - LUAC Membership Tracker

Exhibit A

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Exhibit A - LUAC Membership Tracker

Seat	Members	Current Term Ending	Reappointment Term *Those with a date are up for reappointment
	Big Sur		
Seat 1	Vacant	Even Year	
Seat 2	Trey Kropp	2025	2027
Seat 3	Steve Beck	2025	2027
Seat 4	David Smiley	2025	2027
Seat 5	Marcus Foster	2026	
Seat 6	Christina DiPaci	2026	
Seat 7	Vacant	Odd Year	
Seat 8	John Wilson	2025	2027
Seat 9	John Grigsby	2026	
	Cachagua		
Seat 1	Kathy Herbermann	2026	
Seat 2	Vacant	2025	
Seat 3	Susan Newton	2026	
Seat 4	Vacant	Even Year	
Seat 5	Tom Gano	2025	2027
Seat 6	Janis Dickinson	2025	2027
Seat 7	Vacant	Odd Year	
Seat 8	Orville Myers	2026	
Seat 9	Vacant	Odd Year	
	Carmel Highlands		
Seat 1	Vacant	Even Year	
Seat 2	Clyde Freedman	2025	2027
Seat 3	Dan Keig	2025	Resignation
Seat 4	Vacant	Even Year	
Seat 5	Suzanne Kushner	2027	
Seat 6	Vacant	Even Year	
Seat 7	Donna Kostigen	2026	
Seat 8	Doug Paul	2025	Resignation
Seat 9	Charles Moreland	2025	Resignation

Seat	Members	Current Term Ending	Reappointment Term *Those with a date are up for reappointment
	Carmel Valley		
Seat 1	Janet Brennan	2025	2027
Seat 2	David Burbidge	2025	2027
Seat 3	Judy MacClelland	2026	
Seat 4	Charles Franklin	2026	
Seat 5	Christopher Sawyer	2026	
Seat 6	Vacant	Odd Year	
Seat 7	John Heyl	2025	2027
Seat 8	Eric Jacobson	2026	
Seat 9	Vacant	Even Year	
	Castroville		
Seat 1	Ronald Stefani	2025	2027
Seat 2	Grant Leonard	2025	2027
Seat 3	Kevin Cortopassi	2025	Pending
Seat 4	Ricardo Diaz Jr.	2026	
Seat 5	Vacant	Even Year	
Seat 6	Vacant	Even Year	
Seat 7	Vacant	Even Year	
Seat 8	Vacant	Odd Year	
Seat 9	Vacant	Odd Year	
	Del Monte Forest		
Seat 1	Lori Lietzke	2026	
Seat 2	Vacant	2026	
Seat 3	Rick Verbanec	2026	
Seat 4	Ned Van Roekel	2026	
Seat 5	Bart Bruno	2025	2027
Seat 6	Maureen Lyon	2025	2027
Seat 7	Kamlesh Parikh	2025	Pending
Seat 8	Carol Church	2025	2027
Seat 9	Vacant	Even Year	

Seat	Members	Current Term Ending	Reappointment Term *Those with a date are up for reappointment
	Greater Monterey Peninsula		
Seat 1	Ron DeHoff	2026	
Seat 2	Joy Jacobs	2026	Resigantion (6/27/25)
Seat 3	Vacant	Odd Year	
Seat 4	Vacant	Even Year	
Seat 5	Vacant	Odd Year	
Seat 6	Vacant	Even Year	
Seat 7	Molly McGee	2026	
Seat 8	Vacant	Even Year	
Seat 9	Vacant	Odd Year	
	North County		
Seat 1	David Prina	2027	
Seat 2	Lesley Noble	2026	
Seat 3	John Robinett	2026	
Seat 4	Belinda Taluban	2025	2027
Seat 5	Sherry Owen	2026	
Seat 6	Andrea Estrada	2025	2027
Seat 7	Michael Mastroianni	2025	2027
Seat 8	Gina Paolini	2026	
Seat 9	Lynn Riddle	2026	
	South Coast		
Seat 1	Harry Harris	2026	
Seat 2	John Handy	2026	
Seat 3	Lindsay Romanow	2026	
Seat 4	Constance McCoy	2025	2027
Seat 5	Dave Nelson	2026	
Seat 6	Kathleen Novoa	2025	2027
Seat 7	Colleen Wilson	2025	2027
Seat 8	Vacant	Odd Year	
Seat 9	Vacant	Even Year	

Seat	Members	Current Term Ending	Reappointment Term *Those with a date are up for reappointment
	South County		
Seat 1	Bill Bartosh	2026	
Seat 2	Vacant	Even Year	
Seat 3	Edward Buntz	2026	
Seat 4	Caroline Kenyon	2025	2027
Seat 5	Greg Michael Traynor	2025	
Seat 6	Vacant	2027	
Seat 7	Vacant	Odd Year	
Seat 8	Vacant	Even Year	
Seat 9	Vacant	Even Year	
	Spreckels		
Seat 1	James Riley	2026	
Seat 2	Vacant	Odd Year	
Seat 3	Vacant	Even Year	
Seat 4	Vacant	Odd Year	
Seat 5	Vacant	Even Year	
Seat 6	Vacant	Odd Year	
Seat 7	Vacant	Even Year	
Seat 8	Vacant	Odd Year	
Seat 9	Vacant	Even Year	
	Toro		
Seat 1	Mike Weaver	2025	2027
Seat 2	Vacant	2027	
Seat 3	Michael Mueller	2025	2027
Seat 4	Tamara Schwartz	2026	
Seat 5	Stephen Hooper	2026	
Seat 6	Lauren Keenan	2025	2027
Seat 7	Vacant	Even Years	
Seat 8	Vacant	2026	
Seat 9	Steve McMurtrie	2025	Resigantion
	Notes: All Terms expire on June 30th.		
	Vacant Seats expiire in either an odd or even year.		



County of Monterey

Item No.1

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
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Board Report

Legistar File Number: PC 25-059

July 09, 2025

Introduced: 6/30/2025

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PLN240285 - PERKINS ROBERT T & MARA B TRS

Public hearing to consider construction of a 5,580 square foot single family dwelling with an attached 678 square foot two-car garage, and associated site improvements including the removal of 13 Oak trees.

Project Location: 62 Marguerite, Carmel, Carmel Valley Master Plan

Proposed CEQA action: Continuing the public hearing on the project would be an administrative activity of government which would not be a project under CEQA.

RECOMMENDATIONS

It is recommended that the Planning Commission continue the hearing on the Combined Development Permit to August 13, 2025.

PROJECT INFORMATION

Agent: Sonia Madrigal, Holdren Lietzke Architecture

Property Owners: Robert and Mara Perkins

APN: 169-421-020-000

Parcel Size: 13.05 acres (586,657 square feet)

Zoning: Rural Density Residential, 10 acres per unit, with Design Control, Site Plan Review, and Residential Allocation Zoning District overlays (RDR/10-D-S-RAZ), and Low Density Residential, 2.5 acres per unit, with Design Control, Site Plan Review, and Residential Allocation Zoning District overlays (LDR/2.5-D-S-RAZ).

Plan Area: Carmel Valley Master Plan

Flagged and Staked: Yes

Project Planner: Hya Honorato, Assistant Planner
Honoratoh@countyofmonterey.gov
(831) 755-5173

SUMMARY/DISCUSSION:

On July 1, 2025, the Applicant/Owner informed staff that they were unable to attend the July 9, 2025, Planning Commission hearing. Accordingly, on behalf of the Applicant/Owner, staff recommends the Planning Commission continue this hearing to August 13, 2025.

Prepared by: Hya Honorato, Assistant Planner

Reviewed and Approved by: Fionna Jensen, Principal Planner

cc: Front Counter Copy; Monterey County Regional Fire Protection District;
HCD-Environmental Services; HCD-Engineering Services; Environmental Health Bureau; Hya

Honorato, Planner; Robert and Mara Perkins, Property Owners; Sonia Madrigal, Holdren Lietzke Architecture, Agent; The Open Monterey Project; LandWatch (Executive Director); Laborers International Union of North America (Lozeau Drury LLP); Christina McGinnis, Keep Big Sur Wild; Planning File PLN240285.



County of Monterey Planning Commission

Agenda Item No.1

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APN: 169-421-020-000

Parcel Size: 13.05 acres (586,657 square feet)

Zoning: Rural Density Residential, 10 acres per unit, with Design Control, Site Plan Review, and Residential Allocation Zoning District overlays (RDR/10-D-S-RAZ), and Low Density Residential, 2.5 acres per unit, with Design Control, Site Plan Review, and Residential Allocation Zoning District overlays (LDR/2.5-D-S-RAZ).

Plan Area: Carmel Valley Master Plan

Flagged and Staked: Yes

Project Planner: Hya Honorato, Assistant Planner
Honoratoh@countyofmonterey.gov
(831) 755-5173

SUMMARY/DISCUSSION:

On July 1, 2025, the Applicant/Owner informed staff that they were unable to attend the July 9, 2025, Planning Commission hearing. Accordingly, on behalf of the Applicant/Owner, staff recommends the Planning Commission continue this hearing to August 13, 2025.

Prepared by: Hya Honorato, Assistant Planner

Reviewed and Approved by: Fionna Jensen, Principal Planner

cc: Front Counter Copy; Monterey County Regional Fire Protection District; HCD-Environmental Services; HCD-Engineering Services; Environmental Health Bureau; Hya Honorato, Planner; Robert and Mara Perkins, Property Owners; Sonia Madrigal, Holdren Lietzke Architecture, Agent; The Open Monterey Project; LandWatch (Executive Director); Laborers International Union of North America (Lozeau Drury LLP); Christina McGinnis, Keep Big Sur Wild; Planning File PLN240285.



County of Monterey

Item No.2

Board Report

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Legistar File Number: PC 25-061

July 09, 2025

Introduced: 7/1/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

PLN220169 - CARMEL VALLEY RANCH HSGE, LLC

Public hearing to consider modifications to the Carmel Valley Ranch Lodge, including demolition of seven one-story buildings containing 29 visitor serving units, construction of seven replacement two-story buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor serving units (208 total); construction of a one-story parking structure with 34 additional parking spaces; development on slopes over 25%; and the removal of seven Oak trees.

Project Location: 1 Old Ranch Road, Carmel Valley.

Proposed CEQA action: Consider a previously certified EIR for the Carmel Valley Ranch Specific Plan and find that no further environmental review is warranted pursuant to CEQA Guidelines section 15183(b).

RECOMMENDATION

It is recommended that the Planning Commission adopt a resolution to:

- 1) Find the project exempt from the California Environmental Quality Act (CEQA) per section 15183(b); and
- 2) Approve a Combined Development Permit consisting of: 1) Administrative Permit and Design Approval to allow demolition of seven buildings containing 29 visitor serving units, construction of seven replacement buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor serving units (208 total), and construction of a one-story parking structure with 34 additional parking spaces; 2) Use Permit to allow development on slopes in excess of 25%; and 3) Use Permit for removal of seven Oak trees.

The attached draft resolution includes findings and evidence for consideration **(Exhibit B)**. Staff recommends approval subject to 16 Conditions of Approval.

PROJECT INFORMATION

Agent: Sheryl Fox - Anthony Lombardo & Associates

Property Owner: CVR HSGE LLC

APN: 416-522-010-000

Parcel Size: 30.5 acres

Zoning: VO-D-S-RAZ (Visitor Serving/Professional Office - Design Control - Site Plan Review - Resource Allocation Zoning Districts)

Plan Area: Carmel Valley Master Plan

Flagged and Staked: Yes

Project Planner: Steve Mason, Associate Planner

831-759-7375, masons@countyofmonterey.gov

HISTORY

Carmel Valley Ranch is a mixed-use development with residential units, visitor-serving accommodations, dining, a health spa, an 18-hole golf course, and other recreational amenities. The facilities are used to host weddings, conference meetings, and similar activities.

The site was part of the lands owned by the Carmel Mission, established in 1797, and was also the location of one of California's first dairies, established in the 1850s. The Snively, Ollason and Marble families were tenants of the property in the late 19th and early 20th century, when pear orchards were established to supplement ongoing dairy operations.

A General Plan for the Carmel Valley Ranch was adopted by the Board of Supervisors in 1966, outlining its allowed uses (resort, recreational, residential, etc.) and establishing areas of open space. In 1975, newly proposed development led to the drafting of the Carmel Valley Ranch Specific Plan to further regulate the development of the property and address sensitive conditions, namely steeper slopes. The Carmel Valley Ranch Specific Plan, and the accompanying Environmental Impact Report (EIR# 75-101 [available at 1441 Schilling Place, Salinas, CA]), were approved by the Board of Supervisors on December 7, 1976, and in 1986, the Specific Plan was incorporated into the Monterey County General Plan by reference. Full construction of the Carmel Valley Ranch facility commenced in 1977 with a golf course, clubhouse, residential lots, and a 100-unit resort lodge.

The Carmel Valley Master Plan (CVMP) is incorporated in the 2010 Monterey County General Plan, with the Carmel Valley Ranch Specific Plan, by reference, as one of its components identified as a Special Treatment Area:

- *CV-1.22 Special Treatment Area: Carmel Valley Ranch - The Carmel Valley Ranch (shall be designated as a "Special Treatment Area." The Amended Carmel Valley Ranch Specific Plan, dated 11/3/76, is incorporated by reference into this Plan and the provisions of this Specific Plan shall continue to apply. However, attainment of densities authorized by this Specific Plan is dependent upon conditions existing at the time each future increment of development is sought and is further dependent upon conformity with the Specific Plan Amended Conditions of Approval as well as the goals and policies of this General Plan, whichever is most restrictive. Any amendment of the Specific Plan must be consistent with the policies and provisions of this General Plan. (APNs 416-522-020-000 and 416-522-017-000)*

The Carmel Valley Ranch Specific Plan (CVRSP) has undergone a number of Board-approved revisions pertaining to the maximum number of visitor-serving/lodge and residential units:

- 1975 - The EIR for the CVRSP analyzed the impacts of 855 residential units and a 200-unit resort lodge (visitor-serving units).
- 1976 - The CVRSP is given an initial approval to allow 400 residential units and a 100-unit resort lodge (Planning Commission Resolution No. 76-514).
- 1995 - The CVRSP is amended to allow 375 residential units and a 144-unit resort lodge (Board of Supervisors Resolution No. 95-066 - **Exhibit G**).
- 1996 - Through a transfer of 64 of the 375 residential units toward the resort cap of 144, 208 visitor-serving units are allowed at the lodge, and the residential unit cap is reduced to 311 (Board of Supervisors Resolution No. 96-382 - **Exhibit H**).

The 1996 iteration of the CVRSP is still in effect. Thus, Carmel Valley Ranch may be developed with up to 208 visitor-serving lodge units and 311 residential units, subject to obtaining appropriate discretionary and ministerial permits. In 2014, a Combined Development Permit (PLN140130) was approved by the Planning Commission, which allowed construction of an additional 37 visitor-serving units, bringing the total to 181. These additional units were constructed at the Ranch's "Bluff Suites" (See CVR Map - **Exhibit J**). Twenty-eight additional parking spaces were also added at that time.

SUMMARY

The proposed project is for an additional 27 visitor-serving units, resulting in the maximum allowed lodge units (208). This increase in visitor-serving units (181 to 208) would be accomplished through the demolition of seven single-story buildings containing 29 lodge units and the construction of seven two-story buildings containing 56 lodge guest units. The seven replacement buildings would be located among similarly sized structures at the "Valley Suites" (See CVR Map - **Exhibit J**). There would be only a moderate increase in height from the old structures to the new, as the utilization of the understory (crawl space) at the existing buildings will effectively account for the additional visitor-serving units (See sheet A3.2 of the plans attached as **Exhibit B2**). The new structures would be constructed almost entirely within the footprints of the structures being replaced. Thirty-four additional parking spaces would also be added through the construction of an elevated parking level above the existing parking lot (See sheet A 1.2 and A3.3 of **Exhibit B2**). Construction of the replacement visitor-serving buildings would impact slopes in excess of 25% and require the removal of seven Oak trees. California American Water (CalAm) will continue to serve potable water to the existing and proposed development, and an on-site wastewater treatment facility, owned and operated by CalAm, will continue to provide sewage treatment.

Site Development Standards

The site is zoned VO-D-S-RAZ ("Visitor Serving/Professional Office - Design Control - Site Plan Review - Resource Allocation Zoning Districts"). The maximum structure height is thirty-five (35) feet in the "VO" district. The proposed new structures will range in height from 26' to 28' in height above average natural grade. Maximum Building Site Coverage is fifty (50) percent, with coverage to remain relatively unchanged at well under 10 percent on the 30-acre parcel.

See **Exhibit A**, *Discussion*, for a detailed analysis of tree removal, development on steeper slopes, water usage, sewage treatment, traffic impacts, visual resources, inclusionary and employee housing, and other topics.

Public Comment

No public comment regarding the project has been received. In the event that comments are received subsequent to the distribution of this staff report, said comments will be presented and addressed at the project hearing.

OTHER AGENCY INVOLVEMENT

The following agencies have reviewed the project, have comments, and/or have recommended Conditions:

HCD - Environmental Services
HCD - Public Works
County of Monterey Environmental Health
Monterey County Regional Fire Protection Department

Land Use Advisory Committee

The project was referred to the Carmel Valley Land Use Advisory Committee (LUAC) for review at their May 5, 2025, meeting, which also included a visit to the project site. The LUAC voted 5-0, with 2 members absent, to support the project as proposed (**Exhibit D**). The topic of employee housing was discussed, with the applicant noting that no such housing is proposed as a part of this application, nor is it required according to County Code. The subject of inclusionary housing fees - although also not a requirement for the construction of commercial or visitor-serving projects - was also discussed.

CEQA

CEQA Guidelines section 15183(b) allows that projects which are consistent with the development density established by zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review unless there are project-specific significant effects which are peculiar to the project or its site.

15183 - Projects Consistent with a Community Plan, General Plan or Zoning

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

- (1) Are peculiar to the project or the parcel on which the project would be located,*
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,*
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

Carmel Valley Ranch has been subject to California Environmental Quality Act (CEQA) review numerous times over the past fifty years. The project site is within a Specific Plan area for which two EIRs and a Negative Declaration have been prepared and adopted. Specifically, an EIR was prepared and adopted for the Carmel Valley Ranch Specific Plan in 1975 (EIR# 75-100), and subsequently, a Negative Declaration was adopted in 1996 to consider increasing the number of visitor-serving units to 208 (Board Resolution 96-382 [**Exhibit H**] and 96-384 [**Exhibit I**]). Further, an EIR was prepared and adopted with the 2010 General Plan, which identified the CVRSP at full build-out as “existing development.”

The proposed project is consistent with CVRSP, CVMP, and the 2010 General Plan. While development on slopes and tree removal is required to accommodate the proposed development, impacts to these resources are not peculiar to this site, do not rise to a significant level, and will be addressed with adherence to applicable County Code and standard County

conditions of approval. The project's 27 additional visitor-serving units, not exceeding a total of 208 lodge units, were considered in the CVRSP and 2010 General Plan environmental documents (EIRs and Negative Declaration). The proposed parking structure does not substantially change the analysis contained in these environmental documents, and no evidence has been submitted within the project-specific reports demonstrating that this project element will result in any new environmental impacts. Therefore, there are no project-specific significant effects that are peculiar to the project or its site, there are no new environmental impacts that have not been addressed in a previously certified EIR, and the project will not increase the level of previously identified significant effects. Finally, the proposed project will not result in potentially significant off-site or cumulative impacts.

Prepared by: Steve Mason, Associate Planner

Reviewed by: Fionna Jensen, Principal Planner

Approved by: Melanie Beretti, AICP, Chief of Planning

The following attachments are on file with the HCD:

Exhibit A - Discussion

Exhibit B - Draft Resolution including:

- Conditions of approval
- Site Plans

Exhibit C - Vicinity Map

Exhibit D - LUAC Minutes (May 5, 2025)

Exhibit E - Traffic Memorandums

Exhibit F - Carmel Valley Ranch Specific Plan

Exhibit G - Board Resolution 95-066

Exhibit H - Board Resolution 96-382 and Initial Study/Negative Declaration

Exhibit I - Board Resolution 96-384

Exhibit J - Carmel Valley Ranch Resort Map

Exhibit K - Project Area Aerial Photo - Focused View

Exhibit L - Project Area Aerial Photo - Wide View

Exhibit M - Cal-Am Will-Serve Letter (June 3, 2025)

Exhibit N - Arborist Report

*REMINDER: The 1975 EIR for the Carmel Valley Ranch Specific Plan (EIR# 75-100) is available for review at the HCD Planning Department office, located at 1441 Schilling Place, Salinas, CA.

cc: Front Counter Copy; Planning Commission; Fionna Jensen, Supervising Planner; Craig Spencer, HCD Director; Monterey County regional Fire Protection District; HCD - Engineering Services; HCD - Environmental Health; HCD - Environmental Services; Anthony Lombardo & Associates, c/o Sheryl Fox, Agent; CVR HSGE LLC, c/o Brad Nichols, Owner; The Open Monterey Project (Molly Erickson); LandWatch (Executive Director); Carmel River Steelhead Association c/o Brian LeNeve; Christina McGinnis, Keep Big Sur Wild; Project File PLN220169.



County of Monterey Planning Commission

Agenda Item No.2

Legistar File Number: PC 25-061

Item No.2

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

July 09, 2025

Introduced: 7/1/2025

Version: 1

Current Status: Agenda Ready

Matter Type: Planning Item

PLN220169 - CARMEL VALLEY RANCH HSGE, LLC

Public hearing to consider modifications to the Carmel Valley Ranch Lodge, including demolition of seven one-story buildings containing 29 visitor serving units, construction of seven replacement two-story buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor serving units (208 total); construction of a one-story parking structure with 34 additional parking spaces; development on slopes over 25%; and the removal of seven Oak trees.

Project Location: 1 Old Ranch Road, Carmel Valley.

Proposed CEQA action: Consider a previously certified EIR for the Carmel Valley Ranch Specific Plan and find that no further environmental review is warranted pursuant to CEQA Guidelines section 15183(b).

RECOMMENDATION

It is recommended that the Planning Commission adopt a resolution to:

- 1) Find the project exempt from the California Environmental Quality Act (CEQA) per section 15183(b); and
- 2) Approve a Combined Development Permit consisting of: 1) Administrative Permit and Design Approval to allow demolition of seven buildings containing 29 visitor serving units, construction of seven replacement buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor serving units (208 total), and construction of a one-story parking structure with 34 additional parking spaces; 2) Use Permit to allow development on slopes in excess of 25%; and 3) Use Permit for removal of seven Oak trees.

The attached draft resolution includes findings and evidence for consideration (**Exhibit B**). Staff recommends approval subject to 16 Conditions of Approval.

PROJECT INFORMATION

Agent: Sheryl Fox - Anthony Lombardo & Associates

Property Owner: CVR HSGE LLC

APN: 416-522-010-000

Parcel Size: 30.5 acres

Zoning: VO-D-S-RAZ (Visitor Serving/Professional Office - Design Control - Site Plan Review - Resource Allocation Zoning Districts)

Plan Area: Carmel Valley Master Plan

Flagged and Staked: Yes

Project Planner: Steve Mason, Associate Planner

831-759-7375, masons@countyofmonterey.gov

HISTORY

Carmel Valley Ranch is a mixed-use development with residential units, visitor-serving accommodations, dining, a health spa, an 18-hole golf course, and other recreational amenities. The facilities are used to host weddings, conference meetings, and similar activities.

The site was part of the lands owned by the Carmel Mission, established in 1797, and was also the location of one of California's first dairies, established in the 1850s. The Snively, Ollason and Marble families were tenants of the property in the late 19th and early 20th century, when pear orchards were established to supplement ongoing dairy operations.

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SUMMARY

The proposed project is for an additional 27 visitor-serving units, resulting in the maximum allowed lodge units (208). This increase in visitor-serving units (181 to 208) would be accomplished through the demolition of seven single-story buildings containing 29 lodge units and the construction of seven two-story buildings containing 56 lodge guest units. The seven replacement buildings would be located among similarly sized structures at the "Valley Suites" (See CVR Map - **Exhibit J**). There would be only a moderate increase in height from the old structures to the new, as the utilization of the understory (crawl space) at the existing buildings will effectively account for the additional visitor-serving units (See sheet A3.2 of the plans attached as **Exhibit B2**). The new structures would be constructed almost entirely within the footprints of the structures being replaced. Thirty-four additional parking spaces would also be added through the construction of an elevated parking level above the existing parking lot (See sheet A 1.2 and A3.3 of **Exhibit B2**). Construction of the replacement visitor-serving buildings would impact slopes in excess of 25% and require the removal of seven Oak trees. California American Water (CalAm) will continue to serve potable water to the existing and proposed development, and an on-site wastewater treatment facility, owned and operated by CalAm, will continue to provide sewage treatment.

Site Development Standards

The site is zoned VO-D-S-RAZ ("Visitor Serving/Professional Office - Design Control - Site Plan Review - Resource Allocation Zoning Districts"). The maximum structure height is thirty-five (35) feet in the "VO" district. The proposed new structures will range in height from 26' to 28' in height above average natural grade. Maximum Building Site Coverage is fifty (50) percent, with coverage to remain relatively unchanged at well under 10 percent on the 30-acre parcel.

See **Exhibit A, Discussion**, for a detailed analysis of tree removal, development on steeper slopes, water usage, sewage treatment, traffic impacts, visual resources, inclusionary and employee housing, and other topics.

Public Comment

No public comment regarding the project has been received. In the event that comments are received subsequent to the distribution of this staff report, said comments will be presented and addressed at the project hearing.

OTHER AGENCY INVOLVEMENT

The following agencies have reviewed the project, have comments, and/or have recommended Conditions:

HCD - Environmental Services

HCD - Public Works
County of Monterey Environmental Health
Monterey County Regional Fire Protection Department

Land Use Advisory Committee

The project was referred to the Carmel Valley Land Use Advisory Committee (LUAC) for review at their May 5, 2025, meeting, which also included a visit to the project site. The LUAC voted 5-0, with 2 members absent, to support the project as proposed (**Exhibit D**). The topic of employee housing was discussed, with the applicant noting that no such housing is proposed as a part of this application, nor is it required according to County Code. The subject of inclusionary housing fees - although also not a requirement for the construction of commercial or visitor-serving projects - was also discussed.

CEQA

CEQA Guidelines section 15183(b) allows that projects which are consistent with the development density established by zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review unless there are project-specific significant effects which are peculiar to the project or its site.

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- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,*
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- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

Carmel Valley Ranch has been subject to California Environmental Quality Act (CEQA) review numerous times over the past fifty years. The project site is within a Specific Plan area for which two EIRs and a Negative Declaration have been prepared and adopted. Specifically, an EIR was prepared and adopted for the Carmel Valley Ranch Specific Plan in 1975 (EIR# 75-100), and subsequently, a Negative Declaration was adopted in 1996 to consider increasing the number of visitor-serving units to 208 (Board Resolution 96-382 [**Exhibit H**] and 96-384 [**Exhibit I**]). Further, an EIR was prepared and adopted with the 2010 General Plan, which identified the CVRSP at full build-out as “existing development.”

The proposed project is consistent with CVRSP, CVMP, and the 2010 General Plan. While development on slopes and tree removal is required to accommodate the proposed development, impacts to these resources are not peculiar to this site, do not rise to a significant level, and will be addressed with adherence to applicable County Code and standard County conditions of approval.

The project's 27 additional visitor-serving units, not exceeding a total of 208 lodge units, were considered in the CVRSP and 2010 General Plan environmental documents (EIRs and Negative Declaration). The proposed parking structure does not substantially change the analysis contained in these environmental documents, and no evidence has been submitted within the project-specific reports demonstrating that this project element will result in any new environmental impacts. Therefore, there are no project-specific significant effects that are peculiar to the project or its site, there are no new environmental impacts that have not been addressed in a previously certified EIR, and the project will not increase the level of previously identified significant effects. Finally, the proposed project will not result in potentially significant off-site or cumulative impacts.

Prepared by: Steve Mason, Associate Planner

Reviewed by: Fionna Jensen, Principal Planner

Approved by: Melanie Beretti, AICP, Chief of Planning

The following attachments are on file with the HCD:

Exhibit A - Discussion

Exhibit B - Draft Resolution including:

- Conditions of approval
- Site Plans

Exhibit C - Vicinity Map

Exhibit D - LUAC Minutes (May 5, 2025)

Exhibit E - Traffic Memorandums

Exhibit F - Carmel Valley Ranch Specific Plan

Exhibit G - Board Resolution 95-066

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Exhibit J - Carmel Valley Ranch Resort Map

Exhibit K - Project Area Aerial Photo - Focused View

Exhibit L - Project Area Aerial Photo - Wide View

Exhibit M - Cal-Am Will-Serve Letter (June 3, 2025)

Exhibit N - Arborist Report

*REMINDER: The 1975 EIR for the Carmel Valley Ranch Specific Plan (EIR# 75-100) is available for review at the HCD Planning Department office, located at 1441 Schilling Place, Salinas, CA.

cc: Front Counter Copy; Planning Commission; Fionna Jensen, Supervising Planner; Craig Spencer, HCD Director; Monterey County regional Fire Protection District; HCD - Engineering Services; HCD - Environmental Health; HCD - Environmental Services; Anthony Lombardo & Associates, c/o Sheryl Fox, Agent; CVR HSGE LLC, c/o Brad Nichols, Owner; The Open Monterey Project (Molly Erickson); LandWatch (Executive Director); Carmel River Steelhead Association c/o Brian LeNeve; Christina McGinnis, Keep Big Sur Wild; Project File PLN220169.

Exhibit A

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DISCUSSION

The proposed project is for an additional 27 visitor-serving units, resulting in the maximum allowed lodge units (208). This increase in visitor-serving units (181 to 208) would be accomplished through the demolition of seven single-story buildings containing 29 lodge units and the construction of seven two-story buildings containing 56 lodge guest units. The seven replacement buildings would be located among similarly sized structures at the “Valley Suites”. Construction of the replacement visitor-serving buildings would impact slopes in excess of 25% and require the removal of seven Oak trees.

Tree Removal and Biological Resources

The 1975 EIR for the Carmel Valley Ranch Specific Plan analyzed impacts to vegetation and wildlife, recommended mitigations, and acknowledged: “There will be a loss of wildlife habitat, loss of hunting area, loss of grazing land, and removal of trees and natural vegetation.” Protection and retention of trees in “visually sensitive areas” was among the recommended mitigations.

As described in the Biological Assessment commissioned for the project (County of Monterey Doc. No. LIB240063): “The proposed project site is on a slope facing north and northwest entirely comprised of one plant community: Coast Live oak woodland. The original Hotel buildings here were built into the slope and carefully placed within the oak woodland which adds to the character of the facility and brings the woodland right into the structures.”

Seven Oak trees would be removed to accommodate the project, including three “landmark” Oak trees of 26”, 18/12” (split trunk), and 23/29” diameter. Therefore, a Use Permit is required to authorize the proposed tree removal. These seven trees range in health from “good” to “poor”. One Landmark Oak proposed for removal is within the proposed footprint of Building 13. Five Oaks proposed for removal, two of which are landmarks, are located within 5 feet of the proposed replacement visitor serving structures and thus will be negatively impacted by the proposed development. Removal of these five trees, however, does reduce fuel loads within close proximity of the structures. The remaining three Oaks proposed for removal are within the footprint of the proposed parking structure and thus require removal to accommodate needed parking. Twenty other Oaks were identified by the project arborist as being “moderately impacted” with implementation of the project. However, as conditioned, and per the project arborists recommendations, these 20 trees and all other protected trees within proximity to the proposed development will be retaining and protected throughout construction. No tree removal is proposed to accommodate hardscape improvements such as decks and patios.

The proposed project includes removal of the minimum necessary number of trees to accommodate the development. Accordingly, the tree removal is the minimum required under the circumstances and will not involve a risk of adverse environmental impacts. Pursuant to the recommendation of the report by the project arborist (LIB250045; **Exhibit N**) and in accordance with Title 21 section 21.64.260.D.2, these trees would be replaced onsite at a one-to-one ratio (Condition of Approval #10). Protective measures will also be installed prior to construction to protect nearby trees from inadvertent impacts (Condition #6).

The Biological Assessment also notes: “The Project will not impact any special status plants or animals and will have minor impacts to Coast Live oak woodland on the outside fringes of the project construction envelope. Replacing the trees and avoiding potential impacts to nesting birds

by timing the tree removal outside of the bird nesting season will reduce the impacts to a less than significant level.” Conditions of Approval are included to protect potential impacts to birds and bats during their nesting season (Condition Nos. 11 and 12).

The Biological Assessment concludes: “The potential biological impacts from the demolition of seven existing single-story buildings and rebuilding seven new 2-story buildings in their place will be substantially less than if the new rooms were to be built in a previously undeveloped portion of the Ranch.”

Slopes and Geological Concerns

Steeper slopes are located north of the existing structures. Approximately 7,600 square feet of development is proposed on slopes in excess of 25%, with nearly all to occur on previously-disturbed areas directly beneath, or directly adjacent to, the footprints of existing buildings (See sheet A 1.3 of the plan set – **Exhibit B2**). A Use Permit is required to authorize such development on steeper slopes, pursuant to General Plan Policy OS-3.5. The project meets the primary finding for approval of said Use Permit, in that there is no feasible alternative which would allow development to occur on slopes of less than 25%. In this case, the proposed structures will be sited primarily within existing development footprints. However, the existing structures do not have slab foundations and instead are elevated over crawl space (See **Figure 2**). Although these soils are previously disturbed, the crawl space slopes exceed 25% in certain areas (see **Figure 1**). To achieve more units while staying within the same general structure footprint, the crawl spaces will be developed into visitor serving units. There would be only a modest addition of height over the existing structures to be replaced, with approximately three additional feet of elevation on two of the seven buildings. Constructing the units within the crawl space, rather than on top of the existing units ensures the proposed project complies with applicable visual resource protection policies of the Carmel Valley Master Plan (see below *Visual Resources* discussion).

Siting the additional units in any other area of the “Valley Suites” would require greater quantities of development on slopes and alteration of natural landforms. Siting development primarily with existing building footprints - thereby minimizing disturbance of the existing terrain – is also consistent with CVMP Policy CV-3.4 and General Plan Policy OS-5.5, which requires preservation, and where necessary, minimal alter natural landforms and existing terrain in visually sensitive areas.



Figure 1. Development on slopes of 25%+ highlighted in blue - Approximately 7,600 square feet to occur almost entirely beneath or adjacent to the footprint of existing structures.

A Geotechnical and Geological Hazards Report (County of Monterey Library No. LIB250163) has been commissioned to analyze the proposed construction site. The Report notes, in the “Conclusions of Investigation”: “In general, the suitable *in-situ* native sandstone bedrock and certified engineered fill are acceptable for foundation purposes and display engineering properties adequate for the anticipated soil pressures...”

Water

Carmel Valley Ranch currently has 8.837-acre feet of available water credits. The additional 27 units will utilize an estimated 1.91-acre feet per year, leaving a remaining water credit balance of 6.927-acre feet. Accordingly, the project is not considered by the Monterey Peninsula Water Management District (MPWMD) as an intensification of use, as existing water credits will be utilized. A large portion of the existing water allowance was transferred as unused credits from 25 approved, but never constructed, residential units in “Area F” of Carmel Valley Ranch, per 2006 Board Resolution 06-366 (PLN020280).

An updated can-and-will serve letter indicating Cal-Am’s ability to provide potable water was provided on June 3, 2025 (**Exhibit M**). No new water meters will be required to support the increase in units, and Cal-Am has confirmed that water service will continue to be provided pursuant to applicable requirements of the California Public Utilities Commission (CPUC), the MPWMD, and the California State Water Resources Control Board (SWRCB). The MPWMD is the agency responsible to determine whether sufficient fixture credits are available prior to issuance of construction permits.

Sewage

Sewer service is provided by an on-site wastewater treatment facility (Carmel Valley Ranch Wastewater Treatment Plant - constructed 1980), which is owned and operated by Cal-Am. The State Water Resource Control Board estimates that the site discharges approximately 40k gallons

per day (GPD) of the facility's 100k GPD capacity. Cal-Am has stated in a November 16, 2023 letter that it "has reviewed the Carmel Valley Ranch project to increase the hotel inventory from 181 to 208 and determined the treatment facility has sufficient capacity."

Traffic

Traffic impacts that are expected to result from this project have been previously evaluated in a prior Environmental Impact Report (EIR) and Negative Declaration for the Carmel Valley Ranch Specific Plan (CVRSP) which analyzed the Ranch's full build out, including 208 visitor-serving units. Additionally, given that the CVRSP is incorporated into the 2010 General Plan through Policy CV-1.22, the Ranch's full build out and its traffic was also analyzed in the Final EIR for the 2010 County General Plan. Conditions that were applied to the Specific Plan have required improvements to mitigate for future buildout.

The 1975 Carmel Valley Ranch Specific Plan Environmental Impact Report (CVRSP EIR) analyzed potential traffic impacts for a proposed buildout to include 855 residential units and 200 lodge units, including impacts to Carmel Valley Road and Highway 1. In 1996, a Negative Declaration was adopted for the CVRSP Amendment and found that increasing visitor serving units from 200 to 208 and reducing residential units from 375 to 311 would have no traffic-related impacts. The Final EIR (FEIR) of the 2010 Monterey County General incorporated the Carmel Valley Master Plan (Chapter 9.B), which included the Carmel Valley Ranch Specific Plan as a Special Treatment Area and analyzed it as existing development in the EIR's traffic analysis. Noting that the residential unit cap has subsequently been reduced from 855 to 311, traffic generated by the 208 visitor-serving units identified in the Specific Plan is not "new traffic" within the context of the current environmental review, as it was identified within the FEIR of the 2010 General Plan.

Roadway improvements required as mitigation for traffic impacts identified in the CVSRP EIR have been implemented by the applicant following the adoption of the 1975 Carmel Valley Ranch Specific Plan. Specifically, the 1996 amendment to the Specific Plan included a Condition of Approval requiring that Carmel Valley Ranch "financially participate proportionally in the construction of the Carmel Valley – Robinson Canyon Road intersection (CVR's primary access point), and to construct Carmel Valley Road to a width of four lanes between Via Petra and Robinson Canyon Road" (CVRSP Condition A.1). Accordingly, the Carmel Valley Road/Robinson Canyon underpass has been constructed - entirely with Carmel Valley Ranch funding - to eliminate left-turn movements from Robinson Canyon Road to westbound Carmel Valley Road. The second requirement, for four-lane widening of Carmel Valley Road, has since been rendered unworkable according to 2010 Carmel Valley Master Plan policy CV-2.18(a)(1): *In order to preserve the rural character of Carmel Valley, improvements shall be designed to avoid creating more than three through lanes along Carmel Valley Road.* (emphasis added). A third Condition required Carmel Valley Ranch to "dedicate a substitute right-of-way and reconstruct the northerly end of Holt Road at its intersection with Robinson Canyon Road." This intersection has been re-aligned accordingly.

The above-mentioned improvements were specifically designed to satisfy the mitigation requirements for the traffic-related impacts of 208 visitor-serving units and 311 residential units as approved within the Carmel Valley Ranch Specific Plan. The additional visitor serving units

proposed with this application do not exceed the scope of work analyzed in the EIR or subsequent Negative Declaration.

A traffic-specific memorandum has been prepared for this project, dated July 18, 2023, and amended June 6, 2024 (**Exhibit E**). Noted in this memorandum:

- Carmel Valley Ranch is not a typical “single use” hotel or motel, but rather an “all-inclusive” resort with on-site amenities (spa, golf, restaurants, tennis, hiking/equestrian trails, corporate meeting spaces, etc.) allowing guests to remain on site throughout a vacation. Accordingly, most of the trips generated by the expansion would remain on-site, between the guest units and on-site amenities.
- The 27-unit expansion would generate an estimated 225 gross trips per day. Most of these new trips are expected to remain within the Carmel Valley Ranch complex.
- The project would generate an estimated 45 external trips per day, including two external trips during the AM peak hour and two trips during the PM peak hour. These additional trips would not significantly impact existing traffic operations on Carmel Valley Road, Robinson Canyon Road, and Highway 1.
- Most off-site trips would typically be for guest arrivals and departures. A 2013 survey by CVR indicated that 9% of daily check-outs occurred during the AM peak commute hour and 16.7% of check-ins occurred during the PM peak commute hour. A shuttle between the resort and the Monterey Regional Airport is available on an as-needed basis, serving to mitigate these specific impacts.
- The number of weekday employees is not expected to increase, and two additional housekeeping employees may be required on weekends. No other additional on-site staff is anticipated to be required, and the current number of deliveries to the site should remain the same.
- Carmel Valley Ranch will pay a Regional Development Traffic Impact Fee to the Transportation Agency for Monterey County (TAMC) according to General Plan “Circulation” Policy C-1.11: “...the County shall require new development to pay a Regional Traffic Impact Fee developed collaboratively between TAMC, the County, and other local and state agencies to ensure a funding mechanism for regional transportation improvements...”
- Concluding note of the June 6, 2024, memorandum: “The proposed additional 27 guest units are consistent with the 208 guest units allowed by the Carmel Valley Ranch Specific Plan that has already been subject to environmental review and full mitigation. No further traffic analysis is required.”

HCD-Engineering Services has reviewed the proposed project and raised no comments or concerns. Condition No. 14 has been applied to require payment of the Regional Traffic Impact Fee, and Condition No. 15 has been applied to require the preparation of a Construction

Management Plan.

Visual Impacts

The project is consistent with Policy CV-1.20 of the Carmel Valley Master Plan in that the proposed materials and colors, which will match the existing structures, are consistent with the rural character of the valley and are compatible and appropriate for the immediate surrounding area. There would be only a modest addition of height over the existing structures to be replaced, with approximately three additional feet of elevation on two of the seven buildings. Note, also, that there would also be modest height reduction on two of the buildings (See Sheet 3.2 of the plans - **Exhibit B2**).

The site is located a half-mile distant - and uphill from - the nearest public viewing area on Carmel Valley Road. Staff conducted a site visit on May 5, 2025, to determine the proposed project's visibility from common public viewing areas. While other development within the Carmel Valley Ranch is visible, with upper portions of structures exceeding heights of surrounding tree canopies, the existing visitor serving units within the "Valley Suites" area are not visible. Only three of the seven structures will increase in height, by approximately three feet. This increase in height was not visible from Carmel Valley Road. As the site is at a higher elevation than most nearby roads, and due to the extensive tree cover, which serves as natural screening (see Figure 2, below, and **Exhibit K**), the project will not result in adverse visual impacts and is consistent with the applicable scenic resource policies of the 2010 General Plan and the Carmel Valley Master Plan.

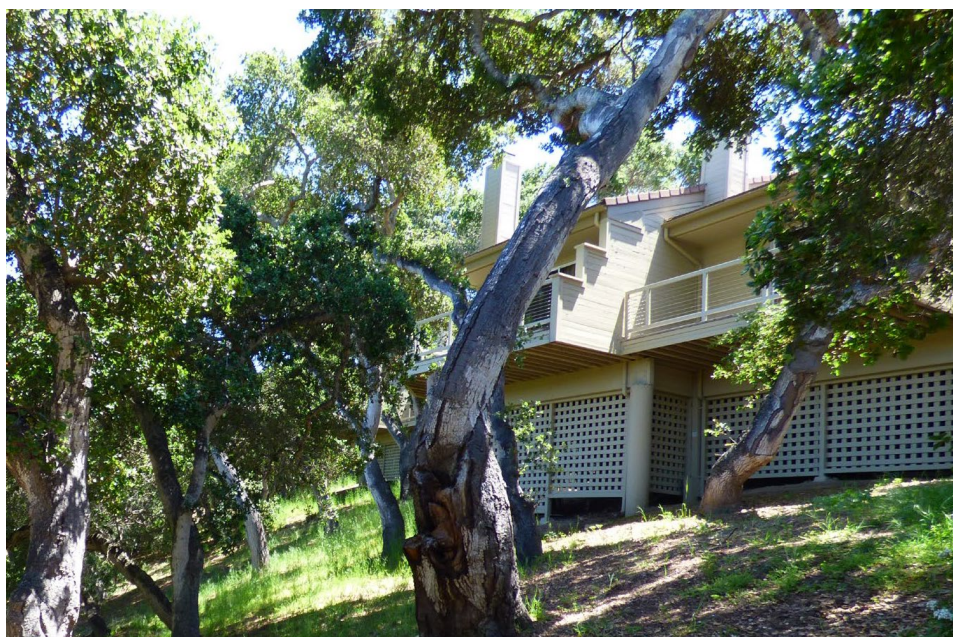


Figure 2. Replacement units will utilize what is currently unconditioned floor space beneath the existing units – allowing for 2-story units of approximately the same elevations as existing structures.

Carmel Valley Master Plan

The proposed project is consistent with the applicable policies of the Carmel Valley Master Plan, and is notably consistent with policies CV-1.15.a and e:

- *CV-1.15.a: Expansion of existing hotels, motels, and lodges should be favored over the development of new projects.*
- *CV-1.15.e: There shall be a maximum of 110 additional visitor accommodation units approved east of Via Mallorca, including units at Carmel Valley Ranch.*

The project is an expansion of an existing facility, as “favored” by Policy CV-1.15.a. Per Policy CV-1.15.e, current County records indicate that 59 of the 110 additional visitor accommodation units east of Villa Mallorca had been approved. Approval of the 27 units proposed herein would result in 86 of the 110 additional visitor-serving accommodations being accounted for. However, Policy CV-1.15.e was implemented with the 2010 General Plan and thus became effective after adoption of the most current iteration of the CVRSP (1996), which allowed 208 visitor-serving units. Accordingly, the aforementioned 110-unit cap on visitor-serving accommodations excludes the Carmel Valley Ranch’s authorized 208 units. Therefore, the proposed 27 visitor-serving units do not impact the visitor-serving units cap east of Villa Mallorca, and 51 available units remain.

Inclusionary Housing/Employee Housing

The Carmel Valley Ranch was subject to environmental review and approved in 1975, pre-dating the 1980 establishment of the County’s Inclusionary Housing Ordinance. In any event, the Inclusionary Housing Ordinance (Monterey County Code Chapter 18.40) applies to residential development and not visitor-serving units. Given that only visitor-serving units are proposed, this project is not subject to the requirements of Chapter 18.40. Nonetheless, questions regarding CVR’s past compliance with Chapter 18.40 were raised at the Carmel Valley LUAC meeting on May 5, 2025, and thus the following brief summary is provided: When the CVRSP underwent revisions in the 1990s, it became subject to the requirements of Chapter 18.40. According to County records, the applicant has paid “in-lieu” fees to satisfy inclusionary housing requirements as part of their previously approved residential projects, including \$499,498.65 in 1996 for the Oakshire subdivision. Monterey County HCD – Housing has indicated that Carmel Valley Ranch has satisfied all of their requirements pertaining to inclusionary housing.

Questions regarding on-site employee housing were also raised at the LUAC meeting. County Code does not require on-site employee housing for the project. Carmel Valley Master Plan Policy CV-1.15 states that “As a provision for lower cost housing and a contribution toward lessening traffic in the valley, large-scale visitor-serving development requiring employees should comply with the provisions of the Inclusionary Housing Ordinance.” The proposed project results in a net increase of 27 visitor-serving units. However, the proposed project will not exceed the total visitor serving units approved with the 1996 CVRSP Amendment, which allowed 208 lodge units. No employee housing was required with approval of the 1996 CVRSP Amendment. Further, the applicant has indicated that no more than two additional employees would be required as a result of the proposed expansion, with these additional workers typically only being needed on weekends.

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Exhibit B

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DRAFT RESOLUTION

Before the County of Monterey Planning Commission in and for the County of Monterey, State of California

In the matter of the application of:

CARMEL VALLEY RANCH HSGE, LLC

(PLN220169) RESOLUTION NO. 25--

Resolution by the County of Monterey Planning
Commission:

- 1) Finding the project Statutorily Exempt from California Environmental Quality Act (CEQA) Guidelines per section 15183(b); and
- 2) Approving a Combined Development Permit consisting of: 1) Administrative Permit and Design Approval to allow demolition of seven buildings containing 29 visitor serving units, construction of seven replacement buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor units (208 total), and construction of a one-story parking structure to create 34 additional parking spaces; 2) Use Permit to allow development on slopes in excess of 25%; and 3) Use Permit for removal of seven Oak trees.

[CARMEL VALLEY RANCH HSGE LLC, 1 Old Ranch Road, Carmel Valley, Carmel Valley Master Plan (Carmel Valley Ranch Specific Plan), APN: 416-522-010-000]

The CARMEL VALLEY RANCH HSGE, LLC application (PLN220169) came for a public hearing before the County of Monterey Planning Commission on July 9, 2025. Having considered all the written and documentary evidence, the administrative record, oral testimony, and other evidence presented, including the Conditions of Approval and project, the County of Monterey Planning Commission finds and decides as follows:

FINDINGS

1. **FINDING:** **PROJECT DESCRIPTION** – The proposed project is a Combined Development Permit consisting of: 1) Administrative Permit and Design Approval to allow demolition of seven buildings containing 29 visitor serving units, construction of seven replacement buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor serving units (208 total), and construction of a one-story parking structure with 34 additional parking spaces; 2) Use Permit to allow development on slopes in excess of 25%; and 3) Use Permit for removal of seven Oak trees.

EVIDENCE: a) The application, project plans and related materials submitted by the project applicant to Monterey County HCD-Planning for the proposed development found in Project File PLN220169.

2. FINDING: CONSISTENCY – The Project, as conditioned, is consistent with the applicable plans and policies which designate this area as appropriate for development.

EVIDENCE: a) During the course of review of this application, the project has been reviewed for consistency with the text, policies, and regulations and development standards in:

- the 2010 Monterey County General Plan;
- Carmel Valley Master Plan;
- Carmel Valley Ranch Specific Plan (CVRSP); and
- Monterey County Zoning Ordinance (Title 21).

No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents

- b) Allowed Use. The property is located at 1 Old Ranch Road, Carmel Valley (APN 416-522-010-000), Carmel Valley Master Plan. The parcel is zoned VO-D-S-RAZ (Visitor Serving/Professional Office – Design Control – Site Plan Review – Resource Allocation Zoning Districts), which conditionally allows “hotels, motels, hostels, inns,” subject to the issuance of Use Permits pursuant to Title 21 section 21.22.060.A. The project proposes the modifications to the Carmel Valley Ranch Lodge, including demolition of seven one-story buildings containing 29 visitor serving units, construction of seven replacement two-story buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor serving units (208 total); construction of a one-story parking structure with 34 additional parking spaces; development on slopes over 25%; and the removal of seven Oak trees. Therefore, the project is an allowed land use for this site.
- c) Site Plan Review. The parcel includes an “S” (Site Plan Review) zoning overlay, which requires that no structures and/or additions shall be allowed without approval of the appropriate authority and issuance of an Administrative Permit per Title 21 sections 21.45.040 A and C. An Administrative Permit is included with the application as the project includes the demolition and reconstruction of six structures and the development of a parking structure.
- d) Visitor Serving Units. The Carmel Valley Master Plan is incorporated in the 2010 Monterey County General Plan, with the Carmel Valley Ranch Specific Plan, by reference, as one of its components identified as a Special Treatment Area outlined in Policy CV-1.22. This policy also incorporates the Amended CVRSP, by reference, into the General Plan thereby confirming that provisions of the Specific Plan remain in effect.

The most recently amended CVRSP (Board of Supervisors Resolution No. 96-382) allows a maximum of 208 visitor serving units and 311 residential units, subject to obtaining appropriate discretionary and ministerial permits. Carmel Valley Ranch currently has 181 previously approved visitor serving units. The proposed project as outlined in

Finding No. 1 will increase the visitor serving units from 181 to 208. Therefore, the unit count to be achieved through this application is consistent with the maximum allowed visitor serving units per the CVRSP.

- e) Design/Visual Resources. Pursuant to Title 21, Chapter 21.44, the project site and surrounding area are designated as a Design Control Zoning District (“D” zoning overlay), which is intended to regulate the location, size, configuration, materials, and colors of structures and fences to assure the protection of the public viewshed and neighborhood character. The proposed structures will essentially replicate the size, location, materials and colors of the previously approved structures which they are replacing. Colors will be comprised of earth-tones and exterior materials will be primarily wood. The project is consistent with Policy CV-1.20 of the CVMP and also the CVRSP in that the design is consistent with the rural character of the valley and are compatible and appropriate for the immediate surrounding area. There will be a modest addition of height over the existing structures to be replaced, with approximately three additional feet of elevation on two of the seven buildings.

The site is located a half-mile distant - and uphill from - the nearest public viewing area on Carmel Valley Road. Staff conducted a site visit on May 5, 2025, to determine the proposed project’s visibility from common public viewing areas. While other development within the Carmel Valley Ranch is visible, with upper portions of structures exceeding heights of surrounding tree canopies, the existing visitor serving units within the “Valley Suites” area are not visible. Only three of the seven structures will increase in height, by approximately three feet. This increase in height was not visible from Carmel Valley Road. As the site is at a higher elevation than most nearby roads, and due to the extensive tree cover which serves as natural screening, the project will not result in adverse visual impacts and is consistent with the applicable scenic resource policies of the 2010 General Plan and the CVMP.

- f) Site Development Standards. The site is zoned VO-D-S-RAZ (“Visitor Serving/Professional Office – Design Control – Site Plan Review – Resource Allocation Zoning Districts”). The maximum structure height is thirty-five (35) feet in the “VO” district. The proposed new structures will range in height from 26’ to 28’ in height above average natural grade. Maximum Building Site Coverage is fifty (50) percent, with coverage to remain relatively unchanged at well under 10% on the 30-acre parcel.
- g) Cultural Resources. According to Monterey County Geographical Information System (GIS), the property is located in an area of “moderate” archaeological sensitivity, although not within 750 feet of a known archaeological resource. A Preliminary Archaeological Assessment of the project parcel was conducted (LIB140173), resulting in a “negative” determination and concluding: “Based upon the background research and the field assessment, we have concluded that there is no surface evidence of potentially significant archaeological

resources in the project areas... The proposed hotel expansion project should not be delayed for archaeological reasons.”

The proposed development is located primarily within previously disturbed portions of the property and the potential for inadvertent impacts to cultural resources is limited and will be controlled by application of the County’s standard project Condition (Condition No. 3) which requires the contractor to stop work if previously unidentified resources are discovered during construction. Thus, as proposed, designed, and conditioned, the proposed project minimizes and avoids potential impacts to archaeological resources.

- h) Traffic. Roadway improvements required as mitigation for traffic impacts identified in the CVSRP EIR have been implemented by the applicant following the adoption of the 1975 Carmel Valley Ranch Specific Plan. Specifically, the 1996 amendment to the Specific Plan included a Condition of Approval requiring that Carmel Valley Ranch “financially participate proportionally in the construction of the Carmel Valley – Robinson Canyon Road intersection (CVR’s primary access point)...” (CVRSP Condition A.1). Accordingly, the Carmel Valley Road/Robinson Canyon underpass has been constructed - entirely with Carmel Valley Ranch funding – to eliminate left-turn movements from Robinson Canyon Road to westbound Carmel Valley Road. Another Condition required Carmel Valley Ranch to “dedicate a substitute right-of-way and reconstruct the northerly end of Holt Road at its intersection with Robinson Canyon Road.” This intersection has been re-aligned accordingly.

The above-mentioned improvements were specifically designed to satisfy the mitigation requirements for the traffic-related impacts of 208 visitor-serving units and 311 residential units as approved within the CVRSP. The additional visitor serving units proposed with this application do not exceed the scope of work analyzed in the EIR or subsequent Negative Declaration.

A traffic memorandum (LIB240064) has been prepared for this project by Keith Higgins (Traffic Engineer), dated July 18, 2023, and amended June 6, 2024. This memorandum concludes: “The proposed additional 27 guest units are consistent with the 208 guest units allowed by the Carmel Valley Ranch Specific Plan that has already been subject to environmental review and full mitigation. No further traffic analysis is required.” HCD-Engineering Services has reviewed the proposed project and raised no comments or concerns. Condition No. 14 has been applied to require payment of the Regional Traffic Impact Fee, and Condition No. 15 has been applied to require the preparation of a Construction Management Plan.

- i) Water Supply. Monterey County General Plan Policy PS-3.1 states - “...new development for which a discretionary permit is required, and that will use or require the use of water, shall be prohibited without proof, based on specific findings and supported by evidence, that there is a long-term, sustainable water supply, both in quality and quantity to serve the

development.” General Plan Policy PS-2.3 states - “New development shall be required to connect to existing water service providers where feasible.”

The project site currently has 8.837-acre feet of available water credits. The additional 27 units will utilize an estimated 1.91-acre feet per year, leaving a remaining water credit balance of 6.927-acre feet. Accordingly, the project is not considered by the Monterey Peninsula Water Management District (MPWMD) as an intensification of use, as existing water credits will be utilized. A large portion of the existing water allowance was transferred as unused credits from 25 approved, but never constructed, residential units in “Area F” of Carmel Valley Ranch, per 2006 Board Resolution 06-366 (PLN020280).

An updated can-and-will serve letter indicating Cal-Am’s ability to provide potable water was provided on June 3, 2025. No new water meters will be required to support the increase in units, and Cal-Am has confirmed that water service will continue to be provided pursuant to applicable requirements of the California Public Utilities Commission (CPUC), the MPWMD, and the California State Water Resources Control Board (SWRCB). The MPWMD is the agency responsible to determine whether sufficient fixture credits are available prior to issuance of construction permits.

- j) Sewage Treatment. Monterey County General Plan Policy PS-1.3 and PS-1.6 state that discretionary applications for new development shall only be approved if the County finds that “Adequate Public Facilities and Services” (APFS) exist or will be provided with the development (PS-1.3) and that only development that can provide APFS shall be approved (PS-1.6). Additionally, General Plan Policy PS-4.5 requires that new development in the service area of existing wastewater collection, treatment, and disposal facilities to seek service from those facilities unless it can be demonstrated that a connection is not feasible.

Sewer service is provided by an on-site wastewater treatment facility (Carmel Valley Ranch Wastewater Treatment Plant - constructed 1980), which is owned and operated by Cal-Am. The State Water Resource Control Board estimates that the site discharges approximately 40k gallons per day (GPD) of the facility’s 100k GPD capacity. Cal-Am has stated in a November 16, 2023, letter: “CAW (Cal-Am Water) has reviewed the Carmel Valley Ranch project to increase the hotel inventory from 181 to 208 and determined the treatment facility has sufficient capacity.” Therefore, the project is consistent with the related General Plan policies as adequate public facilities and services related to wastewater collection, treatment and disposal are available and will be provided for the proposed additional units.

- k) Centralization of Parking. The Amended Carmel Valley Ranch Specific Plan notes that “Parking areas will be in a centralized cluster...” The design of the proposed parking decks, above existing parking areas, is consistent with this design criteria (See sheet A 1.2 of the attached plans).

l) Carmel Valley Master Plan.

The proposed project is consistent with the applicable policies of the Carmel Valley Master Plan, and is notably consistent with policies CV-1.15.a and e:

- *CV-1.15.a: Expansion of existing hotels, motels, and lodges should be favored over the development of new projects.*
- *CV-1.15.e: There shall be a maximum of 110 additional visitor accommodation units approved east of Via Mallorca, including units at Carmel Valley Ranch.*

The project is an expansion of an existing facility, as “favored” by Policy CV-1.15.a. Per Policy CV-1.15.e, current County records indicate that 59 of the 110 additional visitor accommodation units east of Villa Mallorca had been approved. Approval of the 27 units proposed herein would result in 86 of the 110 additional visitor-serving accommodations being accounted for. However, Policy CV-1.15.e was implemented with the 2010 General Plan and thus became effective after adoption of the most current iteration of the CVRSP (1996), which allowed 208 visitor-serving units. Accordingly, the aforementioned 110-unit cap on visitor-serving accommodations excludes the Carmel Valley Ranch’s authorized 208 units. Therefore, the proposed 27 visitor-serving units do not impact the visitor-serving units cap east of Villa Mallorca, and 51 available units remain.

- m) Tree Removal and Biological Resources. Seven Oak trees would be removed to accommodate the project, including three “landmark” Oak trees of 26”, 18/12” (split trunk), and 23/29” diameter. Therefore, a Use Permit is required to authorize the proposed tree removal. Three of the oaks are being removed for the proposed parking structure with the remaining four removals required to accommodate the new lodge buildings. The tree removal is the minimum required under the circumstances and will not involve a risk of adverse environmental impacts as outlined in Title 21 section 64.260. Therefore, as proposed, the criteria to grant a Use Permit have been met; see Finding 6 below.

The Biological Assessment also notes: “The Project will not impact any special status plants or animals and will have minor impacts to Coast Live oak woodland on the outside fringes of the project construction envelope. Replacing the trees and avoiding potential impacts to nesting birds by timing the tree removal outside of the bird nesting season will reduce the impacts to a less than significant level.” Conditions of Approval are included to protect potential impacts to birds and bats during their nesting season (Condition Nos. 11 and 12). The Biological Assessment concludes: “The potential biological impacts from the demolition of seven existing single-story buildings and rebuilding seven new 2-story buildings in their place will be substantially less than if the new rooms were to be built in a previously undeveloped portion of the Ranch.”

- n) Development on Slopes in Excess of 25%. As demonstrated in Finding 7 below, the project is consistent with the applicable regulations for development on slopes in excess of 25%, and the criteria to grant a Use Permit have been met.

- o) Inclusionary Housing/Employee Housing. The Carmel Valley Ranch was subject to environmental review and approved in 1975, pre-dating the 1980 establishment of the County's Inclusionary Housing Ordinance. In any event, the Inclusionary Housing Ordinance (Monterey County Code Chapter 18.40) applies to residential development and not visitor-serving units. Given that only visitor-serving units are proposed, the proposed project is not subject to the requirements of Chapter 18.40. Nonetheless, questions regarding CVR's past compliance with Chapter 18.40 were raised at the Carmel Valley LUAC meeting on May 5, 2025, and thus the following brief summary is provided: When the CVRSP underwent revisions in the 1990s, it became subject to the requirements of Chapter 18.40. According to County records, the applicant has paid "in-lieu" fees to satisfy inclusionary housing requirements as part of their previously approved residential projects, including \$499,498.65 in 1996 for the Oakshire subdivision. Monterey County HCD – Housing has indicated that Carmel Valley Ranch has satisfied all of their requirements pertaining to inclusionary housing.

Questions regarding on-site employee housing for the projects were also raised at the Land Use Advisory Committee meeting. County Code does not require on-site employee housing for the project. Carmel Valley Master Plan Policy CV-1.15 states that "As a provision for lower cost housing and a contribution toward lessening traffic in the valley, large-scale visitor-serving development requiring employees should comply with the provisions of the Inclusionary Housing Ordinance." The proposed project results in a net increase of 27 visitor-serving units. However, the proposed project will not exceed the total visitor serving units approved with the 1996 CVRSP Amendment, which allowed 208 lodge units. No employee housing was required with approval of the 1996 CVRSP Amendment. Further, the applicant has indicated that no more than two additional employees would be required as a result of the proposed expansion, with these additional workers typically only being needed on weekends.

- p) Land Use Advisory Committee (LUAC) Review. Based on the Board of Supervisors Guidelines, the project was referred to the Carmel Valley Land Use Advisory Committee (LUAC) for review at their May 5, 2025, meeting. Following a group site visit, the LUAC voted 5-0, with 2 members absent, to support the project as proposed. The topic of employee housing was discussed, with the applicant noting that no such housing is proposed as a part of this application, nor is it required according to County Code. The subject of inclusionary housing fees – although also not a requirement for the construction of commercial or visitor-serving projects – was also discussed (see Finding No. 1, Evidence "m" above)
- q) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning are found in Project File PLN220169.

3. FINDING: SITE SUITABILITY – The site is physically suitable for the proposed development and/or use.

- EVIDENCE:**
- a) The project has been reviewed for site suitability by the following departments and agencies: HCD-Planning, HCD-Engineering Services, HCD-Environmental Services, Monterey County Regional Fire Protection District (FPD), and the Environmental Health Bureau. County staff has reviewed the application materials and verified that the project on the subject site conforms to applicable plans and regulations, and there has been no indication from these departments/agencies that the site is not suitable for the development. Conditions recommended have been incorporated.
 - b) The following technical reports have been prepared for the project:
 - “Preliminary Archaeological Assessment of Hotel Unit Expansions at Carmel Valley Ranch, Monterey County, California” (LIB140173), prepared by Mary Doane, B.A., and Gary S. Breschini, Ph.D., RPA, of Archaeological Consulting, Salinas, CA, April 15, 2014.
 - “Tree Inventory, Assessment and Protection Report” (LIB250045), prepared by Richard Gessner of Monarch Consulting Arborists, Felton, CA, October 10, 2024.
 - “Carmel Valley Ranch New Guest Room Project – Biological Assessment” (LIB 240063), prepared by Pat Regan of Regan Biological and Horticultural Consulting, Carmel Valley, CA, May 2023.
 - “Traffic Memorandum – Carmel Valley Ranch Hotel Expansion, Carmel Valley, Monterey County, CA” (LIB 240064), prepared by Keith Higgins, PE, TE, Keith Higgins Traffic Engineer, July 18, 2023, addended June 6, 2024.
 - “Geotechnical and Geological Hazards Report for the Carmel Valley Ranch New Hotel Units 12-17 & 20 and Parking Decks” (LIB 250163), prepared by Grice Engineering, Inc., Salinas, CA, May 2025.

Upon independent review, staff concurs with the conclusions of the reports that there are no physical or environmental constraints that render the site unsuitable for the proposed project. A Condition of Approval (#9) has been included requiring that the entirety of the development process will be conducted in accordance with the recommendations and requirements of these reports.

- c) Staff conducted a site inspection on May 5, 2025, to verify that the site is suitable for this use.
- d) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning are found in Project File PLN220169.

- 4. FINDING: HEALTH AND SAFETY** – The establishment, maintenance, or operation of the project applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

- EVIDENCE:**
- a) The project was reviewed by HCD-Planning, HCD-Engineering Services, HCD-Environmental Services, Monterey County Regional FPD, Monterey County Sheriff's Office and the Environmental Health Bureau. The respective agencies have recommended Conditions, where appropriate, to ensure that the project will not have an adverse effect on the health, safety, and welfare of persons either residing or working in the neighborhood.
 - b) Necessary public facilities are provided. Cal-AM will provide water and sewer service. Also see Finding No. 2, Evidence "i" and "j".
 - c) Staff conducted a site inspection on May 5, 2025, to verify that the site is suitable for the proposed use.
 - d) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning are found in Project File PLN220169.

5. FINDING: NO VIOLATIONS – The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No violations exist on the property.

- EVIDENCE:**
- a) Staff reviewed Monterey County HCD-Planning and HCD-Building Services records and is not aware of any violations existing on the subject property.
 - b) Staff conducted a site inspection on May 5, 2025, to assess if any violation exists on the subject property.
 - c) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning are found in Project File PLN220169.

6. FINDING: TREE REMOVAL – The tree removal is the minimum required under the circumstances and the removal will not involve a risk of adverse environmental impacts

- EVIDENCE:**
- a) Seven "protected" oak trees would be removed to accommodate the project, including three "landmark" oak trees of 26," 18/12" (split trunk) and 23/29" diameter. Pursuant to Title 21 section 21.64.260.3.a - *Removal of more than three protected trees on a lot in a one-year period shall require a Forest Management Plan and approval of a Use Permit by the Monterey County Planning Commission*
 - b) Carmel Valley Master Plan Policy 3.11 protects Oaks, Madrones, and Redwoods within the planning area. Pursuant to Title 21 section 21.64.260, the removal of more than three Oaks may be allowed with issuance of a Use Permit, provided the appropriate authority finds that the tree removal is the minimum required under the circumstances of the case and removal will not involve the risk of adverse environmental impacts.
 - c) Seven Oak trees would be removed to accommodate the project, including three "landmark" Oak trees of 26", 18/12" (split trunk), and 23/29" diameter. Therefore, a Use Permit is required to authorize the proposed tree removal. These seven trees range in health from "good" to "poor". One Landmark Oak proposed for removed is within the proposed footprint of Building 13. Five Oaks proposed for removal, two

of which are landmarks, are located within 5 feet of the proposed replacement visitor serving structures and thus will be negatively impacted by the proposed development. Removal of these five trees, however, does reduce fuel loads within close proximity of the structures. The remaining three Oaks proposed for removal are within the footprint of the proposed parking structure and thus require removal to accommodate needed parking. Twenty other Oaks were identified by the project arborist as being “moderately impacted” with implementation of the project. However, as conditioned, and per the project arborists recommendations, these 20 trees and all other protected trees within proximity to the proposed development will be retaining and protected throughout construction. No tree removal is proposed to accommodate hardscape improvements such as decks and patios. The proposed project includes removal of the minimum necessary number of trees to accommodate the development. Accordingly, the tree removal is the minimum required under the circumstances and will not involve a risk of adverse environmental impacts.

- d) A project-specific Forest Management Plan (Document LIB250045) has been prepared. Pursuant to the recommendation of the report and in accordance with Title 21 section 21.64.260.D.2, these trees would be replaced onsite at a one-to-one ratio (Condition of Approval #10). Protective measures will also be installed prior to construction to protect nearby trees from inadvertent impacts (Condition #6).
- e) Based on the size of the project and constraints of the selected building site, tree removal has been minimized. Alternative building site locations would increase tree removal, which is not in keeping with the forest resource protection policies of the General Plan.
- f) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning are found in Project File PLN220169.

7. FINDING: DEVELOPMENT ON SLOPES – There is no feasible alternative which would allow development to occur on slopes of less than 25%.

EVIDENCE: a) Pursuant to the Monterey County General Plan Policy OS-3.5, *the County shall regulate activity on slopes to reduce impacts to water quality and biological resources. Development on slopes in excess of 25% shall be prohibited unless a Use Permit is obtained and the appropriate authority makes one or both of the following findings based upon substantial evidence:*

1. *There is no feasible alternative that would allow development to occur on slopes of less than 25%;*
 2. *The proposed development better achieves the resource protection objectives and policies contained in the Monterey County General Plan, accompanying Area Plans, and all applicable master plans.*
- b) The Monterey County Geographic Informational System (GIS) identifies the subject parcel to have slopes in excess of 25% and the applicant has also provided a site plan that illustrates this information. Steeper slopes are located north of the existing structures. Approximately 7,600 square feet of development is proposed on slopes in excess of 25%, with nearly all

to occur on previously disturbed areas directly beneath, or directly adjacent to, the footprints of existing buildings. Therefore, a Use Permit is required to allow such development on steeper slopes.

- c) In this case, the proposed structures will be sited primarily within existing development footprints. However, the existing structures do not have slab foundations and instead are elevated over crawl space. Although these soils are previously disturbed, the crawl space slopes exceed 25% in certain areas. To achieve more units while staying within the same general structure footprint, the crawl spaces will be developed into visitor serving units. There would be only a modest addition of height over the existing structures to be replaced, with approximately three additional feet of elevation on two of the seven buildings. Constructing the units within the crawl space, rather than on top of the existing units ensures the proposed project complies with applicable visual resource protection policies of the Carmel Valley Master Plan
- d) Siting the additional units in any other area of the “Valley Suites” of CVR would require greater quantities of development on slopes and alteration of natural landforms. Accordingly, siting development primarily with existing building footprints - thereby minimizing disturbance of the existing terrain – is also consistent with CVMP Policy CV-3.4 and General Plan Policy OS-5.5, which preserve, and where necessary, minimally alter natural landforms and existing terrain in visually sensitive areas.
- e) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning are found in Project File PLN220169.

8. FINDING: **CEQA** – The project is exempt from additional environmental review under CEQA as the project and its density is consistent with the 2010 General Plan, an EIR for the General Plan was certified, and there are no peculiar significant environmental impacts of this project not analyzed in the EIR or substantial new information showing that the environmental impacts of the project will be more significant than described in the EIR. The project is also consistent with the amended Carmel Valley Specific Plan, for which there was a previously certified EIR and Negative Declaration and pursuant to which the applicant has previously implemented traffic improvements as mitigation for development.

EVIDENCE: a) CEQA Guidelines section 15183(b) allows that projects which are consistent with the development density established by zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review unless there are project-specific significant effects which are peculiar to the project or its site.

15183 – Projects Consistent with a Community Plan, General Plan or Zoning

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project

would be located,

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

- b) In October 1975, a project-specific Environmental Impact report (EIR No. 75-100) was adopted by the Monterey County Board of Supervisors for the Carmel Valley Ranch Specific Plan (CVRSP). The EIR analyzed a “resort lodge complex” to include 855 “residential units” and 200 “resort lodge units.”
- c) In December 1976, the Carmel Valley Ranch Specific Plan was adopted by the Monterey County Planning Commission (Planning Commission Resolution No. 76-514).
- d) In 1977, the Carmel Valley Ranch Specific Plan was revised and amended by the Board of Supervisors, subject to the previously adopted EIR (Board of Supervisors Resolution No. 77-3).
- e) In 1982, the Board of Supervisors adopted a County-wide General Plan.
- f) In December 1986, the Board of Supervisors adopted the Carmel Valley Master Plan as an amendment to the 1982 General Plan, incorporating the Carmel Valley Ranch Specific Plan by reference.
- g) In February 1995, the Carmel Valley Ranch Specific Plan was revised and amended (Board of Supervisors Resolution No. 95-066), subject to a Negative Declaration.
- h) In October 1996, the Carmel Valley Ranch Specific Plan was further revised and amended (Board of Supervisors Resolution No. 96-382, subject to a Negative Declaration, Board of Supervisors Resolution No. 96-384), to allow up to 208 visitor serving units. At that time, the Conditions of Approval required the construction of a new intersection at Carmel Valley Road and Robinson Canyon Road, and improvements to Holt Road. These improvements, which were required to mitigate for the impacts of 208 visitor serving units, have been implemented.
- i) In October 2010, the Board of Supervisors adopted a countywide General Plan which incorporated the Carmel Valley Master Plan (Chapter 9.B) which retained the Carmel Valley Ranch Specific Plan as a “Special Treatment Area” pursuant to General Plan Policy CV-1.22.
- j) CEQA Section 21083.3(b) states:
“If a development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.

In the case of this project, the Amended Carmel Valley Ranch Specific Plan, as a part of the Carmel Valley Master Plan, was incorporated into the 2010 General Plan. A maximum buildout of 208 visitor serving units at Carmel Valley Ranch was considered in the preparation, processing, approval, adoption and implementation of the 2010 General Plan.

- k) As noted in Evidences “b” – “j” of Finding No. 8, the Carmel Valley Ranch has been subject to California Environmental Quality Act (CEQA) environmental review numerous times over the past fifty years. The project site is within a Specific Plan area for which two EIRs and a Negative Declaration have been prepared and adopted. Specifically, an EIR was prepared and adopted for the Carmel Valley Ranch Specific Plan in 1975 (EIR# 75-100), and subsequently, a Negative Declaration was adopted in 1996 to consider increasing the number of visitor-serving units to 208 (Referenced in Board Resolution No. 96-382). Further, an EIR was prepared and adopted with the 2010 General Plan, which identified the CVRSP at full build-out as “existing development.”

The proposed project is consistent with CVRSP, CVMP, and the 2010 General Plan and does not propose visitor serving units in excess of what is allowed by the CVR (208). While development on slopes and tree removal (Findings Nos. 6 and 7) is required to accommodate the proposed development, impacts to these resources are not peculiar to this site, do not rise to a significant level, and will be addressed with adherence to applicable County Code and standard County conditions of approval. The project’s 27 additional visitor-serving units, not exceeding a total of 208 lodge units, were considered in the CVRSP and 2010 General Plan environmental documents (EIRs and Negative Declaration). The proposed parking structure does not substantially change the analysis contained in these environmental documents, and no evidence has been submitted within the project-specific reports demonstrating that this project element will result in any new environmental impacts. Therefore, there are no project-specific significant effects that are peculiar to the project or its site, there are no new environmental impacts that have not been addressed in a previously certified EIR, and the project will not increase the level of previously identified significant effects. Finally, the proposed project will not result in potentially significant off-site or cumulative impacts.

- l) No adverse environmental effects were identified during staff review of the development application.
- m) There are no significant adverse impacts associated with this project that have not been adequately mitigated in the Conditions of the Carmel Valley Ranch Specific Plan.
- n) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning are found in Project File PLN220169.

9. FINDING: APPEALABILITY – The decision on this project may be appealed to the Board of Supervisors.

EVIDENCE: a) Board of Supervisors. Pursuant to Title 21, Section 21.80.040.D, an appeal may be made to the Board of Supervisors by any public agency or person aggrieved by the decision of the Planning Commission.

DECISION

NOW, THEREFORE, based on the above findings and evidence, the Monterey County Planning Commission does hereby:

- 1) Find the project exempt from the California Environmental Quality Act (CEQA) per section 15183(b); and
- 2) Approve a Combined Development Permit consisting of: 1) Administrative Permit and Design Approval to allow demolition of seven buildings containing 29 visitor serving units, construction of seven replacement buildings containing 56 visitor serving units, resulting in a net gain of 27 visitor serving units (208 total), and construction of a one-story parking structure with 34 additional parking spaces; 2) Use Permit to allow development on slopes in excess of 25%; and 3) Use Permit for removal of seven Oak trees.

All of which are in general conformance with the attached plans and subject to the attached Conditions, all being attached hereto and incorporated herein by reference.

PASSED AND ADOPTED this 9th day of July 2025, upon motion of _____, seconded by _____, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Melanie Beretti, AICP
Planning Commission Secretary

COPY OF THIS DECISION MAILED TO APPLICANT ON _____.

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS.

IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE SECRETARY OF THE PLANNING COMMISSION ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE _____.

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final.

NOTES

1. You will need a building permit and must comply with the Monterey County Building Ordinance in every respect.

Additionally, the Zoning Ordinance provides that no building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the permit granted or until ten days after the mailing of notice of the granting of the permit by the appropriate authority, or after granting of the permit by the Board of Supervisors in the event of appeal.

Do not start any construction or occupy any building until you have obtained the necessary permits and use clearances from Monterey County HCD-Planning and HCD-Building Services Department office in Salinas.

2. This permit expires 3 years after the above date of granting thereof unless construction or use is started within this period.

Form Rev. 1-27-2021

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County of Monterey HCD Planning

DRAFT Conditions of Approval/Implementation Plan/Mitigation Monitoring and Reporting Plan

PLN220169

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning

**Condition/Mitigation
Monitoring Measure:**

This Combined Development Permit (PLN220169) allows: 1) Administrative Permit and Design Approval for demolition of seven buildings of 29 guest units and construction of seven buildings of 56 guest units resulting in a net gain of 27 guest units, and the construction of an elevated parking deck to create 27 additional parking spaces; 2) Use Permit to allow development on slopes in excess of 25%; and 3) Use Permit for removal of seven oak trees. The property is located at 1 Old Ranch Road, Carmel Valley (Assessor's Parcel Number 416-522-010-000), Carmel Valley Master Plan. This permit was approved in accordance with County ordinances and land use regulations subject to the terms and conditions described in the project file. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of HCD - Planning. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed unless additional permits are approved by the appropriate authorities. To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate responsibility to ensure that conditions and mitigation measures are properly fulfilled. (HCD - Planning)

**Compliance or
Monitoring
Action to be
Performed:**

The Owner/Applicant shall adhere to conditions and uses specified in the permit on an on-going basis unless otherwise stated.

2. PD002 - NOTICE PERMIT APPROVAL

Responsible Department: Planning

Condition/Mitigation The applicant shall record a Permit Approval Notice. This notice shall state:

Monitoring Measure: "A Combined Development Permit (Resolution Number _____) was approved by the Planning Commission for Assessor's Parcel Number 416-522-010-000 on July 9, 2025. The permit was granted subject to 16 conditions of approval which run with the land. A copy of the permit is on file with Monterey County HCD - Planning."

Proof of recordation of this notice shall be furnished to the Director of HCD - Planning prior to issuance of grading and building permits, Certificates of Compliance, or commencement of use, whichever occurs first and as applicable. (HCD - Planning)

Compliance or Monitoring Prior to the issuance of grading and building permits, certificates of compliance, or
Action to be commencement of use, whichever occurs first and as applicable, the Owner/Applicant
Performed: shall provide proof of recordation of this notice to the HCD - Planning.

3. PD003(A) - CULTURAL RESOURCES NEGATIVE ARCHAEOLOGICAL REPORT

Responsible Department: Planning

Condition/Mitigation If, during the course of construction, cultural, archaeological, historical or
Monitoring Measure: paleontological resources are uncovered at the site (surface or subsurface resources) work shall be halted immediately within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. Monterey County HCD - Planning and a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) shall be immediately contacted by the responsible individual present on-site. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for recovery.
(HCD - Planning)

Compliance or Monitoring The Owner/Applicant shall adhere to this condition on an on-going basis.

Action to be Prior to the issuance of grading or building permits and/or prior to the recordation of the
Performed: final/parcel map, whichever occurs first, the Owner/Applicant shall include requirements of this condition as a note on all grading and building plans. The note shall state "Stop work within 50 meters (165 feet) of uncovered resource and contact Monterey County HCD - Planning and a qualified archaeologist immediately if cultural, archaeological, historical or paleontological resources are uncovered."

When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery.

4. PD006(A) - CONDITION COMPLIANCE FEE

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The Owner/Applicant shall pay the Condition Compliance fee, as set forth in the fee schedule adopted by the Board of Supervisors, for the staff time required to satisfy conditions of approval. The fee in effect at the time of payment shall be paid prior to clearing any conditions of approval.

Compliance or Monitoring Action to be Performed: Prior to clearance of conditions, the Owner/Applicant shall pay the Condition Compliance fee, as set forth in the fee schedule adopted by the Board of Supervisors.

5. PD007- GRADING WINTER RESTRICTION

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: No land clearing or grading shall occur on the subject parcel between October 15 and April 15 unless authorized by the Director of HCD - Building Services. (HCD - Planning and HCD - Building Services)

Compliance or Monitoring Action to be Performed: The Owner/Applicant, on an on-going basis, shall obtain authorization from the Director of HCD - Building Services Department to conduct land clearing or grading between October 15 and April 15.

6. PD011 - TREE AND ROOT PROTECTION

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Trees which are located close to construction site(s) shall be protected from inadvertent damage from construction equipment by fencing off the canopy driplines and/or critical root zones (whichever is greater) with protective materials, wrapping trunks with protective materials, avoiding fill of any type against the base of the trunks and avoiding an increase in soil depth at the feeding zone or drip-line of the retained trees. Said protection, approved by certified arborist, shall be demonstrated prior to issuance of building permits subject to the approval of HCD - Director of Planning. If there is any potential for damage, all work must stop in the area and a report, with mitigation measures, shall be submitted by certified arborist. Should any additional trees not included in this permit be harmed, during grading or construction activities, in such a way where removal is required, the owner/applicant shall obtain required permits. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to issuance of grading and/or building permits, the Owner/Applicant shall submit evidence of tree protection to HCD - Planning for review and approval.

During construction, the Owner/Applicant/Arborist shall submit on-going evidence that tree protection measures are in place through out grading and construction phases. If damage is possible, submit an interim report prepared by a certified arborist.

Prior to final inspection, the Owner/Applicant shall submit photos of the trees on the property to HCD-Planning after construction to document that tree protection has been successful or if follow-up remediation or additional permits are required.

7. PD012(E) - LANDSCAPE PLAN & MAINTENANCE (MPWMD-OTHER)

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The site shall be landscaped. Prior to issuance of building permits, three (3) copies of a landscaping plan shall be submitted to the Director of HCD - Planning. A landscape plan review fee is required for this project. Fees shall be paid at the time of landscape plan submittal. The landscaping plan shall be in sufficient detail to identify the location, species, and size of the proposed landscaping and shall include an irrigation plan. The landscaping shall be installed and inspected prior to occupancy. All landscaped areas and/or fences shall be continuously maintained by the applicant and all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit landscape plans and contractor's estimate to HCD - Planning for review and approval. Landscaping plans shall include the recommendations from the Forest Management Plan or Biological Survey as applicable. All landscape plans shall be signed and stamped by licensed professional under the following statement, "I certify that this landscaping and irrigation plan complies with all Monterey County landscaping requirements including use of native, drought-tolerant, non-invasive species; limited turf; and low-flow, water conserving irrigation fixtures."

Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit one (1) set landscape plans of approved by HCD-Planning, a Maximum Applied Water Allowance (MAWA) calculation, and a completed "Non-Residential Water Release Form and Water Permit Application" to the Monterey County Water Resources Agency for review and approval.

Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/ shall submit an approved water permit from the MPWMD to HCD-Building Services.

Prior to occupancy, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall ensure that the landscaping shall be installed and inspected .

On an on-going basis, all landscaped areas and fences shall be continuously maintained by the Owner/Applicant; all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition.

8. PD014(B) - LIGHTING-EXTERIOR LIGHTING PLAN (VS & RIDGELINE)

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: All exterior lighting shall be unobtrusive, down-lit, harmonious with the local area, and constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. Exterior lighting shall have recessed lighting elements. Exterior light sources that would be directly visible from when viewed from a common public viewing area, as defined in Section 21.06.195, are prohibited. The applicant shall submit three (3) copies of exterior lighting plan which shall indicate the location, type, and wattage of all light fixtures and include catalog sheets for each fixture. The lighting shall comply with the requirements of the California Energy Code set forth in California Code of Regulations Title 24 Part 6. The exterior lighting plan shall be subject to approval by the Director of HCD - Planning, prior to issuance of building permits.
(HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to the issuance of building permits, the Owner/Applicant shall submit three copies of the lighting plans to HCD - Planning for review and approval. Approved lighting plans shall be incorporated into final building plans.

Prior to final/occupancy, staff shall conduct a site visit to ensure that the lighting has been installed according to the approved plan.

On an on-going basis, the Owner/Applicant shall ensure that the lighting is installed and maintained in accordance with the approved plan.

9. PD016 - NOTICE OF REPORT

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Prior to issuance of building or grading permits, a notice shall be recorded with the Monterey County Recorder which states:
"The following reports were prepared and are on file in Monterey County HCD - Planning. All development shall be in accordance with these reports:
- "Preliminary Archaeological Assessment of Hotel Unit Expansions at Carmel Valley Ranch, Monterey County, California" (Doc. #LIB 140173), prepared by Mary Doane, B.A., and Gary S. Breschini, Ph.D., RPA, of Archaeological Consulting, Salinas, CA, April 15, 2014.
- "Tree Inventory, Assessment and Protection Report" (LIB 250045), prepared by Richard Gessner of Monarch Consulting Arborists, Felton, CA, October 10, 2024.
- "Carmel Valley Ranch New Guest Room Project – Biological Assessment" (LIB 240063), prepared by Pat Regan of Regan Biological and Horticultural Consulting, Carmel Valley, CA, May 2023.
- "Traffic Memorandum – Carmel Valley Ranch Hotel Expansion, Carmel Valley, Monterey County, CA" (LIB 240064), prepared by Keith Higgins, PE, TE, Keith Higgins Traffic Engineer, July 18, 2023, addended on June 6, 2024.
- "Geotechnical and Geological Hazards Report for the proposed Carmel Valley Ranch New Hotel Units 12-17 & 20 and Parking Decks" (LIB250163), prepared by Grice Engineering, Inc., Salinas, CA, May 2025"
(HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to the issuance of grading and building permits, the Owner/Applicant shall submit proof of recordation of this notice to HCD - Planning.

Prior to occupancy, the Owner/Applicant shall submit proof, for review and approval, that all development has been implemented in accordance with the report to the HCD - Planning.

10. PD048 - TREE REPLACEMENT/RELOCATION

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Prior to final building inspection, the applicant shall replace and or relocate each tree approved for removal as follows:

- Replacement ratio: 1 to 1
- Replacement ratio recommended by arborist: 1 to 1
- Other: Three (3) 24 inch box or greater and four (4) 15 gallon (all coast live oaks) - Seven (7) total trees to be replanted.

Replacement tree(s) shall be located within the same general location as the tree being removed. (HCD - Planning)

Compliance or Monitoring Action to be Performed: The Owner/Applicant shall submit evidence of tree replacement to HCD -Planning for review and approval. Evidence shall be a receipt for the purchase of the replacement tree(s) and photos of the replacement tree(s) being planted.

Six months after the planting of the replacement tree(s), the Owner/Applicant shall submit evidence demonstrating that the replacement tree(s) are in a healthy, growing condition.

One year after the planting of the replacement tree(s), the Owner/Applicant shall submit a letter prepared by a County-approved tree consultant reporting on the health of the replacement tree(s) and whether or not the tree replacement was successful or if follow-up remediation measures or additional permits are required.

11. PD050 - RAPTOR/MIGRATORY BIRD NESTING

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Any tree removal activity that occurs during the typical bird nesting season (February 22-August 1), the County of Monterey shall require that the project applicant retain a County qualified biologist to perform a nest survey in order to determine if any active raptor or migratory bird nests occur within the project site or within 300 feet of proposed tree removal activity. During the typical nesting season, the survey shall be conducted no more than 30 days prior to ground disturbance or tree removal. If nesting birds are found on the project site, an appropriate buffer plan shall be established by the project biologist. (HCD - Planning)

Compliance or Monitoring Action to be Performed: No more than 30 days prior to ground disturbance or tree removal, the Owner/Applicant/Tree Removal Contractor shall submit to HCD -Planning a nest survey prepare by a County qualified biologist to determine if any active raptor or migratory bird nests occur within the project site or immediate vicinity.

12. PDSP01 - BAT NESTING

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: If tree removal is to occur between March 1 and August 31 - A qualified Biologist shall conduct appropriate surveys to determine whether the trees are being utilized for nesting and roosting bat species, no more than 15 days prior to removal of trees.

Compliance or Monitoring Action to be Performed: No more than 15 days prior to tree removal, the Owner/Applicant/Tree Removal Contractor shall submit to HCD -Planning a nest survey prepared by a County qualified biologist to determine if any active bat nesting is occurring.

If nesting activity is confirmed in any of the trees slated for removal, such removal will be postponed until a subsequent survey by a qualified biologist confirms that the tree is no longer being utilized for bat nesting.

13. EHSP01 – Water Reclamation Requirements for Recycled Water (Non-Standard)

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Recycled water produced at an onsite wastewater treatment facility and used for irrigation purposes at the Carmel Valley Ranch Golf Course is regulated by the State Water Resources Control Board – Division of Drinking Water (DDW), Waste Discharger Identification No. 271017001. California Code of Regulations Title 22, Section 60323 states:

- No person shall produce or supply recycled water for reuse from a water reclamation plant without a Department-approved engineering report.
- The report shall be prepared by a qualified engineer licensed in California and experienced in the field of wastewater treatment, and shall contain a description of the design of the proposed reclamation system. The report shall clearly indicate the means for compliance with these regulations and any other features specified by the regulatory agency.

- The report shall contain a contingency plan which will assure that no untreated or inadequately-treated wastewater will be delivered to the use area.

The purpose of an engineering report is to describe how the system complies with Water Recycling Criteria. The requisite report is not on file with DDW.

Compliance or Monitoring Action to be Performed: Prior to occupancy of new units, the applicant shall obtain a State Water Resources Control Board – Division of Drinking Water approval letter for the wastewater treatment facility engineering report, prepared in accordance with California Code of Regulations Title 22, Section 60323.

14. PW0043 - REGIONAL DEVELOPMENT IMPACT FEE

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Prior to issuance of building permits, applicant shall pay the Regional Development Impact Fee (RDIF) pursuant to Monterey Code Chapter 12.90. The fee amount shall be determined based on the parameters adopted in the current fee schedule.

Compliance or Monitoring Action to be Performed: Prior to issuance of Building Permits Owner/Applicant shall pay Monterey County Building Services Department the traffic mitigation fee. Owner/Applicant shall submit proof of payment to the HCD-Engineering Services.

15. PW0044 - CONSTRUCTION MANAGEMENT PLAN

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: The applicant shall submit a Construction Management Plan (CMP) to HCD-Planning and HCD-Engineering Services for review and approval. The CMP shall include measures to minimize traffic impacts during the construction/grading phase of the project.

CMP shall include, at a minimum, duration of the construction, hours of operation, truck routes, estimated number of truck trips that will be generated, number of construction workers, and on-site/off-site parking areas for equipment and workers and locations of truck staging areas. Approved measures included in the CMP shall be implemented by the applicant during the construction/grading phase of the project. (Public Works)

Compliance or Monitoring Action to be Performed: 1. Prior to issuance of the Grading Permit or Building Permit, Owner/Applicant/Contractor shall prepare a CMP and shall submit the CMP to the HCD-Planning and HCD- Engineering Services for review and approval.

2. On-going through construction phases Owner/Applicant/Contractor shall implement the approved measures during the construction/grading phase of the project.

16. CC01 INDEMNIFICATION

Responsible Department: County Counsel-Risk Management

Condition/Mitigation Monitoring Measure: Owner/Applicant agrees as a condition and in consideration of approval of this discretionary development permit that it will, pursuant to agreement and/or statutory provisions as applicable, including but not limited to Government Code section 66474.9, defend, indemnify, and hold harmless the County of Monterey and/or its agents, officers, and/or employees from any claim, action, or proceeding against the County and/or its agents, officers, and/or or employees to attack, set aside, void, or annul this approval and/or related subsequent approvals, including, but not limited to, design approvals, which action is brought within the time provided for under law. Owner/Applicant shall reimburse the County for any court costs and attorney's fees that the County may be required by a court to pay as a result of such action.

The County shall notify Owner/Applicant of any such claim, action, and/or proceeding as expeditiously as possible. The County may, at its sole discretion, participate in the defense of such action. However, such participation shall not relieve Owner/Applicant of his/her/its obligations under this condition. Regardless, the County shall cooperate fully in defense of the claim, action, and/or proceeding.

(County Counsel-Risk Management)

Compliance or Monitoring Action to be Performed: This Indemnification Obligation binds Owner/Applicant from the date of approval of this discretionary development permit forward. Regardless, on written demand of the County County's Office, Owner/Applicant shall also execute and cause to be notarized an agreement to this effect. The County Counsel's Office shall send Owner/Applicant an indemnification agreement. Owner/Applicant shall submit such signed and notarized Indemnification Agreement to the Office of the County Counsel for County's review and signature. Owner/Applicant shall then record such indemnification agreement with the County of Monterey Recorder's Office. Owner/Applicant shall be responsible for all costs required to comply with this paragraph including, but not limited to, notary costs and Recorder fees.

NEW HOTEL UNITS
BUILDINGS 12-17 & 20
AND PARKING DECKS

Carmel Valley Ranch

One Old Ranch Road
Carmel, California 93923

SCOPE OF WORK

DEMOLISH & REPLACE EXISTING 1ST. HOTEL UNITS
BUILDINGS 12 - 17 & 20 AND RE-BUILD WITH 2 STORY HOTEL UNITS
ADD PARKING LEVELS OVER 2 EXISTING PARKING LOTS

CARMEL VALLEY RANCH LODGE

APPROVED UNITS SPECIFIC PLAN	208 UNITS
EXISTING	181 UNITS
DEMOLISH BUILDINGS 12-17 & 20	- 29 UNITS 152 UNITS
ADD NEW BUILDINGS TWO STORY 12-17 & 20	+56 UNITS 208 UNITS
NET ADDED UNITS	27 UNITS
PARKING	
ADD 2ND. LEVEL PARKING ON EXISTING PARKING FOR	34 SPACES ADDED
GRADING	2,075 CU.YD.
TREES REMOVED	9 - 8"-20" OAKS

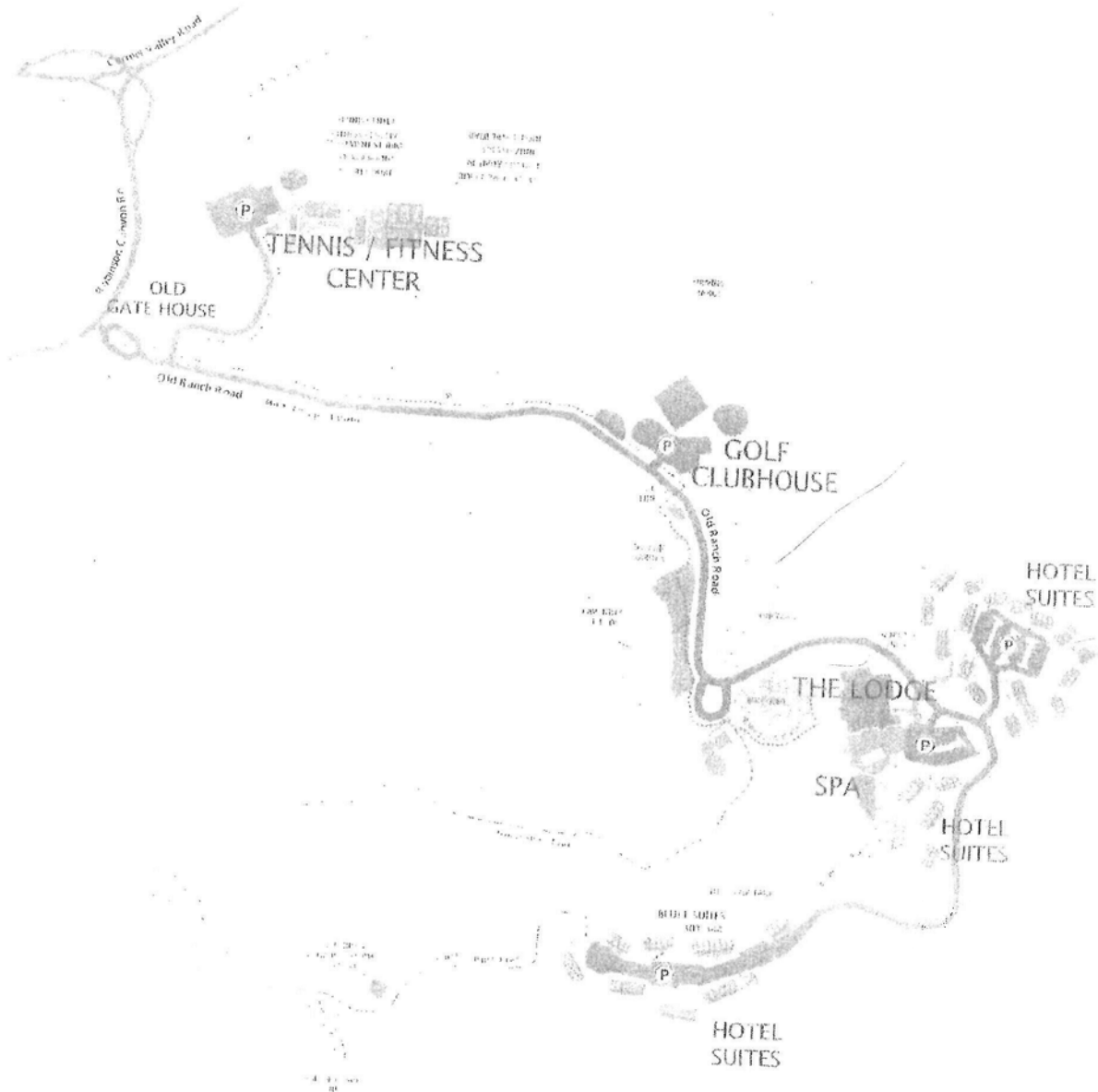
THE
PAUL DAVIS
PARTNERSHIP
ARCHITECTS & PLANNERS

The Paul Davis Partnership, LLP
286 Eldorado Street
Monterey, CA 93940
(831) 373-2784 FAX (831) 373-7459
EMAIL: info@pauldavispartnership.com

Drawn By: ML
Drawing Date: 06/11/2024
Project Number: 2134

Revisions:

VICINITY MAP

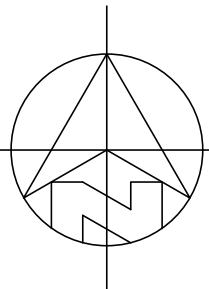


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Sheet Title:
OVERALL SITE

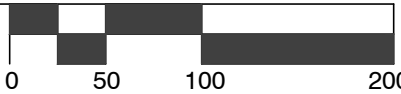
Sheet Number:

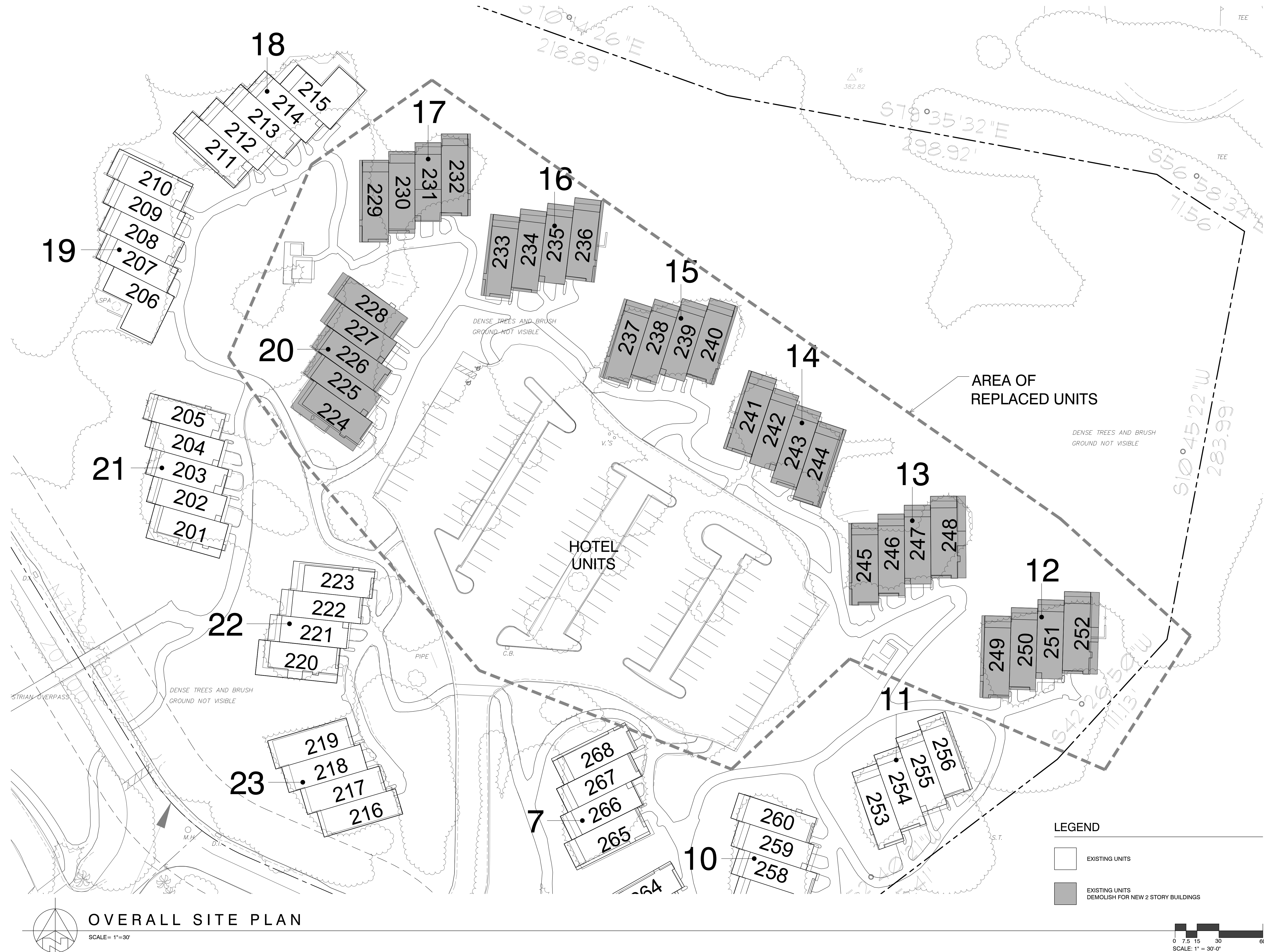
A1.0



OVERALL SITE PLAN

SCALE= 1:100







Project / Owner:
**NEW HOTEL UNITS
BUILDINGS 12-17 & 20
AND PARKING DECKS**

Carmel Valley Ranch
One Old Ranch Road
Carmel, California 93923

**THE
PAUL DAVIS
PARTNERSHIP**
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Monterey, CA 93940
(831) 373-2784 FAX (831) 373-7459
EMAIL: info@pauldavispartnership.com

SCOPE OF WORK

DEMOLISH & REPLACE EXISTING 1ST. HOTEL UNITS
BUILDINGS 12 - 17 & 20 AND RE-BUILD WITH 2 STORY HOTEL UNITS
ADD PARKING LEVELS OVER 2 EXISTING PARKING LOTS

UNITS

	EXISTING	NEW PROPOSED	COVERAGE	TOTAL FLOOR AREA
12	4 UNITS - 3,224 SF.	8 UNITS (4A & 4B)	3,181 SF.	6,313 SF.
13	4 UNITS - 3,324 SF.	7 UNITS (4A, 2B & 1C)	3,479 SF.	6,909 SF.
14	4 UNITS - 3,264 SF.	8 UNITS (4A & 4B)	3,181 SF.	6,313 SF.
15	4 UNITS - 3,264 SF.	8 UNITS (4A & 4B)	3,181 SF.	6,313 SF.
16	4 UNITS - 3,324 SF.	7 UNITS (4A & 1C)	3,479 SF.	6,909 SF.
17	4 UNITS - 3,264 SF.	8 UNITS (4A & 4B)	3,181 SF.	6,313 SF.
20	5 UNITS - 4,070 SF.	10 UNITS (6A & 4B)	3,962 SF.	7,972 SF.
	29 UNITS-28,534 SF.	56 UNITS	23,644 SF.	47,042 SF.

NOTES:

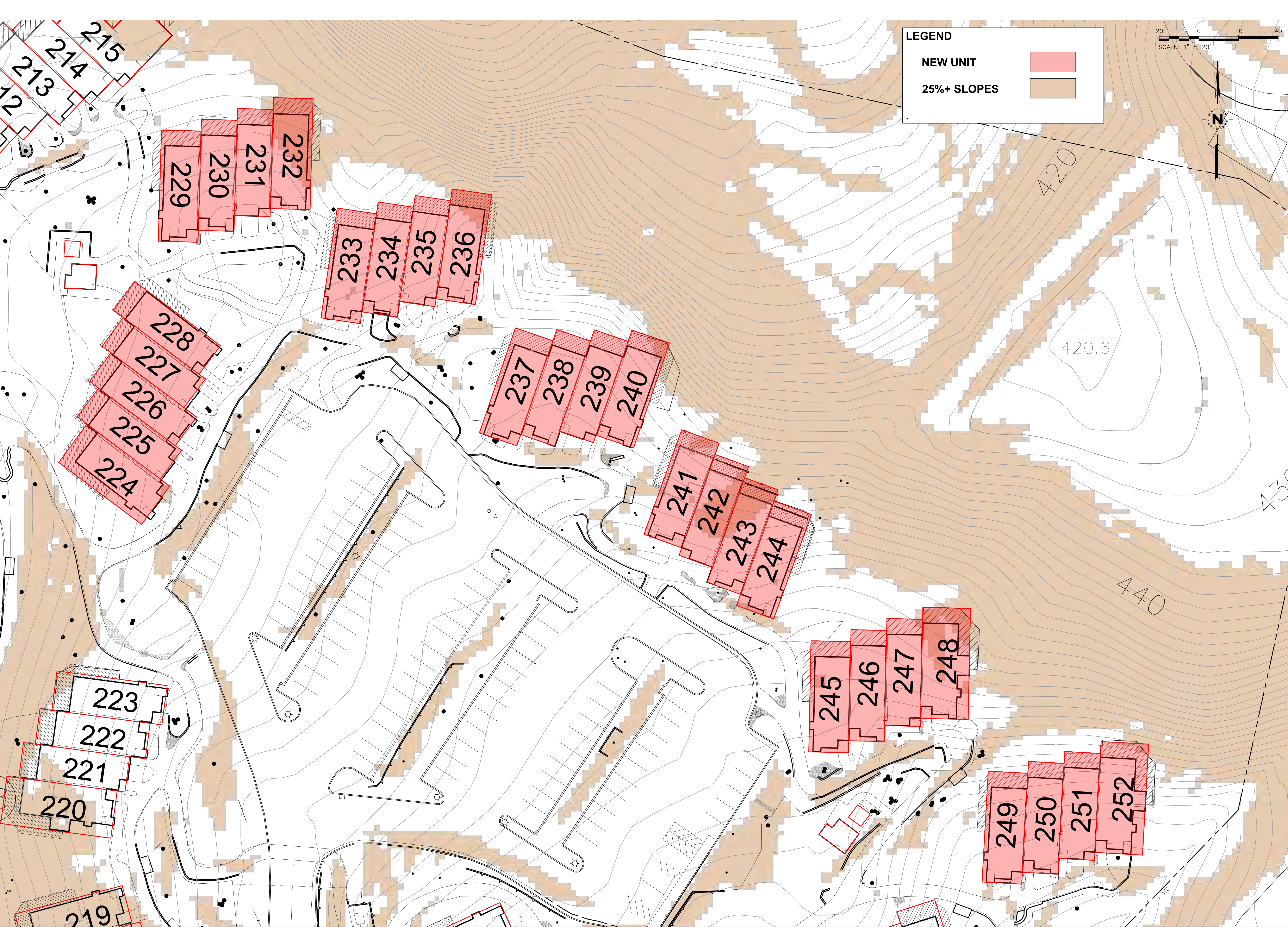
1. EXISTING LANDSCAPING TO REMAIN. DISTURB AREAS WILL BE COVERED WITH MULCH.

Drawn By: ML
Drawing Date: 06/11/2024
Project Number: 2134
Revisions:

Sheet Title:
**NEW HOTEL UNIT
BUILDINGS
SITE PLAN**

Sheet Number:

A1.2



Project / Owner:
NEW HOTEL UNITS
BUILDINGS 12-17 & 20
AND PARKING DECKS

Carmel Valley Ranch
One Old Ranch Road
Carmel, California 93923

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Civil Engineering
Land Surveying
Whitson
ENGINEERS
6 Morris Court
Monterey, California
831.449.5225
whitsonengineers.com

Drawn By: RW
Drawing Date: 5/10/2023
Project Number: 2134 | WE: 2366.38

Revisions:

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Sheet Title:

Sheet Number: A1.3

Project / Owner:

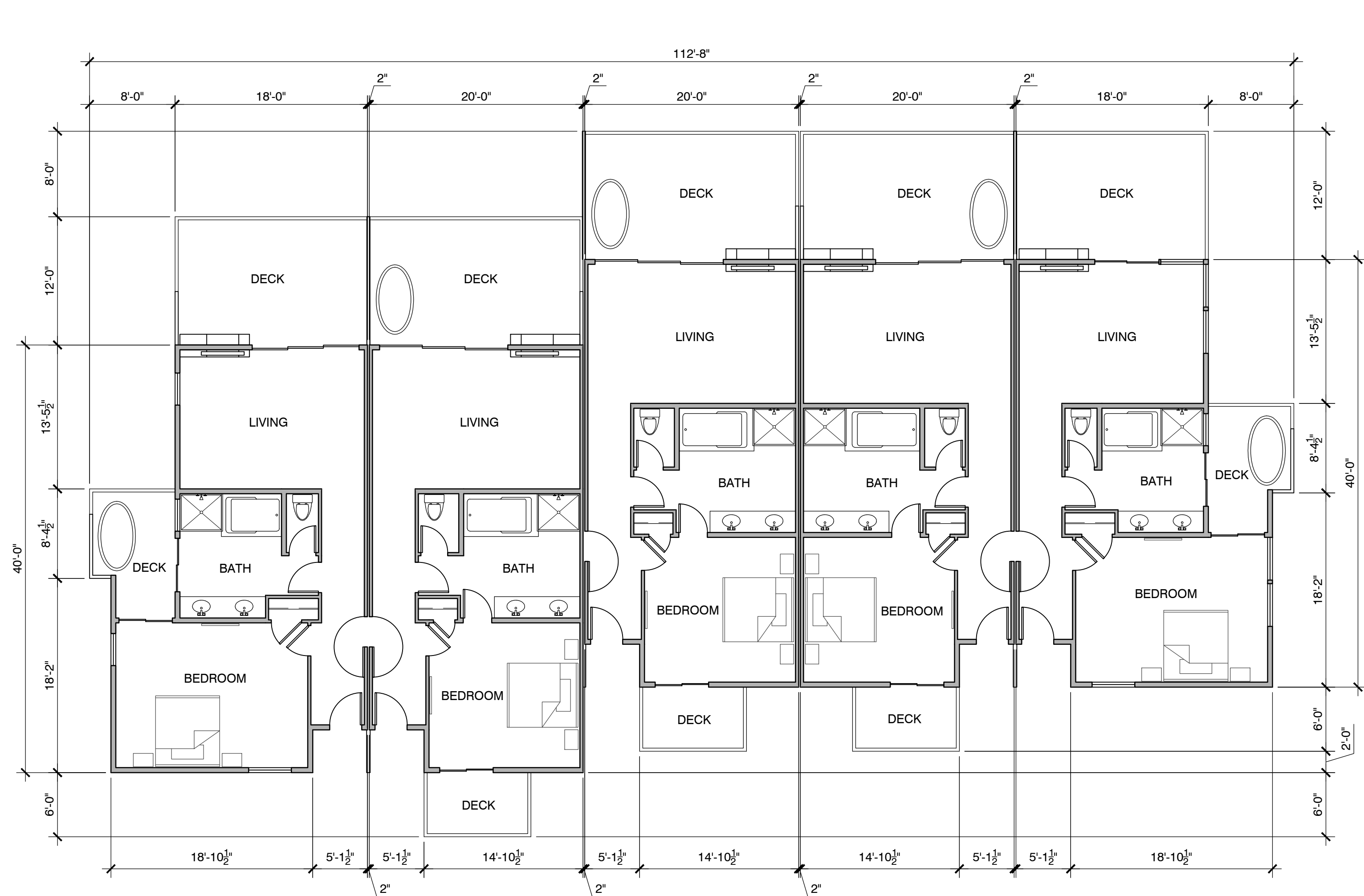
NEW HOTEL UNITS
BUILDINGS 12-17 & 20
AND PARKING DECKS

Carmel Valley Ranch

One Old Ranch Road
Carmel, California 93923

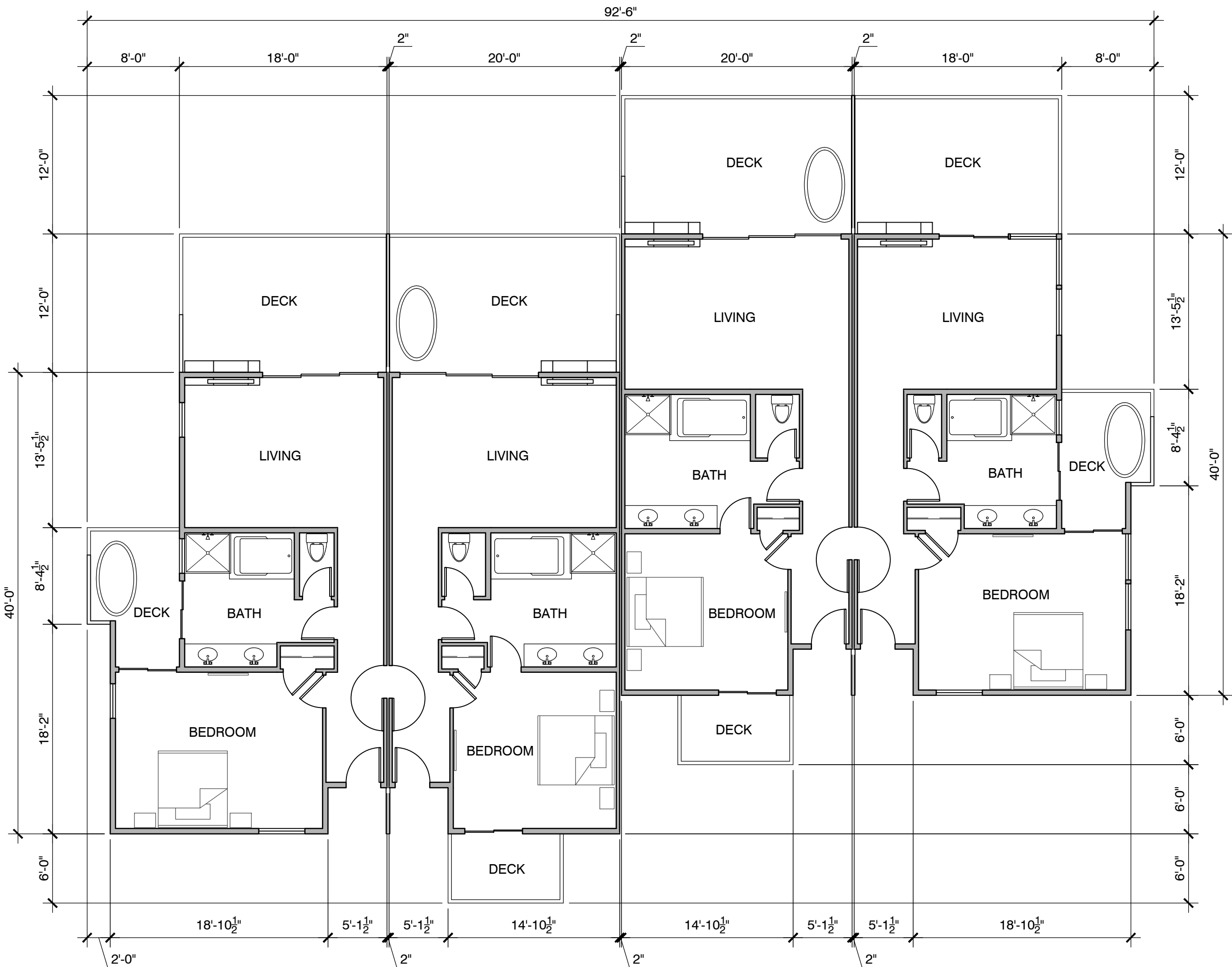
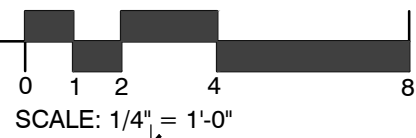
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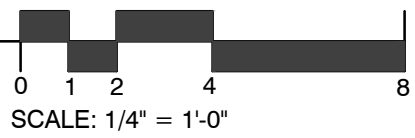
1ST. FLOOR PLAN 20

SCALE: 1/4" = 1'-0"



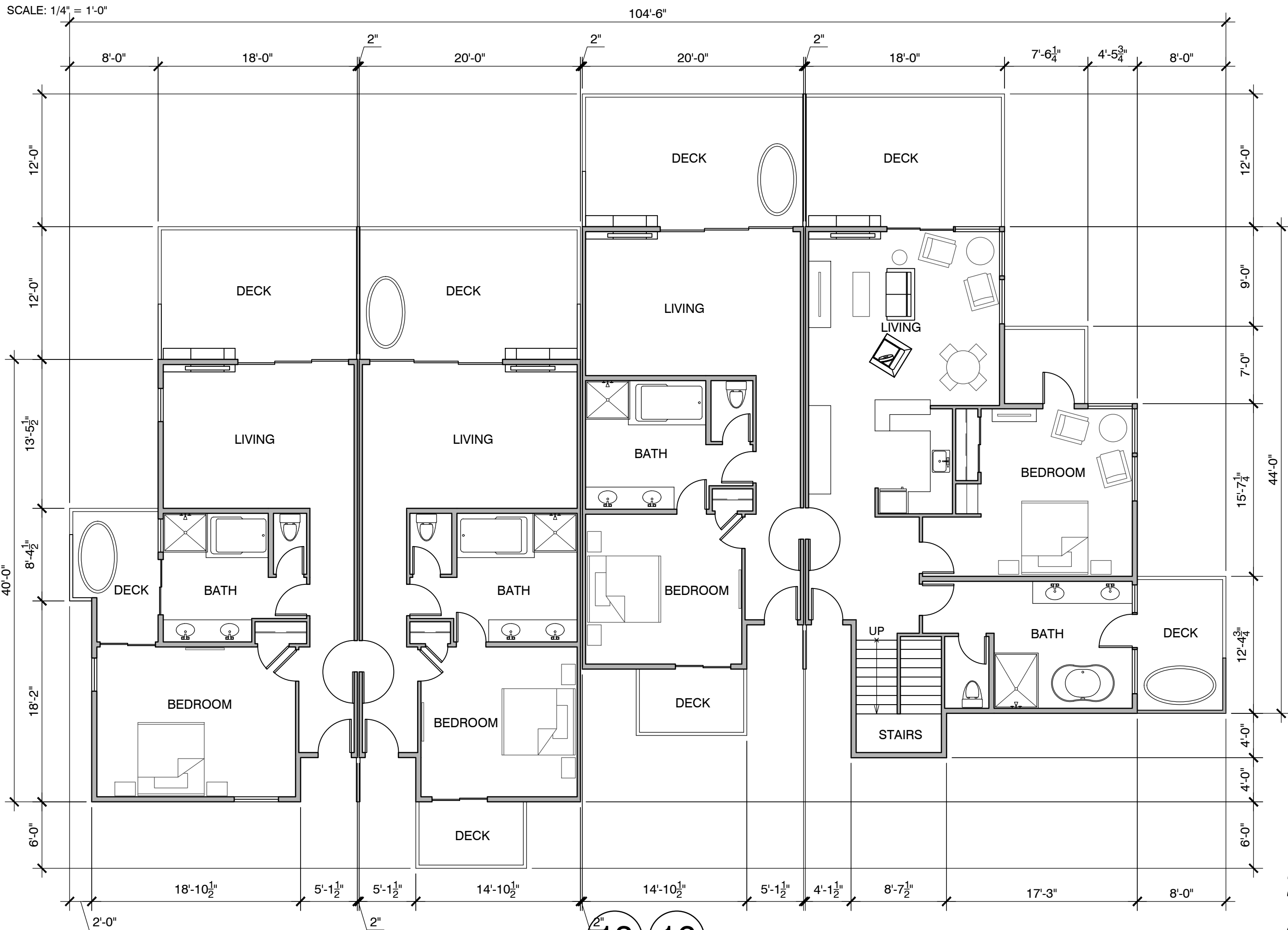
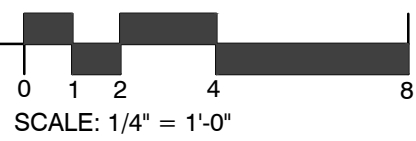
1ST. FLOOR PLAN 12 15 17

SCALE: 1/4" = 1'-0"



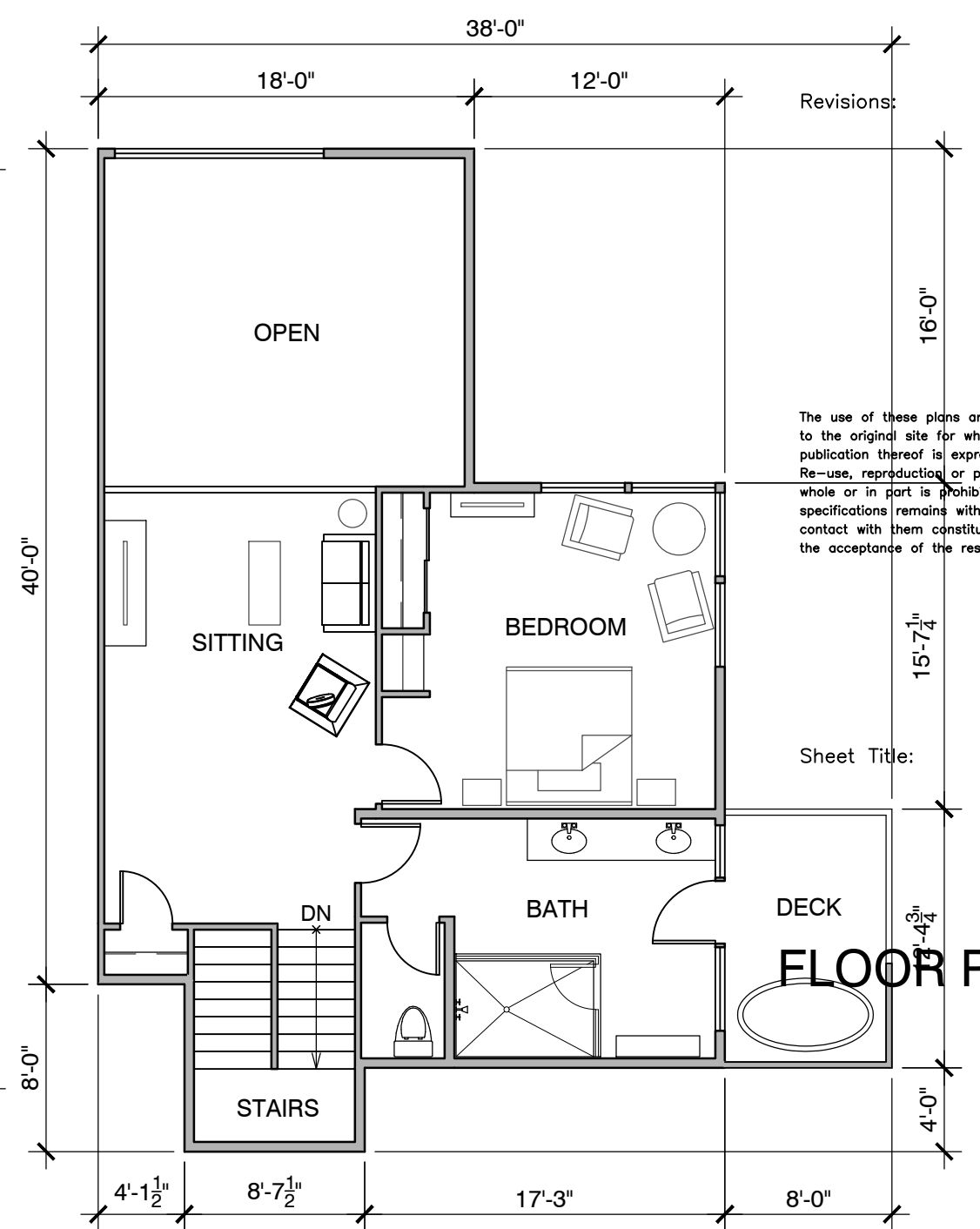
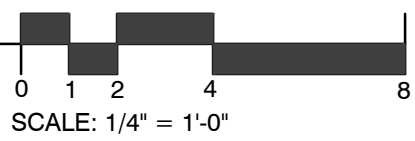
1ST. FLOOR PLAN 14

SCALE: 1/4" = 1'-0"



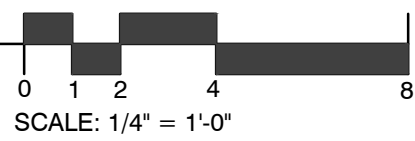
1ST. FLOOR PLAN 13 16

SCALE: 1/4" = 1'-0"



2ND. FLOOR PLAN 13 16

SCALE: 1/4" = 1'-0"



Drawn By:

ML

Drawing Date:

06/11/2024

Project Number:

2134

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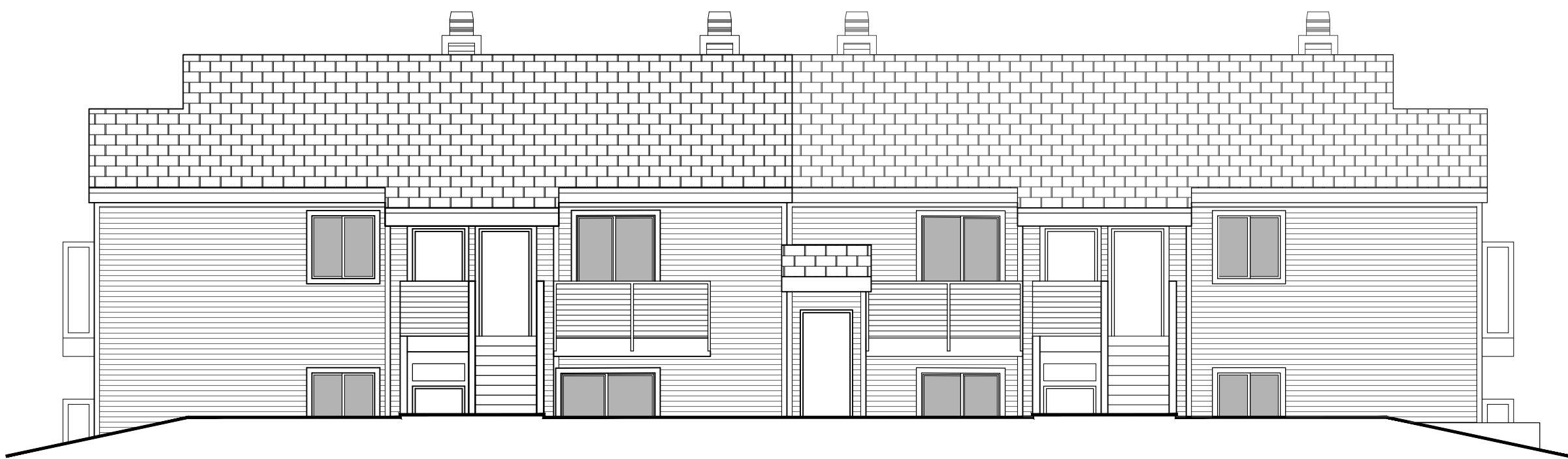
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Sheet Number:

A2.1



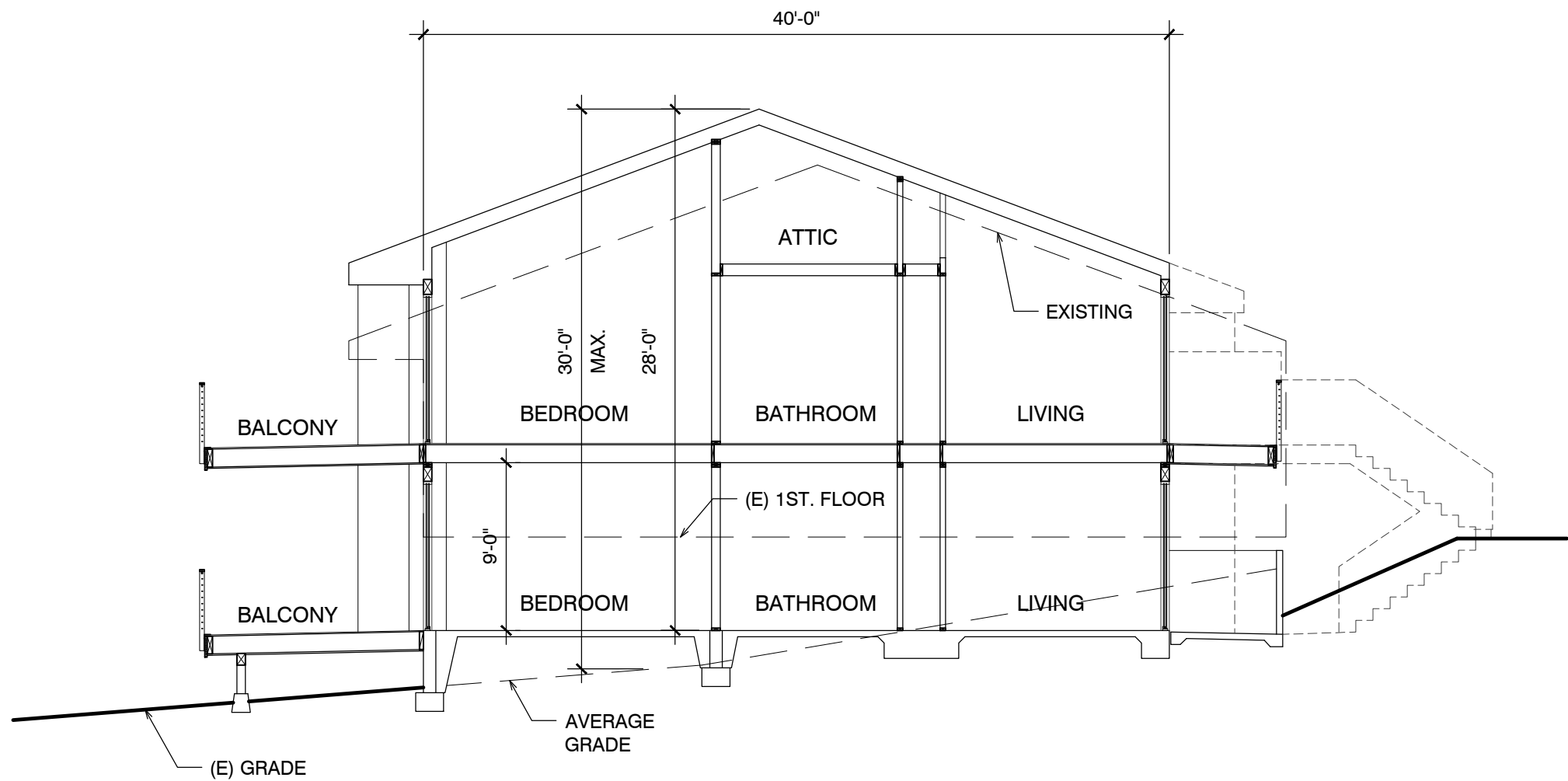
SIDE ELEVATION



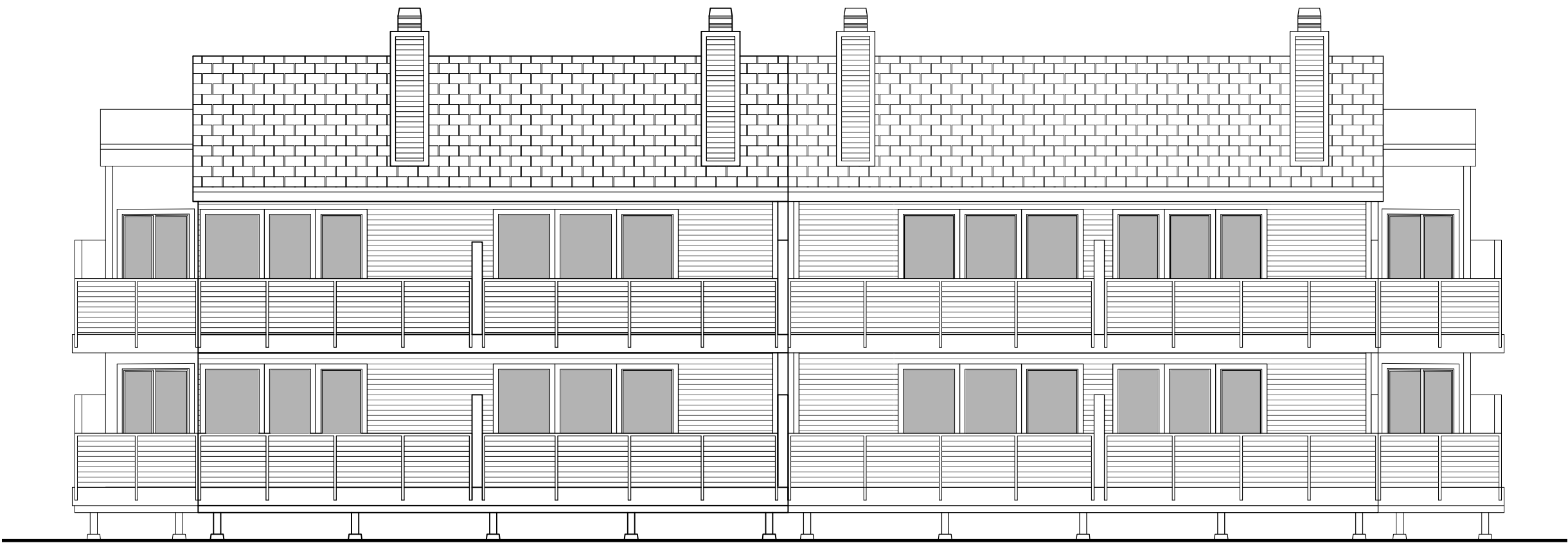
FRONT ELEVATION



SIDE ELEVATION



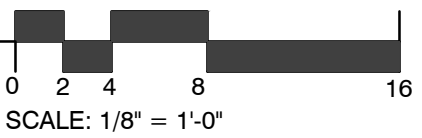
SECTION



BACK ELEVATION

EXTERIOR ELEVATIONS & SECTION

SCALE: 1/8" = 1'-0"



Project / Owner:

NEW HOTEL UNITS
BUILDINGS 12-17 & 20
AND PARKING DECKS

Carmel Valley Ranch

One Old Ranch Road
Carmel, California 93923

THE
PAUL DAVIS
PARTNERSHIP
ARCHITECTS & PLANNERS



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Monterey, CA 93940
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EMAIL: info@pauldavispartnership.com



Drawn By: ML
Drawing Date: 06/11/2024
Project Number: 2134

Revisions:



Sheet Title:

EXTERIOR
ELEVATIONS
& SECTION

Sheet Number:

A3.1

Project / Owner:

NEW HOTEL UNITS
BUILDINGS 12-17 & 20
AND PARKING DECKS

Carmel Valley Ranch

One Old Ranch Road
Carmel, California 93923

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Drawn By: ML
Drawing Date: 06/11/2024
Project Number: 2134

Revisions:



Sheet Title:

EXTERIOR
ELEVATIONS

Sheet Number:



20 BUILDING



17 BUILDING



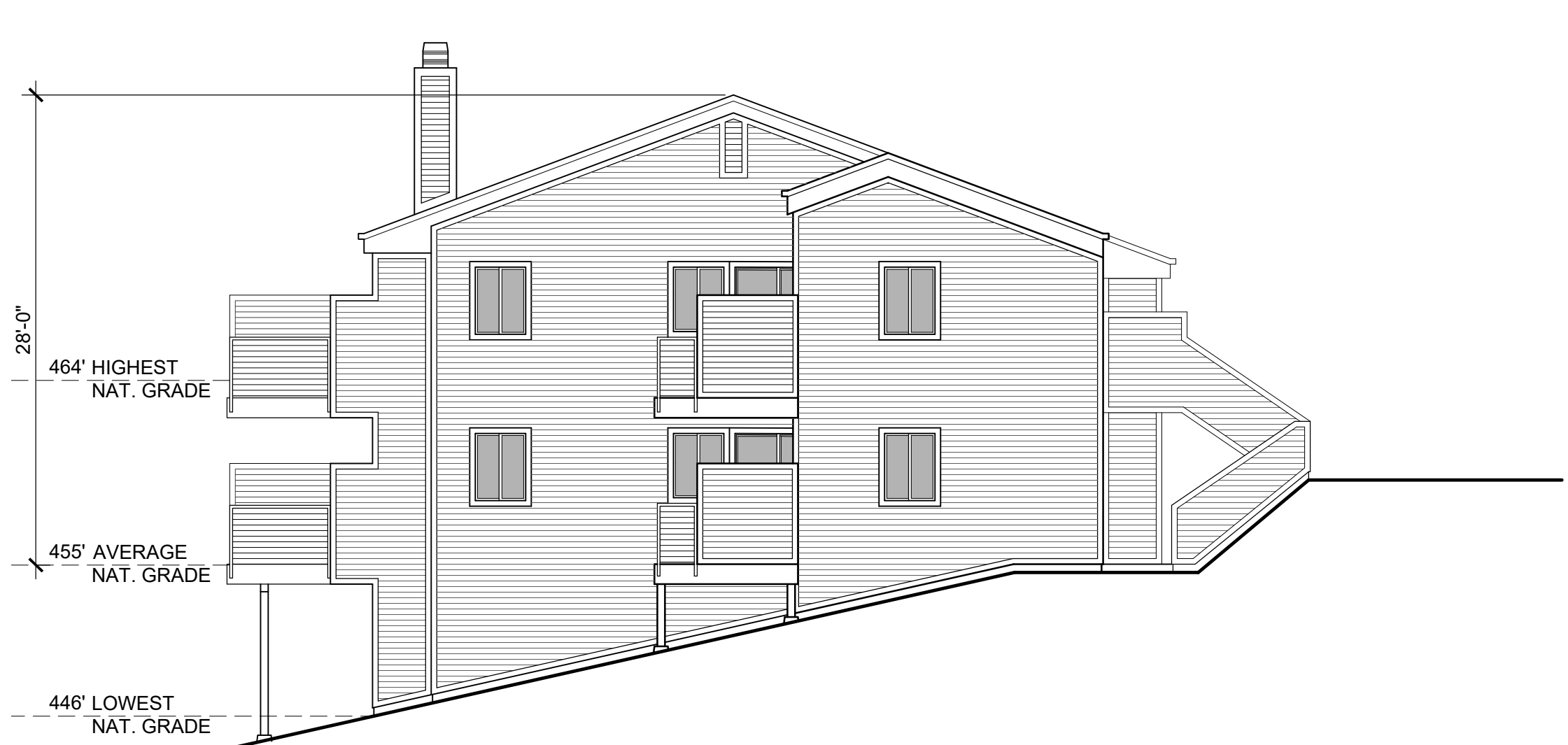
16 BUILDING



15 BUILDING

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"



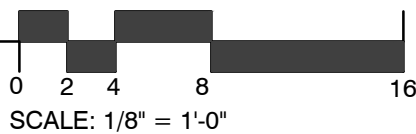
14 BUILDING



13 BUILDING



12 BUILDING



A3.2

Project / Owner:

NEW HOTEL UNITS
BUILDINGS 12-17 & 20
AND PARKING DECKS
A.P.N.: 416-522-010

Carmel Valley Ranch

One Old Ranch Road
Carmel, California 93923

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Drawn By: ML
Drawing Date: 06/11/2024
Project Number: 2134

Revisions:



Sheet Title:

EXTERIOR
ELEVATIONS -
BUILDING
HEIGHTS

Sheet Number:

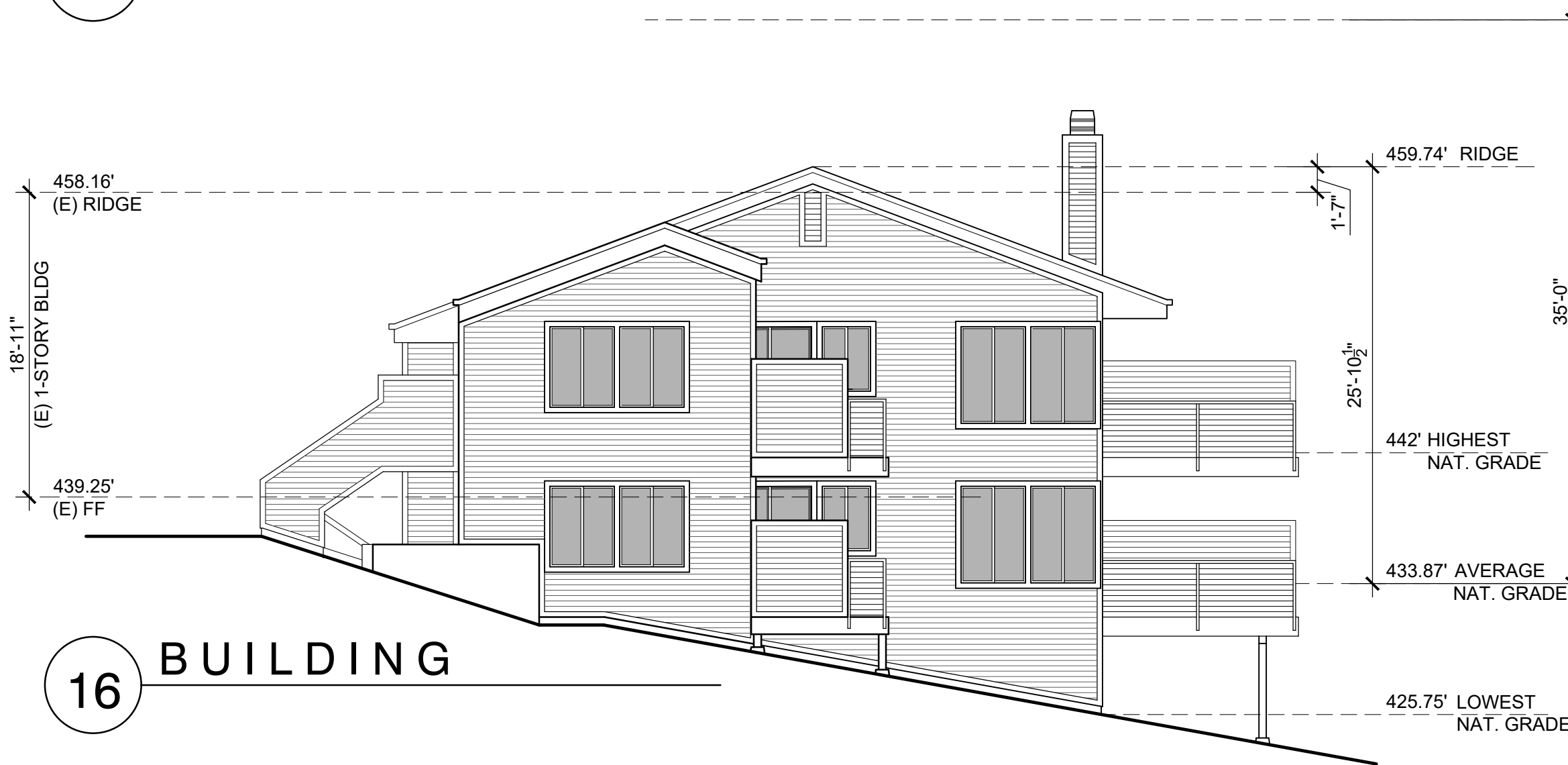
A3.2



20 BUILDING



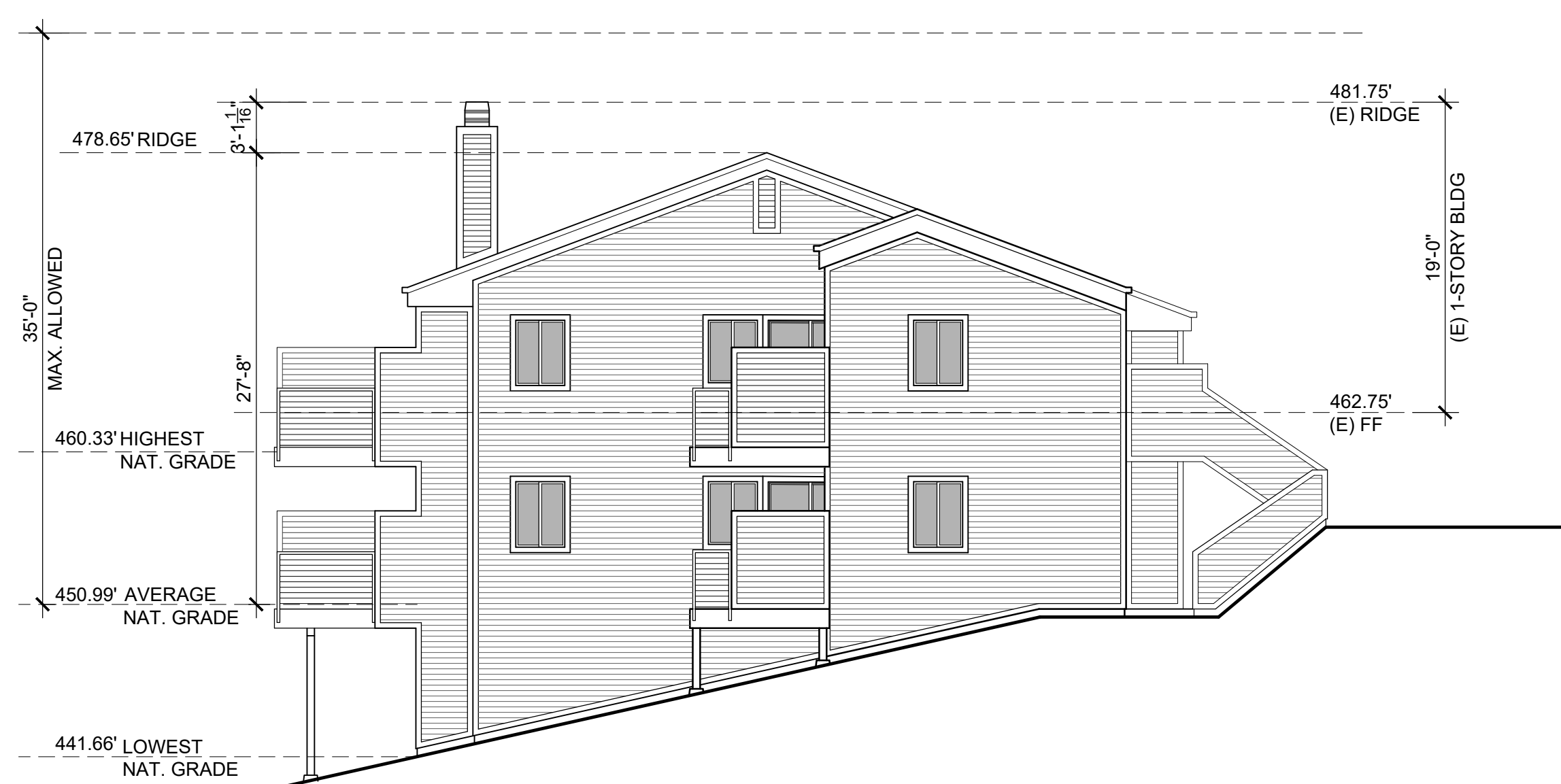
17 BUILDING



16 BUILDING



15 BUILDING



14 BUILDING



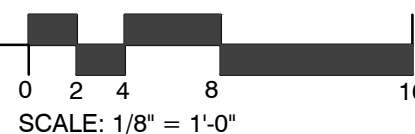
13 BUILDING



12 BUILDING

EXTERIOR ELEVATIONS - BUILDING HEIGHTS

SCALE: 1/8" = 1'-0"



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Project / Owner:

NEW HOTEL UNITS
BUILDINGS 12-17 & 20
AND PARKING DECKS

Carmel Valley Ranch

One Old Ranch Road
Carmel, California 93923

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Drawn By: ML

Drawing Date: 06/11/2024

Project Number: 2134

Revisions:



Sheet Title:

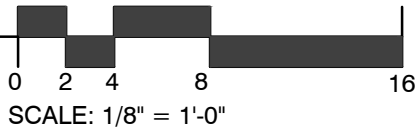
ELEVATIONS
& SECTION
NEW PARKING

Sheet Number:

A3.3

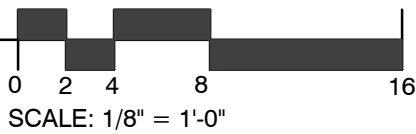
ELEVATION

SCALE: 1/8" = 1'-0"



SECTION

SCALE: 1/8" = 1'-0"



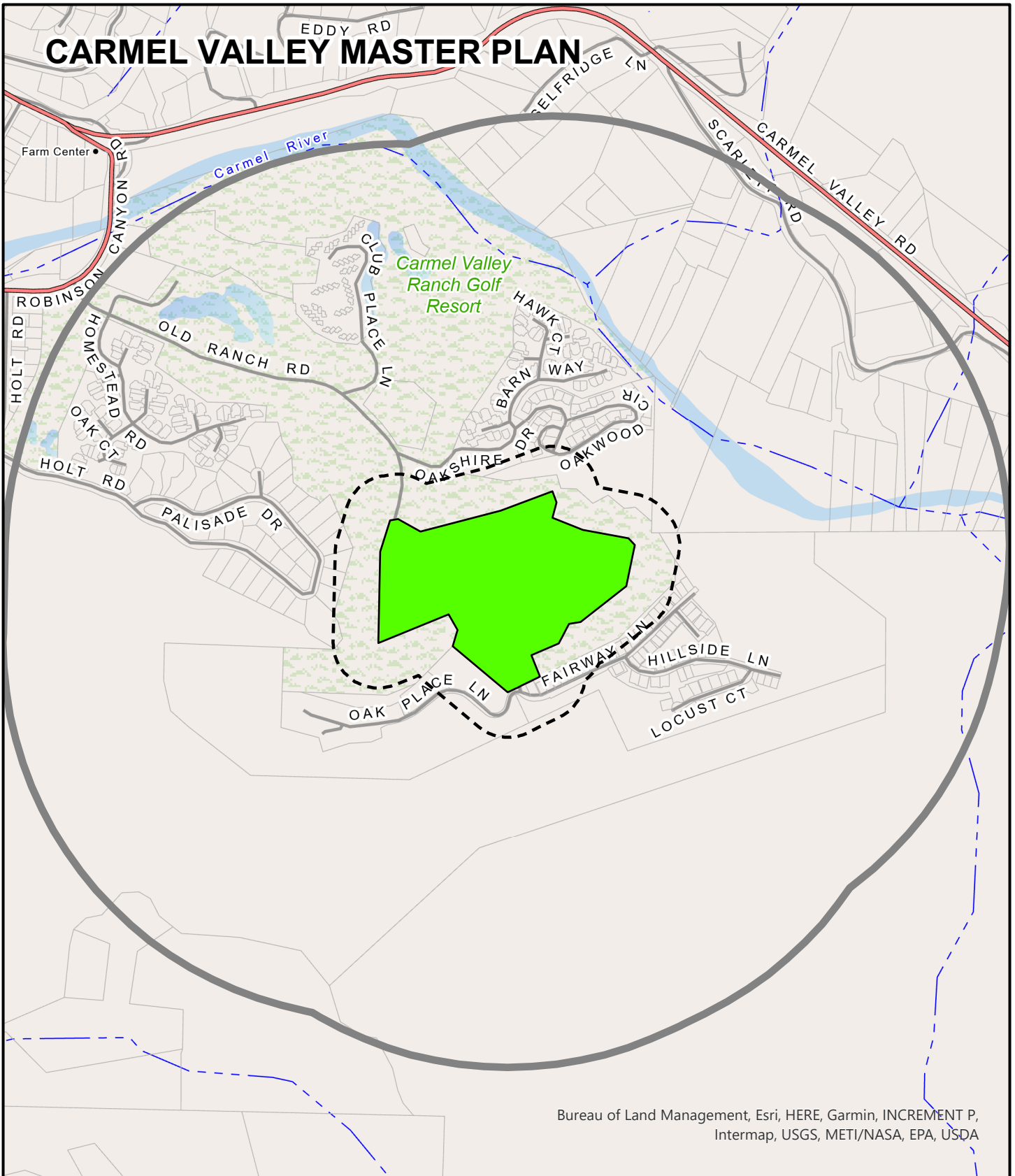
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Exhibit C

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CARMEL VALLEY MASTER PLAN



Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA


APPLICANT: CARMEL VALLEY RANCH

APN: 416522010000

FILE # PLN220169

 Project Site

 300 FT Buffer

 2500 FT Buffer



0 600
Feet

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Exhibit D

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MINUTES
Carmel Valley Land Use Advisory Committee
Monday, May 5, 2025

Site visit at 5:00 pm at 1 OLD RANCH RD, CARMEL, CA 93923, CVR HSGE LLC

Attendees: Judy MacClelland; Charles franklin; David Burbidge

Members Absent: Janet Brennan; John Heyl; Christfor Magnest; Eroc Jacobson

Site visit at 5:55 pm at 62 MARGUERITE, CARMEL, CA 93923

Attendees: Not allowed in

Members Absent: Christfor Markson; Eric Jackokson

ADJOURN TO REGULAR SCHEDULED MEETING

1. Meeting called to order by Janet Brennan **at** 6:30 **pm**

2. Roll Call

Members Present:

Judy MacClelland; Charles Franklin; Janet Brennan; David Burbidge; John Heyl

Members Absent:

Christfor Magson; Eric Jacobson

3. Approval of Minutes:

A. April 7, 2025 minutes

Motion: John Heyl (LUAC Member's Name)

Second: Charles Franklin (LUAC Member's Name)

Ayes: Judy MacClelland; Charles Franklin; Janet Brennan; David Burbidge; John Heyl

Noes:

Absent: Christfor Mangeson; Eric Jacobson

Abstain: _____

4. **Public Comments:** The Committee will receive public comment on non-agenda items that are within the purview of the Committee at this time. The length of individual presentations may be limited by the Chair.

None

5. **Scheduled Item(s)**

6. **Other Items:**

A) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects

None

B) Announcements

None

7. **Meeting Adjourned:** 7:36 pm

Minutes taken by: David Burbidge

Monterey County Housing & Community Development
1441 Schilling Place 2nd Floor
Salinas CA 93901
(831) 755-5025

1. **Project Name:** CVR HSGE LLC
File Number: PLN220169
Project Location: 1 OLD RANCH RD, CARMEL, CA 93923
Assessor's Parcel Number(s): 416-522-010-000
Project Planner: Steve Mason
Area Plan: Carmel Valley Master Plan
Project Description: HCD-Planning has received an application for a Combined Development Permit consisting of: 1) Use Permit to allow an increase of guest units at Carmel Valley Ranch from 181 to 208 units; 2) Administrative Permit and Design Approval for demolition of 29 existing guest units and construction of 56 guest units resulting in a net gain of 27 guest units; 3) Use Permit to allow development on slopes in excess of 25%; and 4) Use Permit for removal of nine (9) Oak trees. Project will include 27 parking spaces to an existing parking structure.

(Please include the names of the those present)

Was a County Staff/Representative present at meeting? Steve Mason (Name)

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Jeff Woods	x		TrFFIC ON cv ROAD. Could use some of the Rancho Conada housing

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
Janet Brennan	Inclusivs housing?	Not needed on commercial properties. Was midicated for the residential

ADDITIONAL LUAC COMMENTS

Concern of CVA members about inclusive housing. Recommend County work more with developers to includr in their projrcts.

RECOMMENDATION:

Motion by: Daqvid Burbidge (LUAC Member's Name)

Second by: Charles Franklin (LUAC Member's Name)

- X Support Project as proposed
- Support Project with changes
-

Reason for Continuance:

Continue to what date:

Ayes: Judy MacClelland; Charles Franklin; Janet Brennan; David Burbidge; John Heyl

Noes:

Absent: Christfot & Eric

Abstain:

Action by Land Use Advisory Committee

Project Referral Sheet

Monterey County Housing & Community Development
1441 Schilling Place 2nd Floor
Salinas CA 93901
(831) 755-5025

Advisory Committee: Carmel Valley

2. **Project Name:** PERKINS ROBERT T & MARA B TRS
 File Number: PLN240285
 Project Location: 62 MARGUERITE, CARMEL, CA 93923
Assessor's Parcel Number(s): 169-421-020-000
 Project Planner: Hya Honorato
 Area Plan: Carmel Valley Master Plan
Project Description: HCD-Planning received an application for a Combined Development Permit consisting of: 1) Administrative Permit and Design Approval to allow a 5,583 square foot single family dwelling with an attached 678 square foot two-car garage, conversion of existing 1,092 square foot single family dwelling to accessory dwelling unit; and 2) Use Permit to allow removal of 13 Coast Live Oak trees.

Was the Owner/Applicant/Representative present at meeting? YES X NO

(Please include the names of the those present)

Craig Holdren designer

Was a County Staff/Representative present at meeting? Steve Mason (Name)

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
None			

--	--	--	--

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
None		

ADDITIONAL LUAC COMMENTS

RECOMMENDATION:

Motion by: Charles Franklin (LUAC Member's Name)

CSecond by: John Heyl (LUAC Member's Name)

- X
 Support Project as proposed
- Support Project with changes
- Continue the Item

Reason for Continuance:

Continue to what date:

Ayes: Judy MacClelland; Charles Franklin; Janet Brennan; David Burbidge; John Heyl

Noes:

Absent: Eric & Chris

Abstain: _____

Exhibit E

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Keith Higgins

Traffic Engineer

MEMORANDUM

Date: July 18, 2023

To: CVR HSGE

From: Keith Higgins, PE, TE

Subject: Carmel Valley Ranch Hotel Expansion, Carmel Valley, Monterey County, CA

Carmel Valley Ranch proposes to add 27 guest units, which would increase the total number of guest units at the facility from 181 units to 208 units. The Project will generate new vehicle trips that will increase traffic on the local and regional road networks. This memorandum discusses the history of development at Carmel Valley Ranch, the extent of traffic mitigations that have already been implemented and programmed, documents an analysis of the volume of trips that the project would potentially add to the local and regional road network, and assesses what traffic impacts there may be beyond those which have been previously identified. It also includes a Vehicle Miles Traveled evaluation as required by a 2020 update to the California Environmental Quality Act (CEQA) for project transportation and circulation impact analysis.

A. Traffic Operations Assessment

1. History of Development at Carmel Valley Ranch

Over the past more than 35 years, Carmel Valley Ranch has become a first-class destination resort. Existing amenities at the Ranch include a championship golf course and clubhouse, a children's activity center, several pools and tennis courts, a fitness center, a full-service spa, casual and fine dining restaurants, corporate meeting space, and miles of hiking trails. Unlike a single use hotel or motel, these amenities allow the guests to stay on site throughout their vacation.

To facilitate guest circulation within the resort, Carmel Valley Ranch operates a total of five (5) shuttles within the resort to transport their guests to any of the on-site amenities on a 24 hour, on-demand basis. Occupancy of the shuttles ranges between 7-12 people. The owners also operate a fleet of five (5) golf carts that are utilized to move people (up to four persons each) and supplies throughout the resort. Carmel Valley Ranch arranges guest travel outside the resort, including the airport through a third-party service.

The application for the Carmel Valley Ranch Specific Plan was submitted to the County in 1975. A Final EIR for the Specific Plan was adopted by the Monterey County Board of Supervisors in October 1975. The Carmel Valley Ranch Specific Plan was approved by the Board of Supervisors in 1977. The Specific Plan

allows for the development of a residential and resort lodge complex consisting of residential units, a resort lodge and guest units, golf course and clubhouse, stables and tennis facility.

The Carmel Valley Ranch Specific Plan has been revised several times with the most recent revision adopted on October 1, 1996. As amended in 1996, the Specific Plan allows for the development of up to 311 residential units and 208 resort lodge guest units, in addition to the recreation and open space uses. In September 2014 a Use Permit was granted to allow an increase in guest units from 144 to 181 units.

The mitigations for the Carmel Valley Ranch project included payment of fees to construct the Robinson Canyon underpass that eliminated the left turn movement from Robinson Canyon Road to westbound Carmel Valley Road. The proposed additional 27 guest units are being constructed within the context of the development of the 208 guest units allowed by the Carmel Valley Ranch Specific Plan that has already been subject to environmental impact review and mitigation. Therefore, traffic mitigation for the 27 new units has already been identified and applied.

The project will be subject to payment of the Transportation Agency for Monterey County (TAMC) Regional Development Traffic Impact Fee, which was adopted in 2008. Carmel Valley Ranch is incorporated by reference into the Carmel Valley Master Plan and each increment of development is dependent upon conformity with the Specific Plan Amended Conditions of Approval as well as the goals and policies of the General Plan. Monterey County General Plan Policy C-1.11 requires new development to pay the Regional Traffic Impact Fee.

2. Project Trip Generation, Distribution and Assignment

a. Project Trip Generation

A trip generation study of the Carmel Valley Ranch development was performed in April 2014 to establish trip generation rates for the facility. Hotel operations have not changed since then. The data, therefore, still applies to current conditions. This trip generation rate is applied in this analysis to estimate the increase in traffic resulting from the proposed hotel expansion. Traffic volume counts using machine tube counters were performed to establish the traffic generated by the lodge and guest units.

A machine tube counter was installed on Old Ranch Road immediately north of the lodge between Wednesday April 9, 2014, and Friday April 18, 2014, to count traffic generated by the lodge and lodge units. This counter not only counted traffic generated by the lodge and guest units but other traffic not directly attributable to the lodge guest units. The Old Ranch Road traffic volume counts were therefore adjusted to remove trips not directly attributable to the guest units. The non-hotel sources include residential units located on Fairway Lane, Carmel Valley Ranch employees, delivery and service trucks and Carmel Valley Ranch guest shuttle vehicles. The following is a detailed description of the adjustments made to the gross traffic counts collected on Old Ranch Road:

1. Fairway Lane – Traffic generated by residential units on Fairway Lane is not associated with the lodge and guest units. To quantify the amount of traffic from Fairway Lane residences, a machine tube counter was also placed on Fairway Lane to count traffic generated by developed on Fairway Lane. This traffic count was subtracted from the Old Ranch Road traffic count.
2. Employees –The number of employees during weekdays will not increase because of the project. Carmel Valley Ranch staff provided a count of the employee trips during traffic count study period and the

employee trips were deducted from the Old Ranch Road traffic count. The project may result in an increase of one or two housekeeping employees on weekends, but these employees would not affect weekday employee traffic generation.

3. Carmel Valley Ranch Shuttles – Carmel Valley Ranch Shuttles currently operate throughout the day and only within Carmel Valley Ranch. The additional guest units will not materially change the volume of guest shuttle trips made during the day. Carmel Valley Ranch staff provided a count of shuttle trips made during the count period and the shuttle trips were deducted from the Old Ranch Road traffic counts.
4. Security – Carmel Valley Ranch maintains a security force that patrols the grounds. The size and patrolling schedule of the force will not change because of the project. Carmel Valley Ranch staff provided a count of security trips made during the count period and the security trips were deducted from the Old Ranch Road traffic counts.
5. Construction Activity – Traffic generated by construction work underway at the lodge at the time of the traffic counts should not be included in the trip generation rate for the guest units. Carmel Valley Ranch staff provided a count of the vehicle trips generated by construction activity at the lodge during the count period. These trips were subtracted from the Old Ranch Road traffic count.
6. Deliveries – Deliveries are made on a regularly scheduled basis to the Carmel Valley Ranch lodge. The proposed project will not change the number of deliveries made to the facility. Carmel Valley Ranch staff provided a count of delivery truck trips which were deducted from the Old Ranch Road traffic counts.
7. Spa – An analysis of spa usage over an approximate four-month period in late 2010 and early 2011 determined that the spa generates one off-site patron per day (two vehicle trips). These trips were subtracted from the Old Ranch Road traffic volume count.

The resulting trip generation rates for the lodge and guest units are summarized in **Table 1**. Based on the data it was determined that the lodge and guest units generate trips at the rate of 0.27 trips per unit during the AM peak hour and 0.39 trips per unit during the PM peak hour. The lodge and guest units generated an average of 8.33 trips per day per guest unit.

The trip generation rates for the lodge and guest units were used to estimate the trip generation for the proposed project. As shown in **Table 1**, the 27-unit guest room expansion would generate:

- 7 trips during the AM peak hour;
- 11 trips during the PM peak hour; and,
- 225 trips per day.

The lodge contains other uses including a restaurant that is open to the public and trips made by non-guests would be included in the traffic counts collected on Old Ranch Road. Vehicle trips generated by the restaurant and other ancillary uses within the lodge were not subtracted from the Old Ranch Road traffic counts. Therefore, the trip generation rates used to forecast the trip generation for the proposed project and the trip generation estimate for the proposed project should be considered conservative (high).

Table 1
Guest Units Project Trip Generation

	Daily Trips	Existing Average Weekday Trip Generation					
		AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
+ Old Ranch	1,998	78	55	133	90	61	151
- Fairview Drive	-288	-8	-10	-18	-13	-10	-23
- Employees / Shuttles / Security	-443	-23	-23	-46	-23	-23	-46
- Construction	-56	-28	0	-28	0	-26	-26
- Deliveries	-10	-1	-1	-2	0	0	0
- Spa	-2	0	0	0	0	0	0
Net Trips - Lodge & Guest Units	1,199	18	21	39	54	2	56
Number of Units	144						
Trip Generation Rates (per unit)	8.33	46%	54%	0.27	96%	4%	0.39

	Daily Trips	Project Trip Generation					
		Inbound	Outbound	Total	Inbound	Outbound	Total
Project - 27 units	225	3	4	7	11	0	11

	Daily Trips	Project Internal / External Trips					
		Inbound	Outbound	Total	Inbound	Outbound	Total
Internal (80%)	180	2	3	5	9	0	9
External (20%)	45	1	1	2	2	0	2
Total	225	3	4	7	11	0	11

Most of the new trips generated by the expansion will be trips between the new guest units and on-site resort amenities. Carmel Valley Ranch is a resort hotel and most of the guests stay on the property after arrival. Carmel Valley Ranch estimates that the internal capture rate between the guest units and on-site amenities is 80 percent.¹ This results in an estimate of:

- 45 external trips per day,
- 2 external trips during the AM peak hour and
- 2 external trips during the PM peak hour.

External trips are trips with origins and destinations outside of the resort that would travel on Carmel Valley Road and Robinson Canyon Road to access the Ranch.

¹ The 80% internal capture rate of resort guests is supported by the Carmel Valley Ranch activity record between April 8, 2014, and April 18, 2014 shown on **Attachment A**. During the survey period, each guest unit generated about 8 guest activities per day. Activities include the spa, golf, multiple restaurants, workshops, guided hikes, and horseback riding. The resort offers meeting space and multiple specially designed activities and facilities for corporate and group guests.

b. Project Trip Distribution/Assignment

The external trips generated by the guest units would consist of guest arrival and departure trips, trips to other visitor serving uses in the region and trips to commercial uses in the valley.

The following trip distribution pattern was assumed for the project:

North via Highway 1: 25%

South via Highway 1: 5% West via Rio Road: 10%

Other destinations in Carmel Valley west via Carmel Valley Road: 10% North via Laureles Grade: 40%

Other destinations in Carmel Valley east via Carmel Valley Road: 10%

Table 2 includes a tabulation of the daily and peak hour trips that the project would add to Carmel Valley Road and other roads in the region.

**Table 2
Project Trip Assignment**

	Daily Trips	AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
External Trips (20% of Project Trip Generation)	45	1	1	2	2	0	2
Carmel Valley Road - West (50% of External)	23	0.5	0.5	1.0	1.0	0.0	1.0
Highway 1 North (25% of External)	6	0.13	0.13	0.25	0.25	0.00	0.25
Highway 1 South (5% of External)	1	0.03	0.03	0.05	0.05	0.00	0.05
Rio Road / Carmel (10%)	2	0.05	0.05	0.10	0.10	0.00	0.10
Other Valley Destinations (10%)	2	0.05	0.05	0.10	0.10	0.00	0.10
Carmel Valley Road - East (50% of External)	22	0.5	0.5	1.0	1.0	0.0	1.0
East - Laureles Grade (40%)	9	0.20	0.20	0.40	0.40	0.00	0.40
East - Other Destinations (10%)	2	0.05	0.05	0.10	0.10	0.00	0.10

The project would add an estimated 45 vehicle trips per day to Robinson Canyon Road between Old Ranch Road and Carmel Valley Road, 23 trips per day to Carmel Valley Road west of Robinson Canyon Road and 22 trips per day to Carmel Valley Road east of Robinson Canyon Road.

During the AM peak hour, the project would add an estimated 2 vehicle trips to Robinson Canyon Road between Old Ranch Road and Carmel Valley Road, 1 trip to Carmel Valley Road west of Robinson Canyon Road and 1 trip to Carmel Valley Road east of Robinson Canyon Road.

During the PM peak hour, the project would add an estimated 2 vehicle trips to Robinson Canyon Road between Old Ranch Road and Carmel Valley Road, 1 trip to Carmel Valley Road west of Robinson Canyon Road and 1 trip to Carmel Valley Road east of Robinson Canyon Road.

The project trip assignment shown in **Table 2** indicates that the contribution of project trips to some roadway segments will be less than 1 trip during the peak hour. The addition of trips to a roadway segment that are less than a value of one indicates that the project will add trips to the segment, but the contribution will average less than one trip per day.

Most of the new trips generated by the expansion will be trips between the new guest units and on-site resort amenities, but some off-site trips would be generated that would include trips to destinations in the Valley and outside the Valley. It is anticipated that most of the trips added to the regional road network by the project will be trips associated with guest arrivals and departures.

c. Guest Check-in / Check-out Trips

This section of the memorandum documents an analysis of the trips that would be generated by guest check-in and check-out.

Guest check-in and check-out data for 2013 was provided by Carmel Valley Ranch. The data was compiled to show the number of guest check-ins and check-outs by time-of-day and by day-of-week for the entire 2013 year. The average number of arrivals and departures per weekday was determined from the data. Also, the average peak one-hour number of check-ins and check-outs during the AM and PM peak commute periods was determined for 2013. Using this data, the percentage of total weekday daily check-outs that occurs during the AM peak commute hour and the percentage of total weekday daily check-ins that occurs during the PM peak commute hour were determined. The peak commute periods are between 7 am and 9 am in the morning and 4 pm and 6 pm in the afternoon. The peak commute hours are the peak one-hour of traffic during the peak commute periods. For this analysis, it was assumed that the peak one-hour of check-outs during the morning commute period and the peak one-hour of check-ins during the afternoon peak commute period coincide with the peak one-hour of traffic on the adjacent road network. The percentage of total weekday check-ins during the PM peak commute hour and the percentage of total weekday check-outs during the AM peak commute hour were used to calculate the number of check-ins and check-outs during the AM and PM peak commute hours for the new 27 guest units.

Table 3 provides a summary of the calculations. Note that the number of check-ins during the AM peak period and the number of check-outs during the PM peak period are negligible. The average number of guest check-ins during the weekday AM peak hour in 2013 was 0.2 check-ins per day, or 0.002 check-ins per day per room. The average number of guest check-outs during the weekday PM peak hour in 2013 was 0.3 check-outs per day, or 0.002 check-outs per day per room. The project will not materially add to the number of check-ins that occur during the AM peak hour or to the number of check-outs that occur during the PM peak hour. Therefore, the calculations in **Table 3** on the following page show the estimated number of guest check-outs generated by the project during the AM peak hour and the estimated number of guest check-ins during the PM peak hour. An explanation of the calculations is provided below:

Check Out

1. In 2013, there was an average of 41.2 check-outs per weekday.
2. The average rate of guest check-outs in 2013 was 0.29 check-outs / room / weekday.
3. The estimated guest check-outs per weekday for the 27 new guest units is 7.8 (0.29 x 27).
4. Based upon the guest check-out data provided by Carmel Valley Ranch, 9.0 percent of the daily check-outs occur during the AM peak commute hour.

5. Therefore, the estimated average number of guest peak hour check-outs per weekday for the 27-unit project is 0.70 (7.8×0.09).

Check In

1. In 2013, there was an average of 49.5 check-ins per weekday.
2. The average rate of guest check-ins in 2013 was 0.34 check-ins / room / weekday.
3. The estimated guest check-ins per weekday for the 27 new guest units is 9.2 (0.34×27).
4. Based upon the guest check-in data provided by Carmel Valley Ranch, 16.7 percent of the daily check-ins occur during the PM peak commute hour.
5. Therefore, the estimated average number of peak hour check-ins per weekday for the 27-unit project is 1.5 (9.2×0.167).

Table 3
Carmel Valley Ranch Guest Unit Expansion Guest Check-In / Check-Out Trip Generation

GUEST DEPARTURES DURING THE AM PEAK HOUR	
	Departures
2013 Conditions	
2013 Average Departures Per Weekday	41.2
2013 Average Departures Per Weekday Per Unit	0.29
Percentage of Departures in the AM Peak Hour	9.0%
Project Conditions	
CVR Expansion Units (The Project)	27
Average Additional Departures Per Weekday (27×0.29)	7.8
Average Departures Per Weekday During the AM Peak Hour (9.0% of daily)	0.70

GUEST ARRIVALS DURING THE PM PEAK HOUR	
	Arrivals
2013 Conditions	
2013 Average Arrivals Per Weekday	49.5
2013 Average Arrivals Per Weekday Per Unit	0.34
Percentage of Arrivals in the PM Peak Hour	16.7%
Project Conditions	
CVR Expansion Units (The Project)	27
Average Additional Arrivals Per Weekday (27×0.34)	9.2
Average Arrivals Per Weekday During the PM Peak Hour (16.7% of daily)	1.5

Based on 2013 guest and arrival data for Carmel Valley Ranch, the proposed 27-unit project would generate an average of 0.70 guest departure trips per weekday during the AM peak commute hour and 1.5 guest arrival trips during the PM peak commute hour. Arrival and departure trips would primarily use Highway 1 and Laureles Grade to access the project.

3. Project Traffic Effects

This section of the memorandum analyzes potential project impacts to Robinson Canyon Road, Carmel Valley Road, and Highway 1 north of Carmel Valley Road. The analysis shows that in context of existing traffic conditions on Carmel Valley Road and Robinson Canyon Road, the proposed 27 additional guest units

would not have a significant impact to traffic operations on these roadways. Furthermore, as previously discussed, the Carmel Valley Ranch Specific Plan (revised in 1996) allows the development of 208 guest units. The impact of that number of units was fully analyzed. The total number of guest units after the project is developed would equal the number of guest units allowed by the Carmel Valley Ranch Specific Plan.

a. Robinson Canyon Road

According to the Monterey County published statistics, Robinson Canyon Road between Carmel Valley Road and Holt Road carried the following volumes since 2014. Volumes have generally been consistent except for 2020, during the height of the Covid pandemic.

Table 4
Robinson Canyon Road Daily Traffic

Year	Average Daily Traffic
2014	3,500
2015	3,700
2016	4,000
2017	3,600
2018	4,400
2019	3,700
2020	2,400*
2021	3,700
2022	3,100

* - 2020 was during the Covid pandemic

Source: "Average Daily Traffic," Monterey County Department of Public Works, Traffic Engineering, annual publications from 2015 through 2022.

Robinson Canyon Road had an ADT of about 3,100 in 2022. The highest volume recorded in the past 9 years was 4,400 in 2018. The capacity of a two-lane collector roadway such as Robinson Canyon Road is 12,000 vehicles per day and volumes less than 6,000 vehicles per day reflect LOS A operations. Robinson Canyon Road currently operates at LOS A. With the estimated 45 external project trips added to Robinson Canyon Road, Robinson Canyon Road would carry 3,145 vehicles per day (an increase of 1.5%) and would continue to operate at LOS A. The proposed project will not significantly impact Robinson Canyon Road.

b. Carmel Valley Road (CVR)

According to the Carmel Valley Master Plan Supplemental Policies, traffic operations on Carmel Valley Road are evaluated based on two factors – 1) level of service and 2) Average Daily Traffic (ADT) thresholds. The traffic standards for the Carmel Valley Road segments are as follows:

- a) LOS of "C" and ADT below its threshold specified in Policy CV-2.17(a) for Segments 1, 2, 8, 9, 10, 11, 12 and 13 is an acceptable condition;
- b) LOS of "D" and ADT below its threshold specified in Policy CV-2.17(a) for Segments 3, 4, 5, 6 and 7 is an acceptable condition.

A project impact would be significant if it caused the level of service to degrade from an acceptable level of service to an unacceptable level of service or caused a facility already operating at an unacceptable LOS D

or LOS E condition to deteriorate to a lower level of service value (i.e., from LOS D to LOS E or LOS F; or from LOS E to LOS F).

Carmel Valley Master Plan Supplemental Policy CV-2.17 requires the County to annually perform a traffic monitoring program analyzing ADT (Average Daily Traffic) thresholds as well as LOS (Levels of Service) based on PTSF (Percent Time Spent Following) for Carmel Valley Road segments 3 through 7 and 10. A comprehensive analysis of all 13 major roadway segments including Carmel Valley Road, Carmel Rancho Boulevard and Rio Road is required on 5-year intervals. The most recent annual report was conducted by County staff in 2022. The most recent comprehensive 5-year study was conducted by Peters Engineering Group under contract with Monterey County in 2020. The results of both studies are summarized below. The 2020 comprehensive report was conducted in the middle of the Covid pandemic. The 2022 annual report was partially affected by Covid pandemic policies still in place in the first half of 2022.

To provide a more complete assessment of traffic conditions in Carmel Valley, a summary of the previous 5 -year comprehensive study (conducted in 2015) is included. Traffic volume trends between 2015 and 2022 are also provided. This documents that the similarity between 2015 and 2022 data is due to similarities in Carmel Valley traffic volumes over that 7-year period, which includes the time before and after the Covid pandemic.

i. 2022 CVMP Annual Volume Report by County Staff

The results of the most recent annual traffic monitoring study entitled “Memorandum - 2022 Carmel Valley Master Plan (CVMP) Annual Volume Report,” from Chad Alinio to Randy Ishii, Monterey County Public Works, Facilities & Parks, November 22, 2022, is provided in **Tables 5** and **6**.

Table 5
2022 Carmel Valley Road ADT Segment Thresholds

	Segment	Threshold LOS	Threshold Volume	June ADT (2022)	June ADT Exceeds Threshold?	June Reserve Capacity (2022)	October ADT (2022)	October ADT Exceeds Threshold?	October Reserve Capacity (2022)
3 CVR	Esquiline Rd - Ford Rd	D	9,065	8,333	No	732	7,642	No	1,423
4 CVR	Ford Rd - Laureles Grade	D	11,600	10,124	No	1,476	10,602	No	998
5 CVR	Laureles Grade - Robinson Cyn Rd	D	12,752	10,494	No	2,258	10,969	No	1,783
6 CVR	Robinson Cyn Rd - Schulte Rd	D	15,499	13,368	No	2,131	13,815	No	2,220
7 CVR	Schulte Rd - Rancho San Carlos Rd	D	16,340	14,877	No	1,463	15,848	No	2,691
10 CVR	Carmel Rancho Blvd - SR 1	C	27,839	20,790	No	7,049	24,770	No	3,069

Source: “Memorandum - 2022 Carmel Valley Master Plan (CVMP) Annual Volume Report,” from Chad Alinio to Randy Ishii, Monterey County Public Works, Facilities & Parks, November 22, 2022

Notes:

1. LOS: Level of Service
2. Reserve Capacity: The capacity available before the threshold volume for the segment is reached.
3. CVR = Carmel Valley Road
4. CRB – Carmel Rancho Boulevard
5. The “Memorandum - 2022 Carmel Valley Master Plan (CVMP) Annual Volume Report,” from Chad Alinio to Randy Ishii, Monterey County Public Works, Facilities & Parks, November 22, 2022 states that, “Typically, the October timeframe is chosen to assure that the week that was counted was when both the Carmel Unified School District and All Saints Episcopal Day schools were in session. However, shelter-in place orders and/or hybrid/remote learning were still in effect during the end of the 2021-2022 school year (during the week June count data is typically collected), as school

districts were adjusting to updated State guidelines and phasing a return to in-person classes for the 2022-23, school-area traffic. The June count may be atypical.”

Table 5 shows the ADT thresholds and the 2022 June and October daily traffic volumes for Carmel Valley Road Master Plan segments 3 through 10. The traffic volume data indicate that all the Carmel Valley Road Segments carry less than the threshold volumes specified in Carmel Valley Master Plan Policy CV-2.17(a). In addition, the reserve capacity available on each segment far exceeds the total estimated external trip generation for the project (45 vehicle trips per day). The project will add an estimated 23 trips per day to Carmel Valley Road west of Robinson Canyon Road and 22 trips per day to Carmel Valley Road east of Robinson Canyon Road. Therefore, the ADT threshold volumes specified in Policy CV-2.17(a) would not be exceeded on any Carmel Valley Road segment with the project developed.

Table 6
2022 Carmel Valley Road Two-Lane Segment Levels of Service

Segment	Threshold LOS	Threshold PTSF	PTSF	LOS	PTSF	LOS	Exceeds Threshold
3 CVR Esquiline Rd - Ford Rd	D	>85	75.8%	-	69.2%	D	No
4 CVR Ford Rd - Laureles Grade	D	>85	75.8%	D	80.5%	D	No
5 CVR Laureles Grade - Robinson Cyn Rd	D	>85	81.1%	-	82.2%	D	No
6 CVR Robinson Cyn Rd - Schulte Rd	D	>85	85.4%	E	85.4%	D	Yes
7 CVR Schulte Rd - Rancho San Carlos Rd	D	>85	81.5%	D	88.2%	E	Yes--Oct

Source: “Memorandum - 2021 Carmel Valley Master Plan (CVMP) Annual Volume Report,” from Chad Alinio to Randy Ishii, Monterey County Public Works, Facilities & Parks, December 10, 2021

Notes:

1. LOS: Level of Service
2. PTSF: Percent Time Spent Following
3. Volumes and LOS for each segment are the worst-case between the June 2015 and October 2015 counts.
4. CVR = Carmel Valley Road

Table 6 shows the existing LOS and corresponding PTSF for the two-lane segments of Carmel Valley Road, which is the second traffic monitoring metric. In 2022, the two-lane segments of Carmel Valley Road operate with a directional Percent Time Spent Following (PTSF) of less than 85.0 (LOS D threshold) except for Segment 6: Robinson Canyon Road – Schulte Road and Segment 7: Schulte Road and Rancho San Carlos Road. An 85.0 PTSF is the break point between the LOS D and LOS E level of service categories. Based on the PTSF performance measure, Segments 6 and 7 currently operate at an unacceptable LOS E during the AM and/or PM peak hour and all other two- lane segments on Carmel Valley Road operate at LOS D or better.

Both Segments 6 and 7 are located west of Carmel Valley Ranch. As shown in Table 2, the project would add an estimated 1.0 vehicle trips during the AM peak hour (0.5 trips eastbound and 0.5 trips westbound) and 1.0 vehicle trips during the PM peak hour (1.0 trips eastbound and 0.0 trips westbound) to Carmel Valley Road west of Robinson Canyon Road, including Segments 6 and 7. The addition of project trips would increase the PTSF value of Segment 7 by a small fraction (less than 0.5) and would not cause segment operations to deteriorate to a lower level of service category. And the addition of project trips would not cause the volume of traffic carried on the roadway to exceed the capacity of the roadway (i.e., volume-to-capacity ratio > 1.0).

The project would not significantly impact Carmel Valley Road between Robinson Canyon Road and Rancho San Carlos Road.

The project trips would have minimal impact to the PTSF values shown in Table 5 for the other two-lane segments on Carmel Valley Road. The change in PTSF resulting from the project would not cause the segment levels of service to deteriorate worse than a PTSF value of 85.0, which is the threshold value between LOS D and LOS E. Therefore, the project would not significantly impact the two-lane segments of Carmel Valley Road.

ii. 2020 Carmel Valley 5-Year Monitoring Report

The “Carmel Valley Road Five-Year Traffic Monitoring – 2020,” Monterey County, California, Peters Engineering Group, December 10, 2020 (2020 Monitoring Report), is the most recent update to the 5-year Carmel Valley Road traffic monitoring program. The 5-year monitoring report is more comprehensive than the annual report. It includes the analysis of levels of service for Carmel Valley Road Segments 3 through 7 and 10 as well as an analysis of the ADT and PTSF thresholds for all segments.

Table 7 shows the ADT thresholds and the 2020 June and October daily traffic volumes for Carmel Valley Road Master Plan segments 1 through 13. The traffic volume data was obtained from the 2020 Annual Carmel Valley Road Traffic Volume Report. Currently, all the Carmel Valley Road Segments carry less than the threshold volumes specified in Carmel Valley Master Plan Policy CV-2.17(a). In addition, the reserve capacity available on each segment noticeably exceeded the total estimated external trip generation for the project (45 vehicle trips per day). The project will add an estimated 23 trips per day to Carmel Valley Road west of Robinson Canyon Road and 22 trips per day to Carmel Valley Road east of Robinson Canyon Road. Therefore, the ADT threshold volumes specified in Policy CV-2.17(a) would not be exceeded on any Carmel Valley Road segment with the project developed.

Table 7
2020 Carmel Valley Road ADT Segment Thresholds

Segment	Threshold LOS	Threshold Volume	Existing June ADT (2015)	Existing June ADT Exceeds Threshold?	Existing June Reserve Capacity	Existing October ADT (2015)	Existing October ADT Exceeds Threshold?	Existing October Reserve Capacity
1 CVR CVMP Boundary - Holman Rd	C	8,487	3,084	No	5,403	2,791	No	5,696
2 CVR Holman Rd - Esquiline Rd	C	6,835	3,211	No	3,624	2,926	No	3,909
3 CVR Esquiline Rd - Ford Rd	D	9,065	8,058	No	1,007	7,913	No	1,152
4 CVR Ford Rd - Laureles Grade	D	11,600	9,196	No	2,404	9,064	No	2,536
5 CVR Laureles Grade - Robinson Cyn Rd	D	12,752	9,732	No	3,020	9,551	No	3,201
6 CVR Robinson Cyn Rd - Schulte Rd	D	15,499	13,072	No	2,427	13,279	No	2,220
7 CVR Schulte Rd - Rancho San Carlos Rd	D	16,340	13,513	No	2,827	16,067	No	2,691
8 CVR Rancho San Carlos Rd - Rio Rd	C	48,487	18,013	No	30,474	18,205	No	30,282
9 CVR Rio Rd - Carmel Rancho Blvd	C	51,401	18,173	No	33,228	18,962	No	8,877
10 CVR Carmel Rancho Blvd - SR 1	C	27,839	18,698	No	9,141	18,962	No	8,877
11 CRB Carmel Valley Rd - Rio Rd	C	33,495	12,122	No	21,373	12,522	No	20,973
12 Rio Road Eastern Terminus - Carmel Rancho Blvd	C	6,416	902	No	5,514	875	No	5,541
13 Rio Road Carmel Rancho Blvd - SR 1	C	33,928	6,965	No	26,963	6,980	No	26,948

Source: Carmel Valley Road Five-Year Traffic Monitoring – 2020,” prepared for County of Monterey by Peters Engineering Group, December 10, 2020

Notes: See following page.

Table 5 Notes:

1. Reserve Capacity: The capacity available before the threshold volume for the segment is reached.
2. CVR - Carmel Valley Road; CRB – Carmel Rancho Boulevard

According to the 2020 Carmel Valley Master Plan Volume Report, the two-lane segments of Carmel Valley Road operate with a directional Percent Time Spent Following (PTSF) of less than 85.0 except for Segment 6: Robinson Canyon Road – Schulte Road and Segment 7: Schulte Road and Rancho San Carlos Road

An 85.0 PTSF is the break point between the LOS D and LOS E level of service categories. Based on the PTSF performance measure, all two- lane segments on Carmel Valley Road operated at LOS D or better in 2020. **Table 8** shows the existing PTSF for the two-lane segments of Carmel Valley Road.

Table 8
2020 Carmel Valley Road Two-Lane Segment Levels of Service

Segment	Threshold LOS	Threshold PTSF	June 2020 Vehicles Per Hour Highest Direction	Directional HCM 2010 PTSF	LOS	Oct 2020 Vehicles Per Hour Highest Direction	Directional HCM 2010 PTSF	LOS
3 CVR Esquiline Rd - Ford Rd	D	>85	388	69.9	D	368	69.0	C
4 CVR Ford Rd - Laureles Grade	D	>85	498	75.7	D	511	75.0	D
5 CVR Laureles Grade - Robinson Cyn Rd	D	>85	620	83.6	D	610	81.3	D
6 CVR Robinson Cyn Rd - Schulte Rd	D	>85	665	81.3	D	682	81.5	D
7 CVR Schulte Rd - Rancho San Carlos Rd	D	>85	729	82.1	D	721	82.6	D

Source: 2015 CVMP Annual Report of Traffic Volumes (PTSF Method, HCM 2010), Monterey County Department of Public Works, June, and October 2015.

Notes:

1. LOS: Level of Service
2. PTSF: Percent Time Spent Following
3. pcphpl: passenger cars per hour per lane
4. Volumes and LOS for each segment are the worst-case between the June 2015 and October 2015 counts.
5. CVR = Carmel Valley Road

iii. Carmel Valley Traffic Growth Trends – 2015 through 2022

Like Robinson Canyon Road, the Covid pandemic resulted in lower traffic volumes than would occur under normal circumstances from the beginning of 2020 through the first half of 2022. The following quote from Pages 4 and 5 of the 2020 Monitoring Report describes some of the specific changes in activity levels at major traffic generators in Carmel Valley. “Stay-at-home orders were in place because of the COVID-19 pandemic; however, counts were performed as required by the SPA (Carmel Valley Master Plan Supplemental Policies). Carmel Unified School District was not in session during the June counts, and the district was utilizing distance learning (students not attending campuses in person) when the October counts were performed. All Saints Day School, with an enrollment of approximately 165 students, was not in attendance during the June counts but was holding in-person classes during the October counts. Most special events in Carmel Valley and Laguna Seca were cancelled in 2020. No large special events were held while the counts were being performed.” In addition, many businesses were still affected, and residents’ work and shopping trips were still reduced during the June 2022 data collection. The 2022 annual monitoring is therefore not necessarily representative of current (2023) conditions.

Table 9 on the following page provides average daily traffic between 2015 and 2022 on each of the segments analyzed in the 2020 and 2022 Monitoring Reports.

Table 9
Carmel Valley Road Segment Traffic Volumes – 2015 through 2022

Segment No.	Road	2014	2015	2016	2017	2018	2019	2020 (Covid)	2021 (Covid)	2022 (First Half Covid)	2019 Difference from 2015 by Segment	2020 Difference from 2015 by Segment	2022 Difference from 2015 by Segment
1	CVR	3,200	3,100	3,200	3,100	3,100	3,100	2,900	3,100	2,700	0	-200	-400
2	CVR	3,500	3,500	3,600	3,600	3,600	3,700	3,100	3,400	3,200	+200	-400	-300
3	CVR	8,200	8,200	8,600	8,600	8,800	9,000	8,000	8,700	8,000	+800	-200	-200
4	CVR	10,800	11,000	11,300	11,300	11,000	11,000	9,100	10,200	10,300	0	-1,900	-700
5	CVR	9,400	11,200	11,600	11,400	11,500	10,800	9,600	10,800	10,700	-400	-1,600	-500
6	CVR	11,100	14,400	14,600	14,900	13,400	14,400	13,200	13,500	13,500	0	-1,200	-900
7	CVR	15,800	16,000	16,100	16,500	16,200	16,200	13,600	14,800	15,100	+100	-2,400	-900
8	CVR	19,800	19,100	19,500	19,800	19,400	19,800	18,100	18,800	18,000	+700	-1,000	-1,100
9	CVR	24,400	24,600	24,600	24,800	24,400	24,500	19,800	22,800	22,000	-100	-4,800	-2,600
10	CVR	22,500	22,500	22,300	22,700	23,400	23,400	18,800	21,000	22,800	+900	-3,700	+300
11	Carmel Rancho	12,400	15,200	15,400	15,000	16,900	14,100	10,500	12,300	14,600	-1100	-4,700	-600
12	Rio Rd	710	710	730	750	690	700	900	1,100	650	-10	+190	-60
13	Rio Rd	11,200	11,500	11,700	11,500	10,000	10,700	7,000	8,600	8,600	-800	-4,500	-2,900
Total		158,010	161,010	163,230	163,950	162,390	161,400	134,600	149,100	150,150	+290	-26,410	-10,860
Overall % Change from 2015		-1.9%	x-x	1.2%	1.8%	0.9%	+0.2%	-16.4%	-7.4%	-6.7%	+0.2%	-16.4%	-6.7%

Source: "Average Daily Traffic," Monterey County Department of Public Works, Traffic Engineering, annual publications from 2015 through 2022.

Table 9 indicates that total traffic volumes increased about 0.2% on roads throughout Carmel Valley between 2015 and 2019. This is an average of about 0.04% per year, which is essentially no change. However, the total ADT declined about 16.4% in 2020 from 2015. This is primarily due to the Covid pandemic, as described above. Although traffic volumes have increased since 2020, 2022 volumes were lower than 2015 volumes, although they were on average only about 6.4% less than 2015 volumes. The only segment that had an increase was Carmel Valley Road between Highway 1 and Carmel Rancho Boulevard. This segment had an increase of about 300 vehicles per day (1.3%) above 2015 volumes. In conclusion, the 2015 Monitoring Study is more consistent with current conditions than the more recent 2022 study and should be used as the basis for this traffic operations analysis. The results of the 2015 monitoring report are therefore included in the following section to provide a more conservative baseline than the more recent monitoring data.

iv. 2015 Carmel Valley Traffic Monitoring Study

A December 3, 2015, memorandum from Ryan Chapman, Monterey County Traffic Engineer, to the Monterey County Department of Public Works documents the results of the 2015 Carmel Valley Master Plan (CVMP) Volume Report and 5th Year Update. The memorandum summarizes the same analysis scope as the more recent 2020 study described above.

Table 10 on the following page shows the ADT thresholds and the 2015 June and October daily traffic volumes for Carmel Valley Road Master Plan segments 1 through 13. Although prior to the decrease in

traffic during the Covid pandemic, 2015 Carmel Valley Road Segments all carried less than the threshold volumes specified in Carmel Valley Master Plan Supplemental Policy CV-2.17(a). Again, as described in the 2022 and 2020 monitoring reports summarized above, ADT threshold volumes will not be exceeded on any Carmel Valley Road segment with Project traffic.

Table 10
2015 Carmel Valley Road ADT Segment Thresholds

Segment	Threshold LOS	Threshold Volume	June ADT (2015)	June ADT Exceeds Threshold?	June Reserve Capacity	October ADT (2015)	October ADT Exceeds Threshold?	October Reserve Capacity
1 CVR CVMP Boundary - Holman Rd	C	8,487	3,128	No	5,359	3,048	No	5,439
2 CVR Holman Rd - Esquiline Rd	C	6,835	3,536	No	3,299	3,438	No	3,397
3 CVR Esquiline Rd - Ford Rd	D	9,065	8,216	No	849	8,201	No	864
4 CVR Ford Rd - Laureles Grade	D	11,600	10,740	No	860	11,061	No	539
5 CVR Laureles Grade - Robinson Cyn Rd	D	12,752	11,015	No	1,737	11,364	No	1,388
6 CVR Robinson Cyn Rd - Schulte Rd	D	15,499	14,255	No	1,244	14,400	No	1,099
7 CVR Schulte Rd - Rancho San Carlos Rd	D	16,340	14,642	No	1,698	16,067	No	273
8 CVR Rancho San Carlos Rd - Rio Rd	C	48,487	19,076	No	29,411	19,117	No	29,370
9 CVR Rio Rd - Carmel Rancho Blvd	C	51,401	23,941	No	27,460	24,767	No	26,634
10 CVR Carmel Rancho Blvd - SR 1	C	27,839	22,413	No	5,426	22,510	No	5,329
11 CRB Carmel Valley Rd - Rio Rd	C	33,495	10,076	No	23,419	9,728	No	23,767
12 Rio Road Eastern Terminus - Carmel Rancho Blvd	C	6,416	711	No	5,705	702	No	5,714
13 Rio Road Carmel Rancho Blvd - SR 1	C	33,928	11,528	No	22,400	11,437	No	22,491

Source: 2015 CVMP Annual Evaluation of Traffic Volume, Monterey County Department of Public Works, June and October 2015.

Notes:

1. ADT from Monterey County 2015 Annual CVMP Board Report.
2. Reserve Capacity: The capacity available before the threshold volume for the segment is reached.
3. CVR = Carmel Valley Road; CRB – Carmel Rancho Boulevard

According to the 2015 Carmel Valley Master Plan Volume Report and 5th Year Update, the two-lane segments of Carmel Valley Road operated with a directional Percent Time Spent Following (PTSF) of less than 85.0 except for Segment 6: Robinson Canyon Road – Schulte Road and Segment 7: Schulte Road and Rancho San Carlos Road

An 85.0 PTSF is the break point between the LOS D and LOS E level of service categories. Based on the PTSF performance measure, Segments 6 and 7 operated at an unacceptable LOS E during the AM and/or PM peak hour and all other two-lane segments on Carmel Valley Road operate at LOS D or better. **Table 11** on the following page shows the 2015 PTSF for the two-lane segments of Carmel Valley Road.

Table 11
2015 Carmel Valley Road Two-Lane Segment Levels of Service

Segment	Threshold LOS	Threshold PTSF	June 2015 Vehicles Per Hour Highest Direction	Directional HCM 2010 PTSF	LOS	Oct 2015 Vehicles Per Hour Highest Direction	Directional HCM 2010 PTSF	LOS
3 CVR Esquiline Rd - Ford Rd	D	>85	466	70.3	D	435	78.9	C
4 CVR Ford Rd - Laureles Grade	D	>85	588	76.1	D	633	77.0	D
5 CVR Laureles Grade - Robinson Cyn Rd	D	>85	662	76.6	D	839	83.8	D
6 CVR Robinson Cyn Rd - Schulte Rd	D	>85	855	85.3	E	906	86.8	E
7 CVR Schulte Rd - Rancho San Carlos Rd	D	>85	959	87.7	E	1,011	89.2	E

Source: 2015 CVMP Annual Report of Traffic Volumes (PTSF Method, HCM 2010), Monterey County Department of Public Works, June, and October 2015.

Notes:

1. LOS: Level of Service
2. PTSF: Percent Time Spent Following
3. pcphpl: passenger cars per hour per lane
4. Existing reported volume and LOS for each segment are the worst-case between the June 2015 and October 2015 counts.
5. CVR = Carmel Valley Road

Both Segments 6 and 7 are located west of Carmel Valley Ranch. As shown in **Table 2**, the project would add an estimated 1.0 vehicle trips during the AM peak hour (0.5 trips eastbound and 0.5 trips westbound) and 1.0 vehicle trips during the PM peak hour (1.0 trips eastbound and 0.0 trips westbound) to Carmel Valley Road west of Robinson Canyon Road, including Segments 6 and 7. The addition of project trips would increase the PTSF value of Segment 7 by a small fraction (less than 0.5) and would not cause segment operations to deteriorate to a lower level of service category. And the addition of project trips would not cause the volume of traffic carried on the roadway to exceed the capacity of the roadway (i.e., volume-to-capacity ratio > 1.0), and would not significantly impact Carmel Valley Road between Robinson Canyon Road and Rancho San Carlos Road.

The project trips would have minimal impact to the PTSF values shown in **Table 5** for the other two-lane segments on Carmel Valley Road. The change in PTSF resulting from the project would not cause the segment levels of service to deteriorate worse than a PTSF value of 85.0, which is the threshold value between LOS D and LOS E. Therefore, the project would not significantly impact the two-lane segments of Carmel Valley Road.

Table 12 shows that the four-lane segments (8 through 10) of Carmel Valley Road operated at LOS A or B as documented in the 2007 Carmel Valley Master Plan Traffic Study. To exceed LOS C operations, peak hour traffic volumes on Carmel Valley Road would have to at least double on most segments; or increase by at least 1,100 vehicles per hour from the volumes documented in the 2007 CVMP traffic study. Volume statistics published by Monterey County indicate traffic volumes on Carmel Valley Road have remained relatively steady over the last decade. The amount of traffic growth necessary to cause traffic operations on the four-lane segments of Carmel Valley Road to deteriorate to LOS C or worse operations has not occurred. The project would add a small amount of traffic to Carmel Valley Road during the peak commute hours and would not be at levels that would significantly impact traffic operations.

Table 12
Carmel Valley Master Plan Traffic Study 2007 Levels of Service

2007 CARMEL VALLEY MASTER PLAN TRAFFIC STUDY EXISTING TWO-LANE SEGMENT LEVEL OF SERVICE								
Segment		Threshold LOS	AMPeak Hour			PMPeak Hour		
			Two-Way Volume	PTSF	LOS	Two-Way Volume	PTSF	LOS
1	CVR CVMP Boundary - Holman Rd	C	373	32.46	A	430	37.98	A
2	CVR Holman Rd - Esquiline Rd	C	390	32.39	A	473	39.50	A
3	CVR Esquiline Rd - Ford Rd	D	774	55.81	C	790	54.57	B
4	CVR Ford Rd - Laureles Grade	D	1,114	68.00	C	1,112	66.60	C
5	CVR Laureles Grade - Robinson Cyn Rd	D	1,074	70.00	D	1,158	68.77	C
6	CVR Robinson Cyn Rd - Schulte Rd	D	1,445	76.42	D	1,430	74.92	D
7	CVR Schulte Rd - RSCR	D	1,629	82.98	D	1,556	76.75	D

2007 CARMEL VALLEY MASTER PLAN TRAFFIC STUDY EXISTING FOUR-LANE SEGMENT LEVEL OF SERVICE												
				Threshold LOS	AMPeak Hour				PMPeak Hour			
					Two-Way Volume	Flow Rate (pcphpl)	Density	LOS	Two-Way Volume	Flow Rate (pcphpl)	Density	LOS
Segment												
8	CVR	RSCR - Rio Rd	EB	C	769	470	7.53	A	1,034	550	10.00	A
		RSCR - Rio Rd	WB	C	937	586	10.65	A	874	475	8.64	A
9	CVR	RSCR - CRB	EB	C	1,028	579	10.53	A	1,272	650	11.82	A
		RSCR - CRB	WB	C	1,273	757	13.76	B	1,098	646	11.75	B
10	CVR	CRB - SR 1	EB	C	1,106	621	11.29	B	1,030	575	11.29	B
		CRB - SR 1	WB	C	904	601	10.93	A	1,089	662	10.93	A

Source: Carmel Valley Master Plan Traffic Study, DKS Associates, July 2007.

Notes:

1. LOS: Level of Service
2. PTSF: Percent Time Spent Following
3. pcphpl: passenger cars per hour per lane
4. Density: passenger cars per mile per lane
5. CVR = Carmel Valley Road
6. RSCR = Rancho San Carlos Road
7. CRB = Carmel Rancho Boulevard

c. Highway 1 North of Carmel Valley Road

Previous traffic impact studies have determined that Highway 1 north of Carmel Valley Road operates at LOS F during peak hours.

Historically, Caltrans perceived an impact when there was any degradation in the performance measure below the cusp of LOS C/D. If a facility is currently operating at or below LOS D, then any trips added were considered to represent a potential impact. The performance measure would then need to be brought back to predevelopment conditions. While a single trip added to a degraded facility is not usually reflected in the performance measure, Caltrans reserved the ability to consider a single trip as an impact.

As shown in **Table 2**, the project is expected to contribute less than one vehicle trip during each peak hour on average to Highway 1 north of Carmel Valley Road. It would therefore not be considered to have a significant impact. With the replacement of level of service with Vehicle Miles Travelled (VMT) by California Senate Bill 743 as described later in this letter, traffic increases on Highway 1 are no longer analyzed under CEQA. These effects can be reviewed in comparison to County policies. Regardless, the addition of less than one peak hour trip is considered inconsequential based on historic County assessments of Project impacts.

d. Trip Generation Comparison

Table 13 compares trip generation for previous approved levels of development for the residential and guest unit components of the Carmel Valley Ranch project.

Table 13
Trip Generation Comparison of Previous Approved Levels of Development

	WEEKDAY TRIP GENERATION RATES						
	Daily	AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Resort Lodge Guest Units (per unit)	8.33	46%	54%	0.27	96%	4%	0.39
Residential (per unit)	7.50	25%	75%	0.60	63%	37%	0.90

		WEEKDAY TRIP GENERATION						
		Daily Trips	AM Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
TRIPS GENERATED BY CVR AS ORIGINALLY PROPOSED								
Residential	855 Units	6,413	128	385	513	485	285	770
Lodge Units	200 Units	1,666	25	29	54	75	3	78
TOTAL	1055 Units	8,079	153	414	567	560	288	848

TRIPS GENERATED BY CVR AS APPROVED								
Residential	400 Units	3,000	60	180	240	227	133	360
Lodge Units	100 Units	833	12	15	27	37	2	39
TOTAL	500 Units	3,833	72	195	267	264	135	399

TRIPS GENERATED BY EXISTING DEVELOPMENT								
Residential	298 Units	2,235	45	134	179	169	99	268
Lodge Units	181 Units	1,508	22	26	49	68	3	71
TOTAL	479 Units	3,743	67	160	228	237	102	339

TRIPS GENERATED BY EXISTING DEVELOPMENT PLUS PROPOSED PROJECT								
Residential	298 Units	2,235	45	134	179	169	99	268
Lodge Units	208 Units	1,733	26	30	56	78	3	81
TOTAL	506 Units	3,968	71	164	235	247	102	349

The trip generation rate calculated for the guest units (8.33 trips per unit) was utilized to estimate the historical trips generated by the resort lodge guest units. A trip generation rate of 7.50 trips per dwelling unit was utilized for the residential development. The Carmel Valley Ranch residential development consists of a mix of attached and detached housing. The trip rate of 7.50 trips per dwelling unit is the approximate average of the Institute of Transportation Engineers trip generation rate for condominium/townhouse and single-family residential uses. Also, previous traffic studies for projects in Carmel Valley have used a trip generation rate of 7.50 trips per dwelling unit to estimate the daily trips generated by single family residential development. As shown in **Table 13**, after the development of 27 additional guest units, the Carmel Valley Ranch is expected to generate fewer AM and PM peak hour trips than was originally approved. Although it is expected to generate more daily trips, most of the trips generated by the guest units are internal to the project and would not be using Carmel Valley Road, Robinson Canyon Road, or Highway 1.

4. Summary and Conclusions

1. The proposed 27-unit project would generate an estimated 225 gross trips per day with 7 trips generated during the AM peak commute hour and 11 trips during the PM peak commute hour.
2. Most of the new trip generation is anticipated to remain within the Carmel Valley Ranch complex.
3. Based on 2013 guest and arrival data for Carmel Valley Ranch, the proposed 27-unit project would generate an average of 0.70 guest departure trips per weekday during the AM peak commute hour and 1.5 guest arrival trips during the PM peak commute hour. Arrival and departure trips would use Highway 1 and Laureles Grade to access the project. In addition, a portion of the arrival and departure trips are made by shuttle between Carmel Valley Ranch and Monterey Regional Airport.
4. The project would generate an estimated 45 external trips per day, 2 external trips during the AM peak hour and 2 trips during the PM peak hour. The addition of these trips to the road network would not significantly impact existing traffic operations on Carmel Valley Road, Robinson Canyon Road, and Highway 1.
5. The project is consistent with the Carmel Valley Ranch Specific Plan. The Carmel Valley Ranch Specific Plan allows 208 guest units. The total number of guest units after the proposed project is developed would be 208 units, equal to the number of guest units allowed by the Carmel Valley Ranch Specific Plan. Mitigation measures required to mitigate Carmel Valley Ranch Specific Plan impacts have been previously identified, programmed, and applied. The mitigation for the Carmel Valley Ranch project included construction of the Robinson Canyon underpass by Carmel Valley Ranch to eliminate the left turn movement from Robinson Canyon Road to westbound Carmel Valley Road and payment of Carmel Valley Road fees. Therefore, traffic mitigation for the 27 new units has already been identified and applied. The project would not be subject to the Carmel Valley Traffic Improvement Program fee since the project's traffic impacts were previously mitigated. The project will be subject to payment of the TAMC Regional Development Traffic Impact Fee.

B. Vehicle Miles Traveled Analysis

1. Background

As mandated by California Senate Bill SB 743, effective July 1, 2020, vehicle-miles-travelled (VMT) replaced level of service to evaluate environmental impacts under CEQA. Although a draft policy has been developed, Monterey County has not adopted a formal VMT policy which would include the methodology for performing this analysis. However, Monterey County's draft VMT policy and evaluation methodology are consistent with the "Technical Advisory on Evaluating Transportation Impacts in CEQA," State of California Governor's Office of Planning and Research, December 2018 (OPR Guidelines), which provides implementation guidance for SB 743 for evaluating development proposals. The following is a discussion of project trip generation and its implications on traffic impacts and Vehicle Miles Traveled (VMT) per the draft Monterey County VMT Policy.

2. Project VMT Significance Threshold

The OPR Guidelines include criteria for determining if a development proposal will require VMT analysis or if the proposal is below the significance threshold and exempt from additional analysis. The OPR Guidelines, page 12, states, "Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact."

3. Project VMT Analysis

As described in the analysis and summarized in **Table 1** above, the addition of 27 guest rooms to the lodge is estimated to generate about 45 external vehicle trips per day. This is below the 110 trips-per-day significance threshold. The proposed hotel expansion will therefore have a less-than-significant VMT impact. No additional VMT analysis is required.

Please let me know if you have any questions or need additional information. Thank you for the opportunity to assist you with this project.

Respectfully submitted,



Keith B. Higgins, PE, TE

Keith Higgins

Traffic Engineer

MEMORANDUM

Date: June 6, 2024

To: CVR HSGE LLC

From: Keith Higgins, PE, TE *Keith Higgins*

Subject: Carmel Valley Ranch Hotel Buildout, Carmel Valley, Monterey County, CA

Carmel Valley Ranch (CVR) proposes to add 27 guest units to the existing Carmel Valley Ranch Hotel. This would increase the total number of guest units at CVR from 181 units to 208 units, which is the total number of hotel rooms allowed in the most current CVR Specific Plan. This memorandum discusses the history of development and previous environmental review and associated traffic impact analysis of Carmel Valley Ranch and the extent of traffic mitigations that have already been implemented.

The application for the Carmel Valley Ranch Specific Plan (CVRSP) was submitted to the County in 1975. A Final EIR for the Specific Plan (CVRSP EIR) was adopted by the Monterey County Board of Supervisors in October 1975 with final approval in 1977. The Specific Plan allows for the development of a residential and resort lodge complex consisting of residential units, a resort lodge and guest units, golf course and clubhouse, stables and tennis facility. The CVRSP has been revised several times. Its most recent revision was adopted on October 1, 1996, which allows for the development of up to 311 residential units and 208 resort lodge guest units, in addition to the recreation and open space uses. The impact on traffic and circulation from the full buildout of the resort lodge were fully analyzed in the original CVRSP EIR.

The mitigations for the Carmel Valley Ranch project included payment of fees to construct the Robinson Canyon underpass that eliminated the left turn movement from Robinson Canyon Road to westbound Carmel Valley Road. CVR fully funded the Carmel Valley Road / Robinson Canyon Road interchange, which was beyond its responsibility for mitigation.

Carmel Valley Ranch is incorporated by reference into the Carmel Valley Master Plan and each increment of development is dependent upon conformity with the Specific Plan Amended Conditions of Approval as well as the goals and policies of the General Plan. Monterey County General Plan Policy C-1.11 requires new development to pay the Regional Traffic Impact Fee (TAMC Fee). Therefore, although the Hotel buildout more than fully mitigated its impacts within Carmel Valley, the project will be subject to payment of the Transportation Agency for Monterey County (TAMC) Regional Development Traffic Impact Fee, which was adopted in 2008. To account for the over-mitigation, the TAMC Fee could be reduced to account for the capture of hotel trips by the variety of on-site attractions. **Attachment A**, which was conducted in 2014,

CVR HSGE
June 6, 2024

provides a supplemental estimate of net hotel trip generation external to CVR. Page 4 and Exhibit 1 of **Attachment A** indicate that about 80% of hotel traffic remains within CVR. A net of only about 20% of hotel traffic is added to the external Carmel Valley road network. The estimate is based on the traffic interactions between the existing hotel and attractions within Carmel Valley Ranch under its current operation.

The proposed additional 27 guest units are consistent with the 208 guest units allowed by the Carmel Valley Ranch Specific Plan that has already been subject to environmental impact review and full mitigation. No further traffic analysis is required.

Please let me know if you have any questions.

Attachment A
Carmel Valley Ranch Expansion
Traffic Evaluation Memo, September 5, 2014
(Increase to 181 Hotel Rooms)



Hatch Mott
MacDonald

1300-B First Street
Gilroy, CA 95020
T 408-848-3122 www.hatchmott.com

September 5, 2014

MEMORANDUM

TO: Shandell Clark

FROM: Keith Higgins, CE, TE
Dan Takacs, TE

SUBJECT: Carmel Valley Ranch Expansion



Carmel Valley Ranch proposes to add 37 guest units, which would increase the total number of guest units at the facility from 144 units to 181 units. The project will generate new vehicle trips that will add to traffic on the local and regional road networks. This memorandum discusses the history of development at Carmel Valley Ranch, the extent of traffic mitigation that have already been implemented and programmed, documents an analysis of the volume of trips that the project would potentially add to the local and regional road network and assess what traffic impact there may be beyond those which have been previously identified.

HISTORY OF DEVELOPMENT OF CARMEL VALLEY RANCH

Over the past 30 years, Carmel Valley Ranch has become a first class destination resort. Existing amenities at the Ranch include a championship golf course and clubhouse, a children's activity center, a number of pools and tennis courts, a fitness center, a full service spa, casual and fine dining restaurants, corporate meeting space, and miles of hiking trails. Unlike a single use hotel or motel, these amenities allow the guests to stay on site throughout their vacation.

To facilitate guest circulation within the resort, Carmel Valley Ranch operates a total of five (5) shuttles within the resort to transport their guests to any of the on-site amenities on a 24 hour, on-demand basis. Occupancy of the shuttles ranges between 7-12 persons. The owners also operate a fleet of five (5) golf carts that are utilized to move people (up to four persons each) and supplies throughout the resort. Carmel Valley Ranch arranges guest travel outside the resort, including the airport through a third party service.

The application for the Carmel Valley Ranch Specific Plan was submitted to the County in 1975. A Final EIR for the Specific Plan was adopted by the Monterey County Board of Supervisors in October 1975. The Carmel Valley Ranch Specific Plan was approved by the Board of Supervisors in 1977. The Specific Plan allows for the development of a residential and resort lodge complex consisting of residential units, a resort lodge and guest units, golf course and clubhouse, stables and tennis facility.

EXHIBIT E



The Carmel Valley Ranch Specific Plan has been revised several times with the most recent revision adopted on October 1, 1996. As amended in 1996, the Specific Plan allows for the development of up to 311 residential units and 208 resort lodge guest units, in addition to the recreation and open space uses.

The mitigations for the Carmel Valley Ranch project included payment of fees to construct the Robinson Canyon underpass that eliminated the left turn movement from Robinson Canyon Road to westbound Carmel Valley Road. The proposed additional 37 guest units are being constructed within the context of the development of the 208 guest units allowed by the Carmel Valley Ranch Specific Plan that has already been subject to environmental impact review and mitigation. Therefore, traffic mitigation for the 37 new units has already been identified and applied.

The project will be subject to payment of the Transportation Agency for Monterey County (TAMC) Regional Development Traffic Impact Fee, which was adopted in 2008. Carmel Valley Ranch is incorporated by reference into the Carmel Valley Master Plan and each increment of development is dependent upon conformity with the Specific Plan Amended Conditions of Approval as well as the goals and policies of the General Plan. Monterey County General Plan Policy C-1.11 requires new development to pay the Regional Traffic Impact Fee.

PROJECT TRIP GENERATION, TRIP DISTRIBUTION AND ASSIGNMENT

Project Trip Generation

A trip generation study of the existing Carmel Valley Ranch development was performed to establish trip generation rates for the facility. Traffic volume counts using machine tube counters were performed to establish the existing traffic generation of the lodge and guest units.

A machine tube counter was installed on Old Ranch Road immediately north of the lodge between Wednesday April 9, 2014 and Friday April 18, 2014 to count traffic generated by the lodge and lodge units. This counter counted traffic generated by the lodge and guest units and other traffic not directly attributable to the lodge guest units. The Old Ranch Road traffic volume counts were adjusted to remove trips not directly attributable to the guest units. Besides counting traffic generated by the guest units, the Old Ranch Road traffic counter counted traffic generated by residential units located on Fairway Lane, Carmel Valley Ranch employees, delivery and service trucks and Carmel Valley Ranch guest shuttle vehicles. The following adjustments were made to the traffic counts collected on Old Ranch Road:

1. Fairway Lane – Traffic generated by residential units on Fairway Lane are not associated with the lodge and guest units. A machine tube counter was also placed on Fairway Lane to count traffic generated by developed on Fairway Lane. This traffic count was subtracted from the Old Ranch Road traffic count.
2. Employees – The project may result in an increase of one or two housekeeping employees, but these employees would be added to the weekend shifts. Otherwise, the number of employees during the week would not increase as a result of the project. Carmel Valley Ranch staff provided a count of the



- employee trips during traffic count study period and the employee trips were deducted from the Old Ranch Road traffic count.
3. Carmel Valley Ranch Shuttles – Carmel Valley Ranch Shuttles operate throughout the day at the current time. The additional guest units will not materially change the volume of guest shuttle trips made during the day. Camel Valley Ranch staff provided a count of shuttle trips made during the count period and the shuttle trips were deducted from the Old Ranch Road traffic counts.
 4. Security – Carmel Valley Ranch maintains a security force that patrols the grounds. The size and patrolling schedule of the force will not change as a result of the project. Camel Valley Ranch staff provided a count of security trips made during the count period and the security trips were deducted from the Old Ranch Road traffic counts.
 5. Construction Activity – Traffic generated by construction work underway at the lodge at the time of the traffic counts should not be included in the trip generation rate for the guest units. Carmel Valley Ranch staff provided a count of the vehicle trips generated by construction activity at the lodge during the count period. These trips were subtracted from the Old Ranch Road traffic count.
 6. Deliveries – Deliveries are made on a regularly scheduled basis to the Carmel Valley Ranch lodge. The proposed project will not change the number of deliveries made to the facility. Camel Valley Ranch staff provided a count of delivery schedule and the delivery truck trips were deducted from the Old Ranch Road traffic counts.
 7. Spa – An analysis of spa usage over an approximate four month period in late 2010 and early 2011 determined that the spa generates one off-site patron per day (two vehicle trips). These trips were subtracted from the Old Ranch Road traffic volume count.

The existing trip generation for the lodge and guest units is summarized on Exhibit 1. The lodge and guest units generated an average of 39 vehicle trips during the AM peak hour and 56 vehicle trips during the PM peak hour excluding employee, shuttle, security, construction, delivery and spa trips. Based on that data it was determined that the lodge and guest units generate trips at the rate of 0.27 trips per unit during the AM peak hour and 0.39 trips per unit during the PM peak hour. The existing lodge and guest units generate an average of 1,199 daily trips per weekday, or 8.33 trips per day per guest unit.

The trip generation rates for the lodge and guest units were used to estimate the trip generation for the proposed project. As shown on Exhibit 1, the 37-unit guest room expansion would generate:

- 10 trips during the AM peak hour;
- 14 trips during the PM peak hour; and,
- 308 trips per day.

The lodge contains other uses including a restaurant that is open to the public and trips made by non-guests would be included in the traffic counts collected on Old Ranch Road. Vehicle trips generated by the restaurant and other ancillary uses within the lodge were not subtracted from the Old Ranch Road traffic counts. Therefore, the trip generation rates used to forecast the trip generation for the proposed project and the trip generation estimate for the proposed project should be considered conservative (high)



Most of the new trips generated by the expansion will be trips between the new guest units and on-site resort amenities. Carmel Valley Ranch is a resort hotel and most of the guests stay on the property after arrival. Carmel Valley Ranch estimates that the internal capture rate between the guest units and on-site amenities is 80 percent.¹ This results in an estimate of:

- 62 external trips per day,
- 2 external trips during the AM peak hour and
- 3 external trips during the PM peak hour.

External trips are trips with origins and destinations outside of the resort that would travel on Carmel Valley Road and Robinson Canyon Road to access the Ranch.

To mitigate potential project traffic related impacts to traffic, Carmel Valley Ranch proposes to re-schedule deliveries currently scheduled during the peak commute hours to hours outside of the peak hours to off-set the potential peak hour trips generated by the proposed project. On weekdays, deliveries are currently scheduled between 6 am and 10 am. Currently, 7 deliveries are scheduled during the 8 am to 9 am peak hour during the week, or an average of 1.4 deliveries per day. Re-scheduling at least 1 delivery per day to an hour outside of the AM peak hour would off-set the estimated external trip generation for the project during the AM peak hour, which is 2 vehicle trips. When the passenger-car equivalencies (pce) of a truck are considered, rescheduling at least one delivery outside of the AM peak hour would more than off-set the estimated additional external trips that the project would generate during the AM peak hour. (The passenger-car equivalency for a truck varies depending on the roadway grade, length of grade and percentage of trucks and buses in the traffic flow. On a flat roadway, the passenger-car equivalency of a truck is 1.5. On a grade of 5% with a length of three-quarters of a mile, which approximates the grade of Highway 1 north of Carmel Valley Road, the truck passenger-car equivalency would be 5.0, assuming 2% trucks/buses in the traffic flow.)

Project Trip Distribution/Assignment

The external trips generated by the guest units would consist of guest arrival and departure trips, trips to other visitor serving uses in the region and trips to commercial uses in the valley.

¹ The 80% internal capture rate of resort guests is supported by the Carmel Valley Ranch activity record between April 8, 2014 and April 18, 2014 shown on Attachment A. During the survey period, each guest unit generated about 8 guest activities per day. Activities include the spa, golf, multiple restaurants, workshops, guided hikes and horseback riding. The resort offers meeting space and multiple specially designed activities and facilities for corporate and group guests.



The following trip distribution pattern was assumed for the project:

North via Highway 1: 25%
South via Highway 1: 5%
West via Rio Road: 10%
Other destinations in Carmel Valley west via Carmel Valley Road: 10%
North via Laureles Grade: 40%
Other destinations in Carmel Valley east via Carmel Valley Road: 10%

Exhibit 2 includes a tabulation of the daily and peak hour trips that the project would add to Carmel Valley Road and other roads in the region.

The project would add an estimated 62 vehicle trips per day to Robinson Canyon Road between Old Ranch Road and Carmel Valley Road, 31 trips per day to Carmel Valley Road west of Robinson Canyon Road and 31 trips per day to Carmel Valley Road east of Robinson Canyon Road.

During the AM peak hour, the project would add an estimated 2 vehicle trips to Robinson Canyon Road between Old Ranch Road and Carmel Valley Road, 1 trip to Carmel Valley Road west of Robinson Canyon Road and 1 trip to Carmel Valley Road east of Robinson Canyon Road.

During the PM peak hour, the project would add an estimated 3 vehicle trips to Robinson Canyon Road between Old Ranch Road and Carmel Valley Road, 1.5 trips to Carmel Valley Road west of Robinson Canyon Road and 1.5 trips to Carmel Valley Road east of Robinson Canyon Road.

The project trip assignment shown on Exhibit 2 indicates that the contribution of project trips to some roadway segments will be less than 1 trip during the peak hour. The addition of trips to a roadway segment that are less than a value of one indicates that the project will add trips to the segment, but the contribution will average less than one trip day.

Most of the new trips generated by the expansion will be trips between the new guest units and on-site resort amenities, but some off-site trips would be generated that would include trips to destinations in the Valley and outside the Valley. It is anticipated that most of the trips added to the regional road network by the project will be trips associated with guest arrivals and departures.

Guest Check-in/Check-out Trips

This section of the memorandum documents an analysis of the trips that would be generated by guest check-in and check-out.

Guest check-in and check-out data for 2013 was provided by Carmel Valley Ranch. The data was compiled to show the number of guest check-ins and check-outs by time-of-day and by day-of-week for the entire 2013 year. The average number of arrivals and departures per weekday was determined from the data. Also, the average peak one-hour number of check-ins and check-outs during the AM and PM peak commute periods was



determined for 2013. Using this data, the percentage of total weekday daily check-outs that occurs during the AM peak commute hour and the percentage of total weekday daily check-ins that occurs during the PM peak commute hour were determined. The peak commute periods are between 7 am and 9 am in the morning and 4 pm and 6 pm in the afternoon. The peak commute hours are the peak one-hour of traffic during the peak commute periods. For this analysis, it was assumed that the peak one-hour of check-outs during the morning commute period and the peak one-hour of check-ins during the afternoon peak commute period coincide with the peak one-hour of traffic on the adjacent road network. The percentage of total weekday check-ins during the PM peak commute hour and the percentage of total weekday check-outs during the AM peak commute hour were used to calculate the number of check-ins and check-outs during the AM and PM peak commute hours for the new 37 guest units.

Exhibit 3 provides a summary of the calculations. Note that the existing number of check-ins during the AM peak period and the existing number of check-outs during the PM peak period are negligible. The average number of guest check-ins during the weekday AM peak hour in 2013 was 0.2 check-ins per day, or 0.002 check-ins per day per room. The average number of guest check-outs during the weekday PM peak hour in 2013 was 0.3 check-outs per day, or 0.002 check-outs per day per room. The project will not materially add to the number of check-ins that occur during the AM peak hour or to the number of check-outs that occur during the PM peak hour. Therefore, the calculations on Exhibit 2 show the estimated number of guest check-outs generated by the project during the AM peak hour and the estimated number of guest check-ins during the PM peak hour.

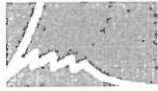
An explanation of the calculations is provided below:

Check Out

1. In 2013, there was an average of 41.2 check-outs per weekday.
2. The average rate of guest check-outs in 2013 was 0.29 check-outs/room/weekday.
3. The estimated guest check-outs per weekday for the 37 new guest units is 10.7 (0.29×37).
4. Based upon the guest check-out data provided by Carmel Valley Ranch, 9.0 percent of the daily check-outs occur during the AM peak commute hour.
5. Therefore, the estimated average number of guest peak hour check-outs per weekday for the 37-unit project is 1.0 (10.7×0.09).

Check In

1. In 2013, there was an average of 49.5 check-ins per weekday.
2. The average rate of guest check-ins in 2013 was 0.34 check-ins/room/weekday.
3. The estimated guest check-ins per weekday for the 37 new guest units is 12.6 (0.34×37).
4. Based upon the guest check-in data provided by Carmel Valley Ranch, 16.7 percent of the daily check-ins occur during the PM peak commute hour.
5. Therefore, the estimated average number of peak hour check-ins per weekday for the 37-unit project is 2.1 (12.6×0.167).



Based on 2013 guest and arrival data for Carmel Valley Ranch, the proposed 37-unit project would generate an average of 1.0 guest departure trips per weekday during the AM peak commute-hour and 2.1 guest arrival trips during the PM peak commute hour. Arrival and departure trips would primarily use Highway 1 and Laureles Grade to access the project.

PROJECT IMPACTS

This section of the memorandum analyzes potential project impacts to Robinson Canyon Road, Carmel Valley Road and Highway 1 north of Carmel Valley Road. The analyses shows that in context of existing traffic conditions on Carmel Valley Road and Robinson Canyon Road, the proposed 37 additional guest units would not have a significant impact to traffic operations on these roadways. However, as previously discussed the Carmel Valley Ranch Specific Plan (revised in 1996) allows the development of 208 guest units. The impact of that number of units was fully analyzed. The total number of guest units after the project is developed would still be less than the number of guest units allowed by the Carmel Valley Ranch Specific Plan.

Robinson Canyon Road

According to the Monterey County published statistics, Robinson Canyon Road between Carmel Valley Road and Holt Road carried 3,300 vehicles per day in 2013. The capacity of a two-lane collector roadway such as Robinson Canyon Road is 12,000 vehicles per day and volumes less than 6,000 vehicles per day reflect LOS A operations. Robinson Canyon Road currently operates at LOS A. With the estimated 62 external project trips added to Robinson Canyon Road, Robinson Canyon Road would carry 3,362 vehicles per day (an increase of 1.9%) and would continue to operate at LOS A. The proposed project will not significantly impact Robinson Canyon Road.

Carmel Valley Road

According to the Carmel Valley Master Plan Supplemental Policies, traffic operations on Carmel Valley Road are evaluated on the basis of two factors – 1) level of service and 2) Average Daily Traffic (ADT) thresholds. The traffic standards for the Carmel Valley Road segments are as follows:

- a) LOS of “C” and ADT below its threshold specified in Policy CV-2.17(a) for Segments 1, 2, 8, 9, 10, 11, 12 and 13 is an acceptable condition;
- b) LOS of “D” and ADT below its threshold specified in Policy CV-2.17(a) for Segments 3, 4, 5, 6 and 7 is an acceptable condition;

A project impact would be significant if it caused the level of service to degrade from an acceptable level of service to an unacceptable level of service or caused a facility already operating at an unacceptable LOS D or LOS E condition to deteriorate to a lower level of service value (i.e., from LOS D to LOS E or LOS F; or from LOS E to LOS F).

A June 26, 2014 memorandum from Ryan Chapman, Monterey County Traffic Engineer to the Carmel Valley Road Committee documents the results of the 2013 Carmel Valley Road Annual Traffic Volume Reporting Evaluation. The memorandum includes an analysis of level of service for the two-lane segments and an analysis of the ADT thresholds for all segments. Information contained in the memorandum was referenced to assess the potential for the project to impact Carmel Valley Road.



Exhibit 4 shows the ADT thresholds and the existing (2013) daily traffic volume for the Carmel Valley Road segments. The traffic volume data contained in the table on Exhibit 43 was obtained from the 2013 Carmel Valley Master Plan Annual Evaluation of Traffic Volume. Currently, all Carmel Valley Road Segments carry less than the threshold volume specified in Carmel Valley Master Plan Policy CV-2.17(a). In addition, the reserve capacity available on each segment exceeds the total estimated trip generation for the project (308 vehicle trips). The project will add an estimated 31 trips per day to Carmel Valley Road west of Robinson Canyon Road and 31 trips per day to Carmel Valley Road east of Robinson Canyon Road. Therefore, the ADT threshold volumes specified in Policy CV-2.17(a) would not be exceeded on any Carmel Valley Road segment with the project developed.

According to the 2013 Carmel Valley Master Plan Annual Report of Traffic Volumes, all two-lane segments of Carmel Valley Road operate with a directional Percent Time Spent Following (PTSF) of less than 85.0 except the following two segments:

Segment 6: Robinson Canyon Road – Schulte Road
Segment 7: Schulte Road and Rancho San Carlos Road

An 85.0 PTSF is the break point between the LOS D and LOS E level of service categories. Based on the PTSF performance measure, Segments 6 and 7 currently operate at an unacceptable LOS E during the PM peak hour and all other two-lane segments on Carmel Valley Road operate at LOS D or better. Exhibit 5 shows the existing PTSF for the two-lane segments of Carmel Valley Road.

Both Segments 6 and 7 are located west of Carmel Valley Ranch. As shown on Exhibit 2, the project would add an estimated 1.5 vehicle trips (1.5 trips eastbound and 0.0 trips westbound) during the PM peak hour to Carmel Valley Road west of Robinson Canyon Road, including Segments 6 and 7. The addition of project trips would increase the PTSF value of Segment 7 by a small fraction (less than 0.5) and would not cause segment operations to deteriorate to a lower level of service category. And, the addition of project trips would not cause the volume of traffic carried on the roadway to exceed the capacity of the roadway (i.e., volume-to-capacity ratio > 1.0), and would not significantly impact Carmel Valley Road between Robinson Canyon Road and Rancho San Carlos.

The project trips would have minimal impact to the PTSF values shown on Exhibit 5 for the other two-lane segments on Carmel Valley Road. The change in PTSF resulting from the project would not cause the segment levels of service to deteriorate worse than a PTSF value of 85.0, which is the threshold value between LOS D and LOS E. Therefore, the project would not significantly impact the two-lane segments of Carmel Valley Road.

Exhibit 6 shows that the four-lane segments of Carmel Valley Road operated at LOS A or B as documented in the 2007 Carmel Valley Master Plan Traffic Study. To exceed LOS C operations, peak hour traffic volumes on Carmel Valley Road would have to at least double on most segments; or increase by at least 1,100 vehicles per hour from the volumes documented in the 2007 CVMP traffic study. Volume statistics published by Monterey County indicate traffic volumes on Carmel Valley Road have remained relatively steady over the last decade. The amount of traffic growth necessary to cause traffic operations on the four-lane segments of Carmel Valley Road to deteriorate to LOS



C or worse operations has not occurred. The project would add a small amount of traffic to Carmel Valley Road during the peak commute hours and would not be at levels that would significantly impact traffic operations.

Highway 1 north of Carmel Valley Road

Previous traffic impact studies have determined that Highway 1 north of Carmel Valley Road operates at LOS F during the peak hours.

The County's significance criteria for roadway segments is as follows:

A significant impact would occur if a roadway segment operating at A through E degrades to a lower level of service of D, E, or F. If a segment is already operating at LOS F any increase during peak hour (one vehicle) is considered significant.

As shown on Exhibit 2, the project is expected to contribute less than one vehicle trip during each peak hour on average to Highway 1 north of Carmel Valley Road. Note that the project applicant proposes to reschedule at least one existing delivery trip that occurs during the AM peak hour, which would eliminate the estimated external project trip generation during the AM peak hour. With this mitigation measure, the project would not add any peak hour trips to Highway 1 during the AM peak hour and its impact would not be significant. During the PM peak hour, the project is estimated to add less than one trip per day to Highway 1 north of Carmel Valley Road. Therefore, the project's impact to Highway 1 would not be significant.

TRIP GENERATION COMPARISON

Exhibit 7 provides a comparison of trip generation for previous approved levels of development for the residential and guest unit components of the Carmel Valley Ranch project.

The trip generation rate calculated for the guest units (8.33 trips per unit) was utilized to estimate the historical trips generated by the resort lodge guest units. A trip generation rate of 7.50 trips per dwelling unit was utilized for the residential development. The Carmel Valley Ranch residential development consists of a mix of attached and detached housing. The trip rate of 7.50 trips per dwelling unit is the approximate average of the Institute of Transportation Engineers trip generation rate for condominium/townhouse and single family residential uses. Also, previous traffic studies for projects in Carmel Valley have used a trip generation rate of 7.50 trips per dwelling unit to estimate the daily trips generated by single family residential development.

SUMMARY and CONCLUSIONS

1. The proposed 37- guest unit project would generated an estimated 308 trips per day with 10 trips generated during the AM peak commute hour and 14 trips during the PM peak commute hour.
2. Most of the new trip generation is anticipated to remain within the Carmel Valley Ranch complex.



3. Based on 2013 guest and arrival data for Carmel Valley Ranch, the proposed 37-unit project would generate an average of 1.0 guest departure trips per weekday during the AM peak commute hour and 2.1 guest arrival trips during the PM peak commute hour. Arrival and departure trips would use Highway 1 and Laureles Grade to access the project. In addition, a portion of the arrival and departure trips are made by shuttle between Carmel Valley Ranch and the Monterey Airport.
4. The project would generate an estimated 62 external trips per day, 2 external trips during the AM peak hour and 3 trips during the PM peak hour. The addition of these trips to the road network would not significantly impact existing traffic operations on Carmel Valley Road, Robinson Canyon Road and Highway 1.
5. The project is consistent with the Carmel Valley Ranch Specific Plan. The Carmel Valley Ranch Specific Plan allows 208 guest units. The total number of guest units after the proposed project is developed would be 181 units, less than the number of guest units allowed by the Carmel Valley Ranch Specific Plan. Mitigation measures required to mitigate Carmel Valley Ranch Specific Plan impacts have been previously identified, programmed and applied. The mitigation for the Carmel Valley Ranch project included construction of the Robinson Canyon underpass by Carmel Valley Ranch to eliminate the left turn movement from Robinson Canyon Road to westbound Carmel Valley Road and payment of Carmel Valley Road fees. Therefore, traffic mitigation for the 37 new units has already been identified and applied. The project would not be subject to the Carmel Valley Traffic Improvement Program fee since the project's traffic impacts were previously mitigated. The project will be subject to payment of the TAMC Regional Development Traffic Impact Fee.
6. Although impacts associated with the expansion have been previously mitigated, to alleviate any potential conflicts, Carmel Valley Ranch proposes to re-schedule deliveries currently scheduled during the peak commute hours to hours outside of the peak hours to off-set the potential peak hour trips generated by the proposed project. Deliveries are currently scheduled between 6 am and 10 am. Currently, 7 deliveries are scheduled during the 8 am to 9 am peak hour during the week, or an average of 1.4 deliveries per day. Re-scheduling at least 1 delivery per day to an hour outside of the AM peak hour would off-set the estimated external trip generation for the project during the AM peak hour, which is 2 vehicle trips.

	Daily Trips	Existing Average Weekday Trip Generation					
		AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
+ Old Ranch	1,998	78	55	133	90	61	151
- Fairview Drive	-288	-8	-10	-18	-13	-10	-23
- Employees / Shuttles / Security	-443	-23	-23	-46	-23	-23	-46
- Construction	-56	-28	0	-28	0	-26	-26
- Deliveries	-10	-1	-1	-2	0	0	0
- Spa	-2	0	0	0	0	0	0
Net Existing Trips - Lodge & Guest Units	1,199	18	21	39	54	2	56
Trip Generation Rates (per unit; 144 units)	8.33	46%	54%	0.27	96%	4%	0.39

	Daily Trips	Project Trip Generation					
		Inbound	Outbound	Total	Inbound	Outbound	Total
Project - 37 units	308	5	5	10	14	0	14

	Daily Trips	Project Internal / External Trips					
		Inbound	Outbound	Total	Inbound	Outbound	Total
Internal (80%)	246	4	4	8	11	0	11
External (20%)	62	1	1	2	3	0	3
Total	308	5	5	10	14	0	14

	Daily Trips	AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
External Trips (20% of Project Trip Generation)	62	1	1	2	3	0	3
Carmel Valley Road - West (50% of External)	31.0	0.5	0.5	1.0	1.5	0.0	1.5
Highway 1 North (25% of External)	7.75	0.13	0.13	0.25	0.38	0.00	0.38
Highway 1 South (5% of External)	1.55	0.03	0.03	0.05	0.08	0.00	0.08
Rio Road / Carmel (10%)	3.10	0.05	0.05	0.10	0.15	0.00	0.15
Other Valley Destinations (10%)	3.10	0.05	0.05	0.10	0.15	0.00	0.15
Carmel Valley Road - East (50% of External)	31.0	0.5	0.5	1.0	1.5	0.0	1.5
East - Laureless Grade Rd (40%)	12.40	0.20	0.20	0.40	0.60	0.00	0.60
East - Other Destinations (10%)	3.10	0.05	0.05	0.10	0.15	0.00	0.15

EXHIBIT 3
CARMEL VALLEY RANCH GUEST UNIT EXPANSION
GUEST CHECK-IN / CHECK-OUT TRIP GENERATION

GUEST DEPARTURES DURING THE AM PEAK HOUR	
	Departures
<u>Existing Conditions</u>	
Existing Average Departures Per Weekday (2013)	41.2
Existing Average Departures Per Weekday Per Existing Unit (144 Units)	0.29
Percentage of Departures in the PM Peak Hour	9.0%
<u>Project Conditions</u>	
CVR Expansion Units (The Project)	37
Average Additional Departures Per Weekday (37 x 0.29)	10.7
Average Departures Per Weekday During the PM Peak Hour (9.0% of daily)	1.0

GUEST ARRIVALS DURING THE PM PEAK HOUR	
	Arrivals
<u>Existing Conditions</u>	
Existing Average Arrivals Per Weekday (2013)	49.5
Existing Average Arrivals Per Weekday Per Existing Unit (144 Units)	0.34
Percentage of Arrivals in the PM Peak Hour	16.7%
<u>Project Conditions</u>	
CVR Expansion Units (The Project)	37
Average Additional Arrivals Per Weekday (37 x 0.34)	12.6
Average Arrivals Per Weekday During the PM Peak Hour (16.7% of daily)	2.1

	Segment	Threshold LOS	Threshold Volume	Existing ADT (2013)	Existing ADT Exceeds Threshold	Reserve Capacity
1	Carmel Valley Road CVMP Boundary - Holman Rd	C	8,487	3,184	No	5,303
2	Carmel Valley Road Holman Rd - Esquiline Rd	C	6,835	3,695	No	3,140
3	Carmel Valley Road Esquiline Rd - Ford Rd	D	9,065	8,177	No	888
4	Carmel Valley Road Ford Rd - Laureles Grade	D	11,600	10,770	No	830
5	Carmel Valley Road Laureles Grade - Robinson Cyn Rd	D	12,752	10,913	No	1,839
6	Carmel Valley Road Robinson Cyn Rd - Schulte Rd	D	15,499	14,165	No	1,334
7	Carmel Valley Road Schulte Rd - Rancho San Carlos Rd	D	16,340	15,687	No	653
8	Carmel Valley Road Rancho San Carlos Rd - Rio Rd	C	47,487	18,695	No	28,792
9	Carmel Valley Road Rio Rd - Carmel Rancho Blvd	C	51,401	24,240	No	27,161
10	Carmel Valley Road Carmel Rancho Blvd - SR 1	C	27,839	21,865	No	5,974
11	Carmel Rancho Blvd Carmel Valley Rd - Rio Rd	C	33,495	9,365	No	24,130
12	Rio Eastern Terminus - Carmel Rancho Blvd	C	6,416	773	No	5,643
13	Rio Carmel Rancho Blvd - SR 1	C	33,928	11,128	No	22,800

Source: 2013 CVMP Annual Evaluation of Traffic Volume, Monterey County Department of Public Works, June 26, 2014.

Notes:

1. Existing 2013 ADT from Monterey County 2013 Annual CVMP Board Report.
2. Reserve Capacity: The capacity available before the threshold volume for the segment would be reached.

2013 CARMEL VALLEY MASTER PLAN ANNUAL REPORT OF TWO-LANE SEGMENT LEVEL OF SERVICE						
Segment		Threshold LOS	Threshold PTSF	Vehicles Per Hour Highest Direction	Directional HCM 2010 PTSF	LOS
3	Carmel Valley Road Esquiline Rd - Ford Rd	D	>85	477	74.9	D
4	Carmel Valley Road Ford Rd - Laureles Grade	D	>85	627	72.5	D
5	Carmel Valley Road Laureles Grade - Robinson Cyn Rd	D	>85	679	80.8	D
6	Carmel Valley Road Robinson Cyn Rd - Schulte Rd	D	>85	757	86.8	E
7	Carmel Valley Road Schulte Rd - Rancho San Carlos Rd	D	>85	831	86.2	E

Source: 2013 CVMP Annual Report of Traffic Volumes (PTSF Method, HCM 2010), Monterey County Department of Public Works, June 26, 2014.

Notes:

1. LOS: Level of Service
2. PTSF: Percent Time Spent Following
3. pcphpl: passenger cars per hour per lane

2007 CARMEL VALLEY MASTER PLAN TRAFFIC STUDY EXISTING TWO-LANE SEGMENT LEVEL OF SERVICE								
Segment		Threshold LOS	AM Peak Hour			PM Peak Hour		
			Two-Way Volume	PTSF	LOS	Two-Way Volume	PTSF	LOS
1 Carmel Valley Road	CVMP Boundary - Holman Rd	C	373	32.46	A	430	37.98	A
2 Carmel Valley Road	Holman Rd - Esquiline Rd	C	390	32.39	A	473	39.50	A
3 Carmel Valley Road	Esquiline Rd - Ford Rd	D	774	55.81	C	790	54.57	B
4 Carmel Valley Road	Ford Rd - Laureles Grade	D	1,114	68.00	C	1,112	66.60	C
5 Carmel Valley Road	Laureles Grade - Robinson Cyn Rd	D	1,074	70.00	D	1,158	68.77	C
6 Carmel Valley Road	Robinson Cyn Rd - Schulte Rd	D	1,445	76.42	D	1,430	74.92	D
7 Carmel Valley Road	Schulte Rd - Rancho San Carlos Rd	D	1,629	82.98	D	1,556	76.75	D

2007 CARMEL VALLEY MASTER PLAN TRAFFIC STUDY EXISTING FOUR-LANE SEGMENT LEVEL OF SERVICE											
Segment			Threshold LOS	AM Peak Hour				PM Peak Hour			
				Two-Way Volume	Flow Rate (pcphpl)	Density	LOS	Two-Way Volume	Flow Rate (pcphpl)	Density	LOS
8 Carmel Valley Road	Rancho San Carlos Rd - Rio Rd	EB	C	769	470	7.53	A	1,034	550	10.00	A
	Rancho San Carlos Rd - Rio Rd	WB	C	937	586	10.65	A	874	475	8.64	A
9 Carmel Valley Road	Rio Rd - Carmel Rancho Blvd	EB	C	1,028	579	10.53	A	1,272	650	11.82	A
	Rio Rd - Carmel Rancho Blvd	WB	C	1,273	757	13.76	B	1,098	646	11.75	B
10 Carmel Valley Road	Carmel Rancho Blvd - SR 1	EB	C	1,106	621	11.29	B	1,030	575	11.29	B
	Carmel Rancho Blvd - SR 1	WB	C	904	601	10.93	A	1,089	662	10.93	A

Source: Carmel Valley Master Plan Traffic Study, DKS Associates, July 2007.

Notes:

1. LOS: Level of Service
2. PTSF: Percent Time Spent Following
3. pcphpl: passenger cars per hour per lane
4. Density: passenger cars per mile per lane

EXHIBIT 6
CARMEL VALLEY MASTER PLAN
TRAFFIC STUDY
LEVELS OF SERVICE

	WEEKDAY TRIP GENERATION RATES						
	Daily	AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Resort Lodge Guest Units (per unit)	8.33	46%	54%	0.27	96%	4%	0.39
Residential (per unit)	7.50	25%	75%	0.60	63%	37%	0.90

		WEEKDAY TRIP GENERATION						
		Daily Trips	AM Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
TRIPS GENERATED BY CVR AS ORIGINALLY PROPOSED								
Residential	855 Units	6,413	128	385	513	485	285	770
Lodge Units	200 Units	1,666	25	29	54	75	3	78
TOTAL	1055 Units	8,079	153	414	567	560	288	848

TRIPS GENERATED BY CVR AS APPROVED								
Residential	400 Units	3,000	60	180	240	227	133	360
Lodge Units	100 Units	833	12	15	27	37	2	39
TOTAL	500 Units	3,833	72	195	267	264	135	399

TRIPS GENERATED BY EXISTING DEVELOPMENT								
Residential	311 Units	2,333	47	140	187	176	104	280
Lodge Units	144 Units	1,200	18	21	39	54	2	56
TOTAL	455 Units	3,533	65	161	226	230	106	336

TRIPS GENERATED BY EXISTING DEVELOPMENT PLUS PROPOSED PROJECT								
Residential	311 Units	2,333	47	140	187	176	104	280
Lodge Units	181 Units	1,508	22	26	49	68	3	71
TOTAL	492 Units	3,841	69	166	236	244	107	351

ATTACHMENT A
CARMEL VALLEY RANCH WEEKDAY GUEST ACTIVITY
April 9, 2014 - April 18, 2014

	Resort Guest's Patronage of On-Site Activities									Average Per Day
	Wed April 9	Thu April 10	Fri April 11	Mon April 14	Tue April 15	Wed April 16	Thu April 17	Fri April 18	Total	
Food & Beverage										
Restaurants/Café ¹	356	354	642	797	995	866	772	868	5,650	706
Banquets	164	113	6	14	0	0	135	13	445	56
Total Food & Beverage	520	467	648	811	995	866	907	881	6,095	762
Golf Rounds	8	31	43	125	33	105	45	52	442	55
Spa Appointments	8	12	31	34	17	18	19	29	168	21
Other Resort Activities ²	30	32	30	54	90	79	128	65	508	64
Total All Activities	566	542	752	1,024	1,135	1,068	1,099	1,027	7,213	902
Occupied Rooms-Total	63	77	118	125	118	122	121	128	872	109
Total Guest Activities Per Occupied Room	9.0	7.0	6.4	8.2	9.6	8.8	9.1	8.0	8.3	8.3

Source: Carmel Valley Ranch

Notes:

1. Restaurants / Café includes Lodge Restaurant, River Ranch Café, Clubhouse and Banquets.
2. Activities within the Ranch that require reservations. (i.s., guided hikes, kids camp, workshops and tennis lessons).

Exhibit F

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AMENDEDMONTEREY COUNTY
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INSPECTION DEPT.**CARMEL VALLEY RANCH****SPECIFIC PLAN****MONTEREY COUNTY PLANNING DEPARTMENT****REVISED: November 3, 1976****REVISED: December 7, 1976****REVISED: February 14, 1995****REVISED: October 1, 1996**

This Carmel Valley Ranch Specific Plan was adopted by the Planning Commission of the County of Monterey in conformance to Section 65450 et. seq. of the Government Code of the State of California at a public hearing on November 3, 1976 by Resolution 76-514.

This Carmel Valley Ranch Specific Plan was adopted in this form by the Board of Supervisors of the County of Monterey by Board Order on December 7, 1976.

This Carmel Valley Ranch Specific Plan was adopted in this form by the Board of Supervisors of the County of Monterey by Resolution No. 77-3 on January 4th, 1977.

This Carmel Valley Ranch Specific Plan was adopted in this form by the Board of Supervisors of the County of Monterey by Resolution No. 95-066 on February 14, 1995.

This Carmel Valley Ranch Specific plan was adopted in this form by the Board of Supervisors of the County of Monterey by Resolution No. _____ on October 1, 1996.

A SPECIFIC PLAN FOR THE CARMEL VALLEY RANCH

PREFACE

The General Plan for the Carmel Valley Ranch was adopted by the Board of Supervisors on July 26, 1966. The Carmel Valley Ranch Plan provided for a wide range of resort, recreational, and residential land uses as well as large areas of open land. When a development plan was brought to the Planning Commission for development of the Carmel Valley Ranch in accordance with the General Plan, it was the opinion of the Planning Commission that, because of the sensitive nature of the slopes of the Carmel Valley and the large size of this project, a Specific Plan should be prepared for the systematic execution of the General Plan. This Specific Plan should include all detailed regulations, conditions, programs, and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the General Plan. It is recognized that the Specific Plan of the Carmel Valley Ranch is consistent with the General Plan, but that changes in planning concepts and philosophies, changes in planning laws, as well as changes in the General Plan itself, may require changes in the Specific Plan, therefore it must be recognized that this Specific Plan is not "fixed in concrete" but may be subject to changes as the future may dictate.

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**AN AMENDED SPECIFIC PLAN
FOR THE CARMEL VALLEY RANCH**

On August 17, 1976 the Monterey County Board of Supervisors referred the matter (Carmel Valley Ranch Specific Plan) back to the Planning Commission to consider an amended specific plan for the Carmel Valley Ranch as prepared by the developer to encompass the following parameters although the Planning Commission may want to consider requirements lower than suggested:

1. Only 400 of the 855 residential units be designated in the plan in the first phase.
2. That the units could only occur in the lower elevations around the proposed golf course, to protect the viewsheds.
3. That only 100 units of the 200 unit resort lodge facility be permitted.
4. That a tennis complex be incorporated in the area near the resort.
5. That 1000 acres of the plan be designated to open space and placed in scenic easement in perpetuity with the County.
6. That the remaining area be placed in a reserve for future consideration after the Carmel Valley Master Plan is updated.
7. That a maximum quota be established of not more than 80 building permits be issued in one year, in accordance with any of the County ordinances that we have adopted, and subdivision regulations and procedures.

The plan as now revised and submitted is in accordance with the parameters imposed by the Monterey County Board of Supervisors.

On February 14, 1995 the Monterey County Board of Supervisors adopted the amendments to the Carmel Valley Ranch Specific Plan Map and Text to add an area to the Specific Plan designated "Resort Lodge" in existing "Area F" in place of the current "Residential" designation and amending the text to indicate that the Carmel Valley Ranch Specific Plan consists of a maximum of 144 lodge units and 375 residential units outside of the reserve area around the golf course of which "Area F" will constitute 64 units.

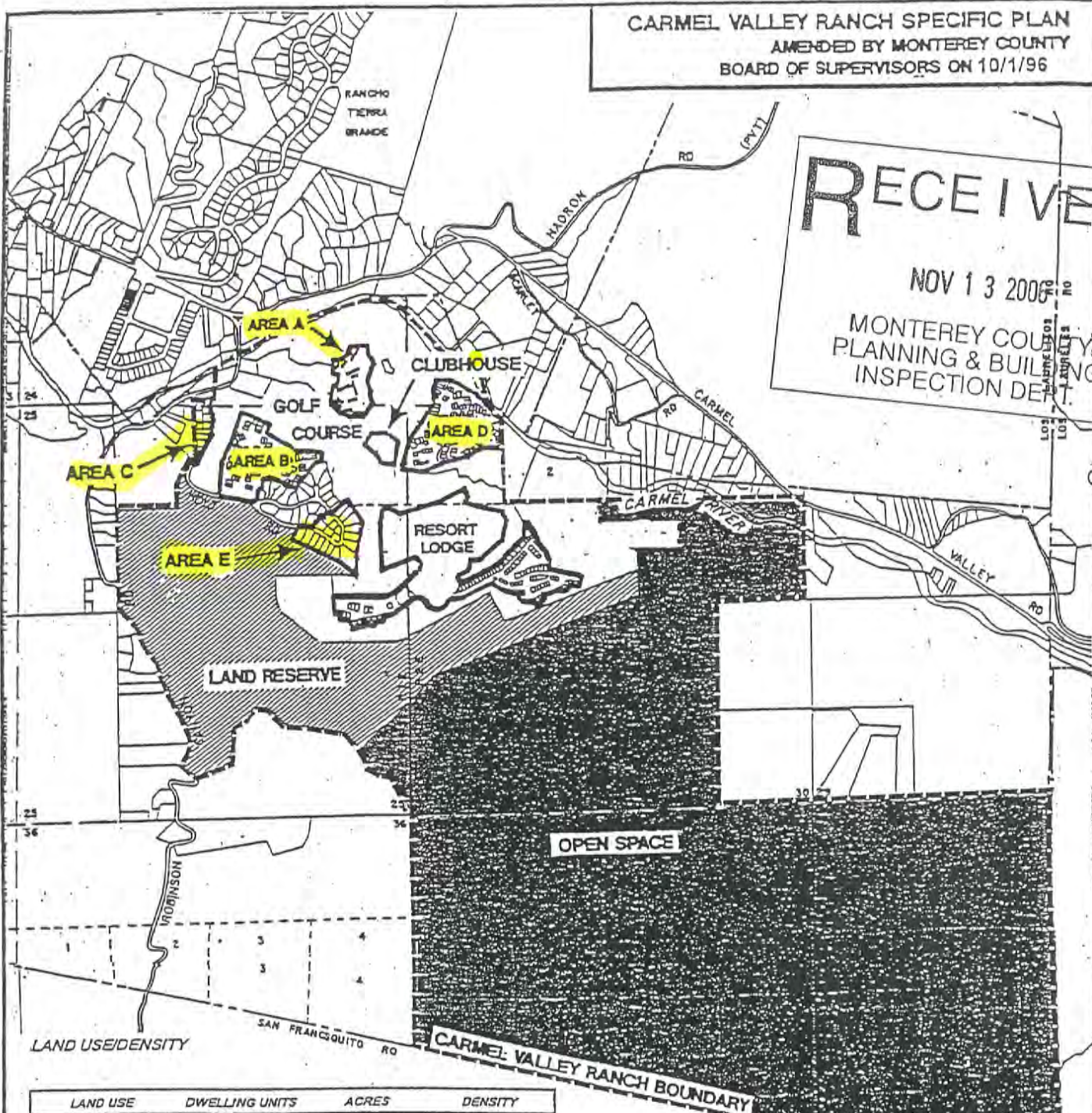
On October 1, 1995 the Monterey County Board of Supervisors adopted the amendment to the Carmel Valley Ranch Specific Plan Map and Text to remove the "Residential" designation from Area "F" entirely and add it to the area designated "Resort Lodge". The text was amended to indicate that the Carmel Valley Ranch Specific Plan consists maximum of 208 lodge units and 311 residential units outside of the reserve area.

CARMEL VALLEY RANCH SPECIFIC PLAN
AMENDED BY MONTEREY COUNTY
BOARD OF SUPERVISORS ON 10/1/96

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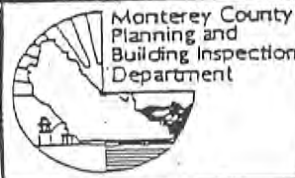
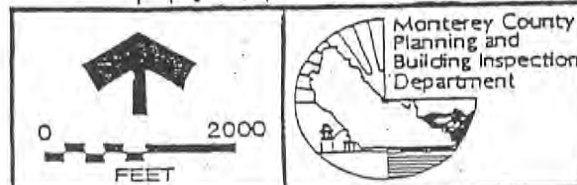
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LAND USE/DENSITY

LAND USE	DWELLING UNITS	ACRES	DENSITY
Residential A.	90	16.5	
B.	105	26.0	
C.	11	3.0	
D.	85	17.5	
E.	20	8.0	
F.	80 64 0	23.0 27.68 0	
*Golf Course		150.0	
*Open Space		1200.0	
	400 375 311	1163.0 1115.68 1621.00	4 units/acre 4 units/acre 1 unit/4.6 acres
Resort Lodge & Tennis Club	400 444 208	45.0 24.34 79.00	2 units/acre 2.8 units/acre 2.6 units/acre
Land Reserve	100 (maximum)	200.0	
(To be designated upon completion of Carmel Valley Master Plan update)		1700.0	

*Under scenic easement



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SPECIFIC PLAN

The Specific Plan of the Carmel Valley Ranch is prepared in conformance with Section 65451 of the Government Code of the State of California. To achieve this, it represents a variety of housing types, a wide range of recreational activities, open space, preservation of vegetation and wildlife and all necessary supporting facilities. It is one step in the development of the Carmel Valley Ranch and to proceed must be followed with environmental determinations, preliminary and tentative maps, use permits, building permits, and various other permits and authorizations from county and state agencies.

A range of housing types is proposed, including a resort lodge complex, detached single family, and single family attached residences. A gross residential density of one unit per 3.6 acres will be maintained in the first stage of approval with over 1,350 acres of open space and recreational area.

A resort lodge complex is proposed consisting of 400 444 208 units and tennis complex facilities on 47 51.34 79.0 acres of land, for density of 2.48 2.6 units per acre.

The development will have a Homeowner's Association and a backup County Service Area providing for the maintenance of streets, open space, sewer and water systems. The County Service area would be a special tax district with power to levy taxes to provide for proper operation and maintenance of services and facilities.

Various areas of the community will be oriented toward the supporting recreational facilities. Clustered residential development on the valley floor and adjacent lower elevation slopes will be developed around the 18-hole championship golf course. The resort/lodge complex is also planned for development adjacent to the golf course. Twelve hundred acres of the open space designated as natural reserve will be placed in perpetual scenic easement to Monterey County. The remaining land (200 ac.) will be placed in reserve for designation upon completion of the Carmel Valley Master Plan update.

Unique natural and scenic areas have been designated on the specific plan as areas to be preserved for study of flora and fauna and scenic control. A network of footpaths and bridle trails will be developed throughout the open space system of the project. It is proposed that in order to provide security that the internal road network system be private to allow for controlled access. The clustered pattern of development and internal road network system have been specifically planned recognizing the major physical limitations of the property, with careful attention given to visual considerations. Specific attention has been given to:

- dominant views from Carmel Valley Road and surrounding development

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- maintaining the integrity of open unvegetated areas
- restricting development along ridge line areas
- concealing development where possible in vegetated areas on moderate slopes
- integrating development with major existing trees to minimize removal

DENSITY/PHASING

Project Phasing

1976 and 1977 will be devoted to processing the environmental impact report and master plan, preparation of first phase development plans and processing of the first phase plans. Construction of the golf course, clubhouse, resort lodge (100 units) and first unit of residential development will commence in 1977 and continue through 1985 at a maximum rate of 80 residential units/year in addition to the resort lodge of 100 units. Occupancy of units is projected to occur in the year following construction. The phasing of residential construction will be as follows:

	NO. OF UNITS	ANNUAL PERMIT ALLOWANCES
<i>Attached Housing</i>	150	30
<i>Patio Homes</i>	150	30
<i>Single Family Sites</i>	100	20
TOTAL	400	80
<i>Resort Lodge</i>	100	100

Completion of the tennis club facility is expected as a part of the resort lodge.

HOUSING

(All of the following is subject to further County approval.)

Architectural Style

Architectural style will be in keeping with the Carmel Valley setting and tradition. The existing style considered most compatible is barn or ranch style. An adaptation of early Monterey style could be a compatible design. All such architectural style will be subject to "D" (Design Control) regulations.

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Height and Form

The height and form of structures will reflect and complement the character of the landscape setting. Building size and placement will respect the natural lines of vegetation and topography. In wooded areas or at the edge of the wooded areas, the form and line of structures will reflect and complement the wooded surroundings. Structures with vertical rather than low and broad emphasis best reflect the forest character. In areas on flat or rolling topography, structures will be low and horizontal, utilizing land forms to reduce visual impact. Location and height of building will be subject to approval of the Planning Commission.

Colors and Building Materials

Efforts will be made to adapt and integrate man-made elements into the natural environment. Natural materials indigenous to the area (i.e., wood, stone, adobe) will be used in the construction and enhancement of structures. Colors will harmoniously blend with the immediate surroundings and will be confined to earth and vegetation colors (i.e., browns, siennas, beiges, olive greens). Construction which breaks up the form of buildings and creates surface interest will be utilized. More than one exterior siding material will be used only if specific design warrants it. Nonfunctional trim and masonry accents are out of keeping with the desired character. Rough sawn wood siding and/or native stone are considered the most compatible materials. Only earth-colored, non-reflective roofs will be allowed. Metal treatment will be limited to metals which have an earthy appearance (i.e., weathered copper, painted galvanized iron, corten steel or anodized aluminum). The "D" district (Design Control) requires Planning Commission approval of colors and materials.

Development Character

Residential buildings or other forms of development will be located to reduce visual and physical impact on the land and planned to fit into the natural environment. When possible, development will be located in areas where natural forms screen structures from the major and minor travel corridors. The grouping of structures will reflect the character of the surrounding landscape. As with architecture, the site design will change as the land changes. Structural elements which appear in the foreground become dominant and their detail is identifiable. Elements in the foreground will be grouped to reduce visual impact. The location of large dominant elements in the foreground will be mitigated or prohibited where feasible.

Visual criteria of color, form and materials will be followed in relating objects to the landscape so their visual impact will be minimized.

The planned unit development (PUD) approach of clustering units will eliminate scattered or checkerboard development. Development will be broken up into small

clusters of individual or attached units. The density of development will be carefully evaluated and controlled to insure preservation of the immediate landscape character.

Landscape Treatment

Landscaping will be utilized in site development of all projects. Landscape development will recognize and incorporate existing elements, where possible, to preserve existing vegetation and blend with natural earth forms. New landscaping will incorporate materials which are indigenous to the surroundings. Native plant material in keeping with the setting will be utilized. Each project increment will require landscape plans approved by the Director of Planning.

In forested areas existing plant materials and land forms will be utilized to screen development. In conditions where little or no vegetation exists, low gentle earth forms will be incorporated along with appropriate plant materials.

Standards of fencing approved by the Planning Commission, appropriate to its function, will be employed. In areas where fencing is used for property definition, the construction will be open and not totally restrict views. Low profile design can achieve this goal. Where visual privacy is desirable or a visual screen is needed, fencing will reflect the architecture of a development or blend with the character of the immediate surroundings. The height of screen fencing will relate to the view level from which it is seen. In all instances, materials and color utilized in fencing will blend with the background.

Areas where development or construction has removed the existing vegetation shall be planted using materials consistent with the original vegetation. Of primary concern are areas of roadway cut and fills.

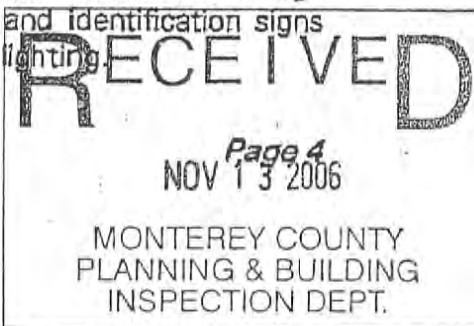
Lighting

Standards for nighttime lighting are an important factor in maintaining visual quality. It is particularly important that the direct source of light be hidden. The location, type and extent of street lights and other forms of night lighting affect the visual perception of the nighttime scene. Lighting in development areas will be low intensity from low level luminaries. Lighting which is used for identification will be strictly controlled and indirect lighting will be utilized where possible.

Signs

Development of a sign program which restricts the use, location, color, graphics, materials and height of signs will be incorporated. A common format for all sign elements will be developed, including information, directional and identification signs subject to Planning Commission approval of size, location, and lighting.

Carmel Valley Ranch Specific Plan



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MONTEREY COUNTY
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INSPECTION DEPT.**Utility Lines and Poles**

The presence of utility lines and poles along major travel corridors, in subdivisions and other developed areas greatly detracts from the natural visual character of Carmel Valley. All utility lines will be placed underground except where approved by the Monterey County Planning Commission and will be in conformance to county and Public Utilities Commission regulations. Where major transmission lines exist or may be proposed, detailed studies should be made to align these facilities in corridors where they blend with the natural environment and construction procedures incorporated to reduce to a minimum their environmental impact.

Development Phasing

Detailed development phasing plans will control all site preparation for development to minimize disruption of the existing landscape and reduce visual scars.

Resort Lodge Complex**Uses:**

Lodge units are comprised of a mixture of regular hotel units within buildings, oriented towards view or recreational features, and one bedroom cottages. The cottages will consist of attached one and level studio units served from the rear by golf cart or tram railway, and fronting on views and common spaces.

Main Building:

- management
- restaurant/lounge
- resort commercial, specialty apparel/gift, drug/grill, barber/beauty, rental management/real estate
- men's and women's locker room
- pro shop and storage

Recreational Amenities:

- game room
- pool(s)
- Tennis courts (12) in groups of two or three courts, landscaped in the vicinity of groups of lodge units
- swimming pool
- children's playground

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Square Footage:

- 400 - ~~4,500~~ 2,650 square feet per unit

Total Units:

- ~~400~~ 144 208

Development Standards:

- building site: ~~47 acres~~ 51.34 acres ~~79.0 acres~~
- maximum height: 30'
- ~~maximum building coverage: 25%~~
- parking: one space per room plus one additional space for every 10 rooms and 20 spaces for tennis facility parking
- maximum parking coverage: 50%
- open space and landscaping minimum: 25%

Site Design:

The resort lodge complex will consist of the main lodge buildings with core facilities and the lodge units, and the lodge cottages clustered in a campus concept with a strong pedestrian orientation. Parking areas will be in a centralized cluster with emphasis on the golf cart for circulation. The building complex will be designed to fit the hillside topographic conditions with emphasis on preservation of vegetation. Care will be given to visually integrating the design of the units into the hillside.

Tennis club uses will be integrated into the resort lodge area with 12 courts arranged in groups of two or three courts, landscaped to minimize the visual effect of fences and paving. The courts will be arranged between and within groups of lodge units for easy access for lodge residents, visitors, and home owners. In the main building area there will be a tennis pro shop and storage building and men's and women's locker rooms with a manager's office and tennis lounge area included.

Attached Houses

Uses:

The attached housing program consists of attached two story units on narrow sites (20' to 30'), having a limited amount of private outdoor space. The units on the flatland areas are arranged in clusters with units fronting on common recreational space, and having mainly attached one- or two-car carports. The

units on hillside terrain are arranged to front on open space vistas, and are predominately split level and have one- or two-car detached carports.

Square Footage:

- 1,000-2,000 square feet

Total Units:

- 290

Development Standards:

- maximum height: 30'
- maximum building coverage: 35%
- parking: in conformance to County Parking Policy, but not less than 2.5 spaces/unit
- open space and landscaping minimum: 25%

Site Design:

The attached housing program is made up of three types reflecting differing topographic and siting conditions. Attached housing units will occur in a cluster development pattern around the golf course and in the tennis club area.

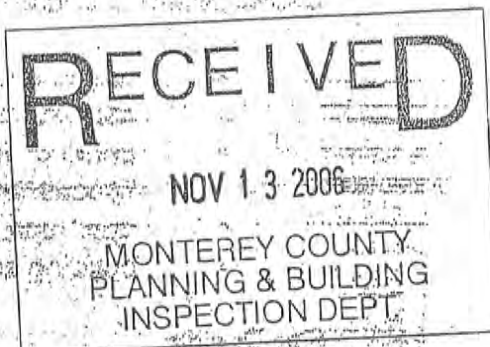
Patio Homes

Uses:

The patio home program is comprised predominately of single story buildings making use of a building envelope within lots in lieu of setback requirements. The units range from attachment at two sides, attachment at one side, attachment by garden walls, and completely detached. On the flat areas, the units are arranged in clusters, fronting on recreational areas with a mixture of attached and detached two-car carports. These units have two-car parking beneath the unit and large rear patios adjacent to common open space. The hillside homes consist of split level and two-story.

Square Footage:

- 1,400-2,000 sq. ft.



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Total Units:

- 150

Development Standards:

- maximum building height: 30'
- maximum building coverage: 50%
- parking: In conformance to County Parking Policy, but not less than 2.5 spaces/unit.
- open space and landscaping minimum: 25%
- building setback: established by detailed site plan approval

Site Design:

The three unit types will be sited to fit varying topographic conditions in clustered pattern of development. The units will occur around the golf course and in the tennis club area.

Single Family Lots

Uses:

Single family lots have one side open to common space and range from 4,800 sq. ft. to 12,000 sq. ft. The required setbacks will be based on specific building sites and the nature of the terrain.

Square footage:

- minimum 1,600 square feet

Total Units:

- 100

Development Standards:

- building site: 4,800-12,000 square feet
- maximum building height: 30'
- maximum building coverage: 25%
- setbacks: established by detailed site plan approval

Site Design:

Single family lots will be in a cluster development pattern integrated with other housing types. Individual site design will be controlled through architectural covenants and restrictions with all design to be approved by an architectural control committee. Individual site design will have to be in keeping and character with the surrounding development. Lots occur around the golf course and in the tennis club development area.

CIRCULATION

(All of the following subject to further County approval)

It is proposed that the project have an internal private road system for vehicular circulation with controlled access. The objective of the controlled access and private road system is a semi-secured project providing for the safety of the residents. The road system will be designed to meet the approval of the County and built to their specifications.

Primary access to the property is Robinson Canyon Road via the bridge over the Carmel River from Carmel Valley Road. Reconstruction of the intersection of Robinson Canyon Road and Carmel Valley Road along with the improvement of Carmel Valley Road to four lanes from Via Petra to Robinson Canyon Road will improve vehicular access to the property and reduce the impact of traffic from the proposed project, and shall be constructed with a prorated share by the developer immediately following the completion of the first 160 residential units. The layout of the basic internal road system has been to:

- provide safe, secure and efficient access
- develop a collector system conveniently accessible from the major streets and highway
- reduce traffic flow in residential areas
- minimize impervious surfaces reducing the run-off and erosion potential
- relate to topographic conditions and minimize cut and fill requirements

Street Standards

Major Collector:

Main interior street collecting traffic from development areas; no parking; no direct driveway access; two lanes divided and undivided with turning lanes at intersections; 20' paved travel lanes with curb.

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The Holt Road loop will be constructed and improved to County Subdivision standards and dedicated to the County.

Minor Collector:

Minor interior streets, collecting traffic from limited development areas; limited parking; minimal driveway access; two lanes with 24' paved section and curb and gutter; designated eight-foot parking bays.

Minor Streets:

Minor streets providing direct access within development areas; limited street parking with designated eight-foot parking bays; 20' paved section with curb and gutter.

Private Driveways:

Private driveways would provide access, circulation and parking within clustered housing units and to individual lots; design standards would be developed in accordance with detailed site plans for each development area to be approved by the County.

Emergency vehicle and fire protection roads not a part of the major road system will be provided in two designated areas for the safety of the community. An emergency access will be provided from the extension of Holt Road across fairway no. 1, connecting to the major collector street. A second access will be provided connecting to the development area along fairway no. 3. This access would be from Carmel Valley Road entering the property at its northeast corner where it is adjacent to the highway.

The pedestrian circulation between various development areas within the project will be encouraged by the construction of a footpath system and the use of mini-shuttle vehicles such as the golf cart.

It is required that a shuttle system will be provided to transport people from the airport to the resort/lodge complex. Further study will be given to expanding this transit system to various points on the Monterey Peninsula making it available to all residents of the project. The project would help support any transit system that might serve the valley and should be coordinated with the Monterey Peninsula Transit System.

Carmel Valley Ranch Specific Plan

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Measures to Restrict Usage of Private Automobiles:

Assigned spaces and/or decals; posting of parking restrictions; towing or fines for violator.

Measures to Encourage Mass Transit Usage:

Providing or coordinating with a mass transit agency to provide adequate levels of transit service; protected comfortable shelters and transit stops; publicity for mass transit usage; delivery services for customers, private bus service by businesses; minibus pool; provision of company vehicles for commuting; encourage carpooling; encourage use of bicycles; encourage walking.

OPEN SPACE, RECREATION & CONSERVATION

(subject to County approval)

Golf Course Uses

Approximately 150 acres will be developed into an 18-hole championship golf course including the following facilities:

- clubhouse
- parking lot
- maintenance barn
- driving range as a part of the golf course operation and lake (used for storage of reclaimed water)
- putting green
- cart path system
- storage ponds (for irrigation, fire protection and scenic purposes)
- irrigation system
- cart bridge
- half-way house

The clubhouse facility will include the following:

- men's and women's locker rooms
- pro shop and storage
- cart rental and storage
- grill/bar
- reception area
- manager's office

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- no separate real estate office

The clubhouse requirements shall be:

- building height: two story, maximum 30'
- square footage: main level 8,882 square feet maximum
lower level 8,351 square feet maximum
- parking: minimum 120 spaces or in conformance to the Monterey County Zoning Ordinance

The golf course and clubhouse will be operated as a private club facility with resident and non-resident memberships. The architecture and site planning for the clubhouse will follow the standards set forth in the general architectural and site design guidelines.

Common Open Space

All common open space in developed areas, outside of individual lots, will be in scenic easement, maintained and administered by the Homeowner's Association with a County Service Area to maintain and administer it in default of the Homeowner's Association.

Nature & Scenic Reserve Uses

Three areas have been designated on the master plan as nature and scenic reserve areas:

- palisades area
- Snivley's Gulch
- northeast slope of Pinyon Peak

These areas will be maintained in their present natural state, with the exception of construction or upgrading of fire access or emergency vehicle roads and riding and hiking trails. The areas will be maintained to preserve vegetation, wildlife and the scenic quality of the area. These will be placed under a perpetual scenic easement and conservation management program with other natural open space areas.

Conservation Management

All developed, common open space and natural open space areas will be placed under a conservation management program to include the following measures:

- erosion control
- fire protection and retardant measures

- revegetation of disturbed areas
- protection of riparian vegetation along river banks and in drainageways
- protection of individual tree specimens during construction
- control of excess storm run-off
- protection of water ponds for wildlife maintenance

Recommendations of the State Forestry Department and Fish and Game Department will be followed unless otherwise approved by the Planning Commission and/or the Board of Supervisors of Monterey County.

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STANDARDS FOR NATURAL RESOURCE CONSERVATION, DEVELOPMENT AND UTILIZATION

The following standards are submitted as requested by the Planning Department and in accordance with Section 65451 (d) Laws Relating To Conservation & Planning, State of California. The government code requires that "Standards (shall be developed) for the conservation, development and utilization of natural resources, including underground and surface waters, forests, vegetation and soils, rivers, creeks and streams, and fish and wildlife resources. Such standards shall include, where applicable, procedures for flood control, for prevention and control of pollution of rivers, streams, creeks and other waters, regulation of land use in stream channels and other areas which may have a significant effect on fish, wildlife and other natural resources of the area, the prevention and control of pollution of rivers, streams, creeks and other waters, regulation of land use in stream channels and other areas which may have a significant effect on fish, wildlife and other natural resources of the area, the prevention, control and correction of soil erosion caused by subdivision roads or any other sources, and the protection of watershed areas."

General Standards

1. All improvements to be built as a part of the Carmel Valley Ranch will, as a minimum, conform to the standards of the codes adopted by the County of Monterey in effect when construction occurs.
2. The mitigation measures, except for requirements for solar energy specified in the Environmental Impact Report - Carmel Valley Ranch, will be utilized as standards for development of Carmel Valley Ranch, as well as individual elements of a Conservation Management Plan which will be adopted as implementation criteria and standards for individual use permit applications. Solar and other sources of energy shall be considered with further increments of this plan.
3. The procedures for the conservation, development or utilization of natural resources specifically applicable to individual development areas within Carmel Valley Ranch will be developed within the framework of a conservation management program. The program will, for individual use permit applications, (1) identify policies for management of natural resources, (2) identify agencies with statutory authority over resources affected and the limits of that authority.

Carmel Valley Ranch Specific Plan

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(3) indicate implementation programs for development within individual areas consistent with both the applicant's conservation management policies and the criteria of agencies with statutory authority.

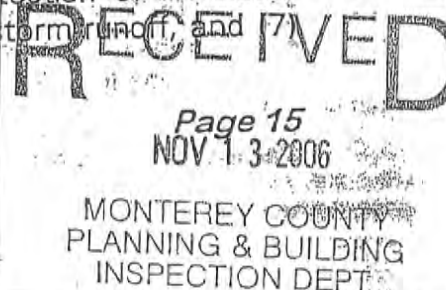
Ground and Surface Water Hydrology & Quality Standards

1. The applicant proposes, as a standard, to recycle water for more than one use wherever feasible. Treatment, use and storage of reclaimed wastewater will be in complete accordance with standards of the California Health and Safety Code and the California Administrative Code as promulgated by the State Department of Public Health and as further specified by the County Director of Environmental Health.
2. Waterworks standards shall be in compliance with the "Standards of Minimum Requirements for Safe Practice in the Production and Delivery of Water for Domestic Use" adopted by the California Section of the American Water Works Association and as approved by the Director of Environmental Health.
3. Irrigation application of reclaimed wastewater will be according to standards prescribed by the County Environmental Health Director and the California Regional Water Quality Control Board, and the State Health Department.
4. All occupied structures will be built out of the level of 100 year flooding of the Carmel River as determined by the District Engineer of the Monterey County Flood Control and Water Conservation District.
5. The standards specified by the California Regional Water Quality Control Board as they relate to preservation of the quality ground and surface waters for various elements of the project will be complied with.

Vegetation and Wildlife Standards

1. Three areas on the property, the palisades area, Snively's Gulch, and the northeast slope of Pinyon Peak will be maintained in their existing natural state (except for constructing or upgrading fire access, emergency vehicle roads, or bridle and hiking trails, as may be required by approving agencies) to preserve vegetation, wildlife, and scenic qualities.
2. All developed, common open space, and natural open space areas will be placed under the conservation management and scenic easement program which will include the following as a minimum: (1) erosion control measures, (2) fire protection and retardant measures, (3) revegetation measures, (4) protection or replacement of riparian vegetation, (5) protection of individual specimen trees during construction, (6) control of excess storm runoff, and (7)

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protection or substitution of water ponds for wildlife maintenance. More specific standards and procedures will be developed as elements of the specific plan are approved.

3. Landscape architects will be instructed to consider the use of native plant materials in landscaping plans to the extent feasible with the objective of reducing irrigation requirements and reducing the extent of conflicts between native and exotic species.
4. The statutory authority standards of the California Department Fish and Game as they apply to this project will be adhered to in the development of the project. In this regard, construction equipment will not be allowed to operate in the natural flow channel of the Carmel River, nor shall the natural flow of the Carmel River be impeded.
5. All open space area will be administered by a Homeowner's Association or other designated public or quasi-public body. All natural open space areas will be placed under a scenic easement.

Soil Standards

1. The standards of the California Health and Safety Code, the California Business and Professions Code, and County Ordinances related to preparation of preliminary and final soil reports will be complied with.
2. Grading plans prepared for individual permit applications will implement measures for the prevention and control of erosion and siltation.

COMMUNITY SERVICE & UTILITY

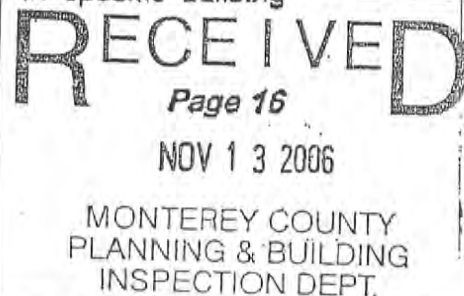
(subject to County and State approval)

Fire Protection and Prevention

The property lies within the Mid Valley Fire District which will provide the fire fighting equipment. The project will include:

- installation of fire hydrants in accordance with requirements of the district
- provision of emergency roads as required by the Monterey County Public Works Department
- compliance with regulations of the California State Division of Forestry
- special evaluation of fire hazard and alleviation measures in specific building areas identified as potential fire hazard areas

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The property is within the Carmel Unified School District. The site is adjacent to two unimproved school sites (elementary and middle school) presently owned by the school district and provisions should be made for coordinating a transportation system or a pedestrian bridge over the Carmel River to transport school children from the subdivision to the middle school when it is constructed. Additional allocation of land within the project is not required.

The school child yield estimated for ultimate development of the project is 195 with an approximate yield of 39 students of all ages being added per year as residences are permanently occupied.

Garbage

Disposal of waste projects will be through private contract and disposed of at the Marina land fill area.

Water Service

It is estimated that water consumption at the anticipated peak use for the amended plan will total 720,000 gallons/day and the annual use will be 420 acre feet. It is proposed that water for the project be provided through the establishment of a water company consisting of the Homeowner's Association. The water company will utilize existing land proposed wells on the property as well as reclaimed water from the treatment of domestic waste water with approval of the Director of Environmental Health. An existing well in use on the property produces from 200-400 gallons per minute. The water requirements of the golf course would be provided by utilizing water from the existing well, supplemented with water from the reclamation plant.

Waste Water Treatment and Reclamation

The domestic waste water produced by the development will be processed for reuse for the irrigation of the golf course. Treatment, use and storage of the reclaimed waste water will be in complete accordance with California Public Health Department regulations and standards set by the County Environmental Health Director. Treatment of wastewater will be through a package treatment facility producing advanced secondary quality treated water.

The gold course driving range is proposed for sewage storage during inclement weather. The treatment plant is to be located adjacent to the driving range pond. The design and architectural guidelines will apply to the treatment plant. The plant will be screened through landscaping to blend with surrounding development. The

operation and maintenance of the plant will be supported by the Homeowner's Association with a back up of the special tax district.

Gas and Electric

Pacific Gas and Electric will serve the property with gas and electricity. All existing and proposed transmission lines will be placed underground unless approved otherwise by the Monterey County Planning Commission.

Telephone

Telephone service will be provided by Pacific Telephone.

IMPLEMENTATION AND ADMINISTRATION

The Carmel Valley Ranch Specific Plan, development standards and all data and statistics associated with the plan will be applied exclusively to the Carmel Valley Ranch property. The planning documents provide both the County and Carmel Valley Ranch with guidelines for completion of the proposed development. Each phase of development will be preceded by the preparation and approval of the required detailed zoning permits, Environmental Impact Determination, site plans, and documents to insure proper use and appropriate development improvement of the property. The responsibility for the development of the Carmel Valley Ranch property, as per the Specific Plan, will rest with the developer and/or with the specific development entity created by the developer and the regulations of the County of Monterey and State of California.

A Homeowner's Association will be organized with the first increment of residential development to administer and maintain the following:

- all common open space and recreation facilities
- private road and security system
- water system
- waste water treatment and reclamation facility

The Homeowner's Association will have an Architectural and Environmental Control Committee to insure that all development and further improvements are in compliance with the standards set forth in the Carmel Valley Ranch development plans. All applicable federal, state and county laws will be observed by the Carmel Valley Ranch development. All structures and improvements as defined by Section 66419 (a) and (b) of the Government Code to be built as a part of the Carmel Valley Ranch will conform to the codes and laws in effect at the time construction commences.

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A County Service Area for the Carmel Valley Ranch will be established by the Monterey County Board of Supervisors with the first increment of residential development to guarantee maintenance of all utilities and facilities administered and maintained by the Homeowner's Association in the event of failure of the Association to provide necessary maintenance of such utilities and facilities. Said County Service Area to be authorized to assume ownership and control of such utilities and facilities without compensation required for such ownership and control if failure to provide maintenance does occur.

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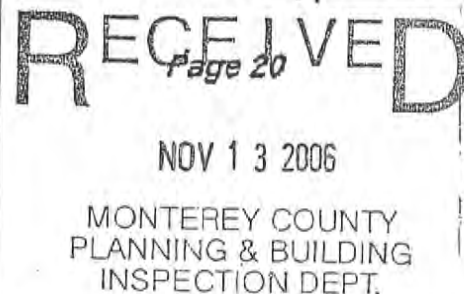
CARMEL VALLEY RANCH SPECIFIC PLAN AMENDED CONDITIONS OF APPROVAL

Assuming that the Carmel Valley Ranch meets all the requirements of a specific plan as determined by Section 65451 of the Government Code, it should be emphasized that the Specific Plan is a beginning step and that all future uses will require permits including but not limited to Use Permits, Preliminary and Tentative Subdivision Maps or both, and that the following conditions shall be applied to any pertinent permit or approval made in connection with this project.

A. Traffic Conditions:

1. The developer shall enter into an agreement with the County of Monterey to financially participate proportionally in the construction of the Carmel Valley - Robinson Canyon Road intersection, and the construction of Carmel Valley Road to four lanes between Via Petra and Robinson Canyon Road (off site road improvements). If the developer is required to pay 100% of the cost to construct this intersection, then the agreement will credit him with the portion that would have normally been paid by the County or others toward his portion of a four-lane Carmel Valley Road. This agreement shall be entered into prior to approval of the first increment of residential units.
2. An emergency fire exit as required by the Subdivision Ordinance may serve as a secondary access. The higher the standard for the primary access, the lower may be the secondary access. Note: that fire vehicles need a paved road and cannot be expected to climb a grade of more than 12% and need a turn-around facility.
3. When the resort lodge is completed, and has a 50% occupancy factor for any 3 months period, provision of daily shuttle between the development and the Carmel Rancho Shopping Center and Mid-Valley Shopping Center and between the resort lodge and the Monterey Peninsula Airport shall be provided. The operation of the shuttle service shall be an obligation of the lodge operator with an agreement between the Board of Supervisors of Monterey County and the developer or lodge operator bonded to guarantee continuity of service.
4. The developer will dedicate a substitute right-of-way and reconstruct the northerly end of Holt Road at its intersection with Robinson Canyon Road. Present right-of-way shall revert to the developer upon

Carmel Valley Ranch Specific Plan



acceptance of the substitute right-of-way. Ranch Road intersection with Robinson Canyon Road shall be designed in conjunction with the Holt relocation to provide optimum clearances between the present church entrance, Ranch Road, and Holt Road.

5. The developer shall request the Board of Supervisors to adopt ordinances enabling the enforcement of vehicular traffic regulations and of special parking restrictions on the private road network. Such Ordinances may include the establishment of special deputization of Homeowner's Association officers or employees having authority limited to such traffic control. Cost of enforcement shall be borne by the developer of the Homeowner's Association.

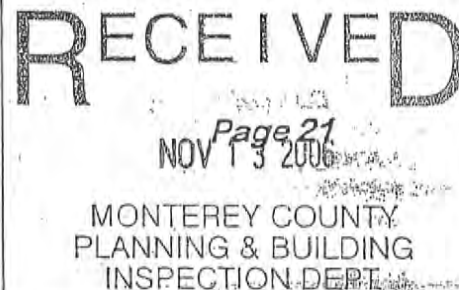
6. The following street standards mentioned under the circulation elements of the Specific Plan are to be modified as follows:

- (a) Major collector is defined as two 20' lanes plus drainage (no on-street parking allowed) and shall apply to both divided and undivided streets. A median or positive barrier shall be used to provide a divider strip. This is somewhat similar to Monterey County's standard detail for a secondary street (see Plate #2) except for additional provisions for drainage and divider strip.
- (b) Minor collector shall consist of 24' minimum pavement plus drainage, plus 8' parking bays where parking is allowed.
- (c) Minor street shall consist of a minimum of 20' of pavement plus drainage, plus 8' parking bays where parking is allowed.
- (d) Private driveways are to be considered minor street as listed above. Parking bays should have a minimum 20' taper at each end. Maximum grades on private streets and roads shall not exceed 15%. (See note above under Item A2)

7. The existing road up Snivley Ridge shall be maintained for only the following purposes: horseback riding, hiking, fire protection, and general maintenance.

B. Sewage Disposal:

1. All homes and the resort lodge shall be served by a community sewage collection and treatment system under a permit from the Water Quality Control Board.



2. Sewage system shall be owned and operated by a public governmental entity such as Carmel Sanitary District or County Service Area with power to levee and collect taxes and/or fees from the users of the system adequate to support maintenance, operation and replacement costs of collection and treatment facilities. The Developer shall post a bond in an amount adequate to cover these costs prior to accumulation of tax funds.
3. An operator of the disposal system shall be employed immediately who shall be licensed by the State of California and qualified to supervise all regular operation, maintenance, testing, and reporting to appropriate Health and Water Quality Control Agencies, including Monterey County Health Department.
4. Wastewater shall not be permitted flow or to seep or drain into the Carmel River. The continuous program of rodent control and inspection of pond berms shall be maintained.
5. Wastewater applied as golf course or other landscape irrigation shall meet the requirements of "Waste Reclamation Criteria" California Administration Code Title 22, Division 4, adopted March 25, 1976 or subsequently amended in rules and regulation of the State Health Department. Specifically, water used for irrigation shall exceed the standards of Section 60313 - Landscape irrigation, which requires adequately disinfected, oxidized wastewater, by adding filtration.
6. The rate of application shall be monitored to minimize percolation into underground water supply, taking into consideration depths of groundwater, soil characteristics, and type of vegetation. All necessary testing and analysis shall be performed for certification of plans by the Monterey County Health Department prior to starting of any construction of wastewater facilities. Routine monitoring of percolation rates must be performed after sewage system is in operation and reports submitted to the Monterey County Health Department.
7. Automatic control shall be utilized to prevent any spray irrigation upwind of any residence or place of public use during periods of wind velocity in excess of 4 mph. Spray irrigation systems shall be designed and constructed so that no sewage shall drift or spray onto any residence. Hours of irrigation shall be limited to periods when a golf course is not in use by the public.
8. Storage of treated wastewater shall be provided for a period equivalent to the longest interval in which sewage effluent cannot be used for spray

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irrigation. Storage facility must be greater than minimum standards specified in Section 60341 of the Wastewater Reclamation Criteria. All wastewater storage ponds (including surge pond) must be lined with water tight lining. Quality of stored water shall meet the standards of the above mentioned "Wastewater Reclamation Criteria". Section 60317 - Restricted recreational impoundment which requires adequately disinfected oxidized wastewater. It should be noted that this requirement limits median number of coliform organisms to 2.2 per 100 milliliters, one order of magnitude more stringent than the allowable limit for Landscape Impoundment or for Landscape Irrigation. Storage ponds within the golf course and driving range areas shall be posted at frequent intervals around the periphery to indicate that they contain treated wastewater and should not be entered. Golf score cards shall be imprinted with a similar warning statement.

9. Water supply for makeup irrigation water over that available quantity of treated wastewater shall be adequately separated from domestic water supplies either by use of separate well or wells or by inclusion of air gap anti-syphon equipment. There shall be no cross-connection between the irrigation system and any domestic water system.

10. The proposed golf course clubhouse and maintenance facilities, if developed prior to residential areas may be served by septic tanks and drainfields meeting the requirements of and subject to approval of the Monterey County Department of Environment Health, provided drainfields do not extend within less than ten feet above normal groundwater. The clubhouse and pertinent facilities will connect to a sanitary sewage system when available.

11. Sludge to be trucked off site to a suitable location approved by the Director of Environmental Health.

C. Water Supply:

1. Domestic water supplies shall be provided by the California-American Water Company or by a separate water company developed under a water supply permit granted by the Monterey County Health Department.

2. Storage and distribution facilities shall meet the requirements of the Public Utilities Commission Order 1103, the California Administrative Code, the Monterey County Subdivision Ordinance, and the MidCarmel Valley Fire District.

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3. Source of water for the water company, shall be from domestic wells penetrating the Tulareitos Aquifer and approved by the Director of Environmental Health with regard to quantity and quality. Adequate evidence of sustained pumping capacity (minimum of continuous one week pump test) and of chemical and bacteriological quality shall be submitted for review and approval before any other plans are approved or securing of any permits beyond the Specific Plan.* Other wells in the vicinity shall be monitored during the pump test as required by the Monterey County Health Department. The Robinson Canyon site for water shall be the lowest priority site with all possible sites drilled and discarded on approval of the Monterey Health Department before drilling in Robinson Canyon.
4. Water supply and facilities to serve the proposed golf course clubhouse and maintenance facilities may be separate from the domestic water company. If sewage effluent is used for irrigation of a golf course, evidence of adequate quality and adequate safeguards against cross-connection with the golf course irrigation system shall be submitted prior to beneficial occupancy of the clubhouse.
5. Water storage tanks, treatment facilities and pumping plant shall be subject to Use Permit setting forth specific design location and landscape conditions.

D. Riding and Hiking Trails:

1. A plan for a system of public trails on the Carmel Valley Ranch, integrated with the existing public trails on the adjacent Garland Ranch Regional Park, shall be submitted to the Monterey County Planning Commission for review and approval following the approval of the Specific Plan by the Planning Commission and the Board of Supervisors and prior to the submittal of a Preliminary Subdivision Map on any portion of the Carmel Valley Ranch Development. Said plan shall include an agreement between the Monterey Peninsula Regional Park District and the developer providing for the location of public trails and any conditions mutually agreed upon by the parties thereto.

Interpreted by the Board of Supervisors to mean that a water source must be proven prior to any development on the ranch property.

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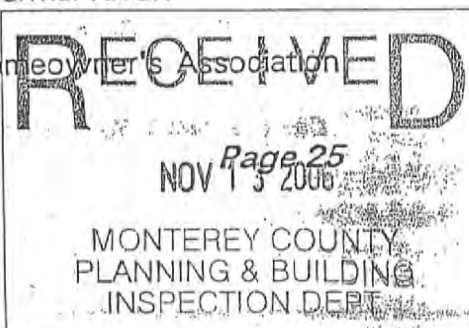
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E. Vegetation and Wildlife Standards:

1. The 1200 acres of open space surrounding Snivley's Ridge as well as the Palisades area, Snivley's Gulch and the northeast slope of Pinon Peak shall be maintained in their existing natural state (except for constructing or upgrading fire access emergency vehicle roads or bridle and hiking trails as may be required by approving agencies) to preserve vegetation, wildlife and scenic qualities. These areas shall be included in the scenic easement in perpetuity.
2. All developed common space and natural open space areas will be placed under a perpetual scenic easement and covered by the Conservation Management Program which shall include the following as a minimum:
 - (a) erosion control measures as approved by the Monterey County Flood Control and Water Conservation District Engineer
 - (b) fire protection retardant measures; including controlled burns when necessary as a possible part of Conservation Management Program and when approved by the appropriate local fire district
 - (c) revegetation measures
 - (d) protection or replacement of riparian vegetation
 - (e) protection of individual specimen trees during construction
 - (f) control of excessive storm run-off
 - (g) protection or substitution of water ponds for wildlife maintenance
 - (h) on issuance of grading permits, all agencies concerned with siltation of the Carmel River shall be consulted
3. More specific conditions and procedures will be developed as elements of the Specific Plan are implemented.
4. Landscape architects will be instructed to consider the use of native plant materials and landscaping plans to the extent feasible with the objective of reducing irrigation requirements and reducing the extent of conflict between native and exotic species. The developer shall provide future homeowner's with a list of acceptable plants that may be planted within the projects.
5. The statutory authority standards of the California Department of Fish and Game as they apply to this project will be adhered to in the development of the project. In this regard, construction equipment will not be allowed to operate in the live flow of the Carmel River.
6. All open space area will be administered by a Homeowner's Association



or other designated private, public or quasi-public body, and be placed under a scenic easement.

7. A competent biologist shall be employed to conduct two surveys at six month intervals and submit a report of each survey on the native flora and fauna as a guide to the Monterey County Planning Commission in approving future plans within the Specific Plan.

F. Soils Protection:

1. The standards of the California Health and Safety Code, the California Business and Professions Code and the County Ordinances related to preparation of preliminary and final soil reports shall be complied with. Protection and replacement of riparian growth shall be made following any encroachment of the banks or channels of the Carmel River.
2. Grading plans prepared for individual Use Permit applications shall implement measures for the prevention and control of erosion and siltation. No grading shall be permitted prior to securing a building, or grading permit, where necessary.

G. Seismic Safety:

1. Prior to approval of a Use Permit or any Tentative Subdivision Map the developer shall conduct detailed sub-surface geological studies to determine locations of landslides, faults and other geological conditions that may pose hazards for development in this area. This shall be accomplished as specific applications are made for various phases of development. Included should be recommendations for adequate setbacks and proper foundation design and other specific recommendations contained in the adopted Monterey County Seismic Safety Element.
2. All structures to be designed to withstand shaking and peak acceleration levels.

H. Hydrology:

1. Where ever feasible, in particular, in the vicinity of the golf course clubhouse, gravel surfaces for parking lots and driveways shall be used. Instead of concrete or asphalt to minimize accumulation of runoff of rainwater.
2. Golf course irrigation shall be operated with timers to reduce over-

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watering and subsequent run-off.

3. All residences shall be located out of the 100 year flood plain as determined by the Corps of Engineers Carmel River Flood Plain study or as determined by subsequent studies and approved by the Engineer of the Monterey County Flood Control and Water Conservation District.
4. Heavy construction equipment shall be prohibited from operating in the Carmel River bed.

I. Air Quality

1. Golf cart, pedestrian pathways shall be developed throughout the property to encourage transportation within the Carmel Valley Ranch other than by automobile.
2. Dust generated during construction shall be controlled by wetting down the site and stabilizing exposed surfaces.

J. General Development

1. In the first phase of construction no development shall be placed above an elevation 550 feet above sea level (in the area around the golf course) and the 1200 acres of open space shall be placed in Scenic Easement in perpetuity.
2. Each development increment shall be self-sufficient in respect to approved density, water supply and sewage disposal. There shall be no residential development without the approved sewage disposal system. There shall be adequate open space for each increment to provide for the number of units.
3. Architectural style shall be subject to design control with height and elevations included. Location of buildings shall be approved by the Planning Commission.
4. The development shall be prepared not to exceed the phases or increments in accordance with the project phasing section of the Specific Plan and each phase will be subject to approval of Monterey County.
5. All of the mitigation measures recommended in the certified Environmental Impact Report of the Carmel Valley Ranch Specific Plan shall be used as guidelines in the development of the ranch.

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6. A county service area shall be formed for the entire area with the first increment of development. County Service area is to have adequate authority on tax rate to guarantee and administer those services required of the Homeowner's Association, should said association fail to perform, and of the Carmel Sanitary District for operation of the sewage disposal plant if it should become necessary.

K. Supplementary Conditions:

1. The land reserve areas shall be placed in a "ST" Zoning District with a maximum of 100 units on the 200 acres designated as land reserve but not to be considered for development until the updated Carmel Valley Master Plan is adopted.
2. A total ultimate density of ~~400 275~~ 311 residential units be allowed within the area of the golf course.
3. That the applicant be authorized to submit, at his discretion, the appropriate applications for permits to develop:
 - (a) the 18 hole golf course
 - (b) the ~~400 444~~ 208 unit lodge
 - (c) the golf course clubhouse
 - (d) the 12 court tennis installation
 - (e) no more than 80 residential units per year.
4. The specific plan as approved for a maximum of ~~400 375~~ 311 residential units within the area of the golf course, at a construction rate of no more than 80 units per year.
5. The specific plan is approved for a maximum of 100 units in an ST district on the 200 acre land reserve, provided that the reserve area will not be considered for development until the updated Carmel Valley Master Plan is adopted.
6. The specific plan is approved for the ~~400 444~~ 208 unit hotel, 18 hole golf course, club house and 12 tennis courts.
7. Before beginning any construction the developer must secure all the usual necessary local County approvals, and nothing in the adoption of this specific plan shall constitute a guaranty that any such local County approvals will be granted.

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Exhibit G

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*Before the Board of Supervisors in and for the
County of Monterey, State of California*

RESOLUTION AMENDING THE CARMEL VALLEY MASTER PLAN, ADOPTING
RECLASSIFICATION CONSISTENT WITH THE AMENDMENT AND AMENDING THE
CARMEL VALLEY RANCH SPECIFIC PLAN
(PC94146)

Resolution No. 95-066 --)
Resolution by the Board of Supervisors to)
1) adopt a Negative Declaration and 2) amend)
the Carmel Valley Master Plan to change APN)
169-592-001-000 thru 169-592-017-000, and a)
portion of 169-592-020-000 from "Medium)
Density Residential 5-1 units/acre" to)
"Visitor Accommodation/Professional Offices".)
3) An Amendment to the Carmel Valley Ranch)
Specific Plan from 89 residential units to)
64 residential units and 44 resort lodge)
units for Carmel Valley Ranch Area "F")
subdivision 4) Reclassification from)
"MDR/4.54-D-S" (Medium Density Residential))
to "VO-D-S" (Visitor Serving/Professional)
Offices) located in Upper Carmel Valley.)

WHEREAS; Sections 65300 and 65450 et seq. of the Government Code require each county and city to adopt a comprehensive, long-term General Plan for the physical development of each county and city, and allows adoption of Specific Plans for implementation of the General Plan in all or part of the area covered by the General Plan and

WHEREAS; On January 4, 1977 the Board of Supervisors adopted the Carmel Valley Ranch Specific Plan for the physical development of that portion of the County known as Carmel Valley Ranch, and

WHEREAS; On September 30, 1982 the Board of Supervisors ("Board") of the County of Monterey ("County") adopted a countywide General Plan, and

WHEREAS; On December 16, 1986 the Board adopted the Carmel Valley Master Plan ("Area Plan") as an amendment to the General Plan incorporating the Carmel Valley Ranch Specific Plan by reference, and

WHEREAS; Sections 65358 and 65453a of the Government Code provide for amendments to the General Plan, Area Plans and Specific Plans, and

WHEREAS; On September 25, 1985 the Monterey County Board of Supervisors revised procedures for amending the General Plan, and

WHEREAS; The Planning and Building Inspection Department submitted for consideration to the Planning Commission ("Commission") the proposed amendment herein to the Carmel Valley Master Plan and the Carmel Valley Ranch Specific Plan, and

WHEREAS; The proposed amendments contained herein were considered by the Commission at a noticed public hearing, after which the Commission recommended to the Board adoption of a Negative Declaration and the amendments, and

WHEREAS; The proposed amendments contained herein were considered by the Board of Supervisors at a noticed public hearing, and

WHEREAS; Public notice and availability of the amendment requirements have been complied with, and

WHEREAS; Public testimony has been taken and considered during the hearing processes, and

WHEREAS; The Board of Supervisors has determined, on the basis of an initial environmental study and comments received, that this general plan amendment will not have a significant impact on the environment and a Negative Declaration was filed accordingly,

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors of the County of Monterey, State of California, hereby adopts the Negative Declaration and approves:

- 1) Amendments to the Carmel Valley Master Plan, figure 2, changing Assessors Parcel Numbers 169-592-001-000 through 169-592-017-000 and a portion of 169-592-020-000 from designation "Medium Density Residential, 5-1 acre/unit" to designation as "Visitor Accommodation/Professional Offices."
- 2) Amendments to the Carmel Valley Ranch Specific Plan Map and text to add an area to the Specific Plan designated "Resort Lodge" in existing "Area F" in place of the current "Residential" designation, and amending the text to indicate that the Carmel Valley Ranch Specific Plan consists of a maximum of 144 lodge units and 375 residential units outside of the reserve area around the golf course, of which Area "F" will constitute 64 units.
- 3) Reclassification of Assessors Parcel Numbers 169-592-001-000 through 169-592-0017-000 and a portion of 169-592-020-000 as shown the attached map (Exhibit 2) from "MDR/4.54-D-S" (Medium Density Residential, Design and Site Control) to "VO-D-S" (Visitor Serving/Professional Offices, Design and Site Control)

Subject to the following Findings and Evidence:

1. FINDING: The proposed amendments and reclassification will not have a significant effect on the environment.
EVIDENCE: The Initial Study prepared for this project did not identify any significant environmental impacts resulting from this amendment. A Negative Declaration was filed on October 14, 1994. The proposed amendment would change the land use designation from "Medium Density Residential, 1-5 units/acre" to "Visitor Accommodation".
2. FINDING: Public Notice for this Negative Declaration was: (1) sent to all organizations and individuals who requested notice; (2) published in the Monterey Herald; (3) posted in the project area; (4) and mailed to contiguous property owners within 300 feet.
EVIDENCE: File #PC94146.
3. FINDING: Amendment of the Carmel Valley Master Plan, Figure 2 is appropriate for the proposed land uses and consistent with the objectives and goals of the 1986 Carmel Valley Master Plan as set forth on page 1 objectives 1-5 and page 8 goals 1-9.
EVIDENCE: The objectives of the Plan and the relationship of this Amendment are as follows:

Objective 1. The plan should be founded on a comprehensive understanding of the physical and cultural setting of the valley.

Relationship: This amendment recognizes the tradition of Carmel Valley as a resort and visitor accommodation destination which tradition extends to the early 1900's. This tradition is recognized in the plan by policies for visitor accommodations numbered 28.1.25(cv) favoring expansion of existing lodges over new developments, and policy 28.1.27 which specified a maximum of 250 additional visitor units in Carmel Valley east of Via Mallorca. The 44 additional units approved bring that total to 184 units approved since the 1986 Carmel Valley Master Plan was adopted consistent with the plan policies.

Objective 2. To "Reflect the current consensus concerning environmental sensitivity and land use limits in the Valley."

Relationship: This amendment to allow hotel/lodge units by reducing residential units reflects the experience of the current lodge which has sensitively blended into the hillside without undue visual impact and tree removal. Plans and the Initial Study indicate that this amendment is

consistent in that it will result in less tree removal and visual impact.

Objective 3. The Plan should "reflect a comprehensive cross-section of local attitudes toward the future of the valley as a living environment."

Relationship: The proposal and amendment implement the policy that additional visitor accommodations be favored as expansions of existing facilities

Objective 4. The plan should reflect land use designations that provide clear guidance with regard to future land use.

Relationship: The policies and land use map will provide the clear guidance necessary to implement the proposed expansion of Carmel Valley Resort Lodge.

Objective 5. The Plan should provide clear-cut criteria to those responsible for its implementation so that they may relate individual development proposals to the goals and policies of the plan.

Relationship: The development proposals of the applicant clearly relates to the land use designations and policies of the plan. The Visitor Accommodation/Professional Offices land use designation and the Board approval of the map designation change is adjacent to that exact designation.

EVIDENCE: The Goals of the Plan and the relationship of this amendment are as follows:

Goal 1. Preserve rural character of Carmel Valley.

Relationship: The Lodge units at Carmel valley Ranch are of rustic design and are to utilize and blend with the natural oaks on-site to retain a rural character

Goal 2. To maintain physical and socio-economic diversity.

Relationship: The lodge units enable visitors from outside the Carmel Valley area to visit, find accommodations and contribute to the social and economic diversity of the area while meeting applicable policies 28.1.25 and 28.1.27.

Goal 3. To protect all natural resources with emphasis on biological communities, agricultural lands, the Carmel River and its riparian corridor, air quality and scenic resources.

Relationship: The amendment to the plan will enable a clustering of development with less visual impact and vegetation removal required.

Goal 4. To provide for an appropriate range of land uses, accommodated in a compact logical pattern.

Relationship: The amendment enables clustering and places the residential and visitor accommodation designations adjacent to like uses.

Goal 5. In conjunction with countywide goals, to provide the maximum feasible range of housing type.

Relationship: No impact upon this goal because there will remain 64 lots in Area F, as considered, for housing types. Specified in the Carmel Valley Ranch Specific Plan.

Goal 6. To provide for and maintain an adequate and aesthetic circulation system.

Relationship: The amendment will require no spatial changes or create no significant volume change in existing traffic patterns.

Goal 7. To provide for those public facilities and services necessary to accommodate present and planned future growth.

Relationship: No impact on this particular goal.

Goal 8. To promote public safety with respect to flooding geologic hazards, excessive exposure to noise and fire hazards.

Relationship: The amendments to the Carmel Valley Master Plan through application has been considered in light of geotechnical reports and environmental evidence which indicate that the amendments complies with this goal. See PC94146 file.

Goal 9. To recognize that since orderly growth is essential to the success of this plan, all residential development will be evaluated within a managed growth framework.

Relationship: The amendment will adjust the number of vacant legal lots of record available in Carmel Valley, and will be accounted for in the 1995 development monitoring report consistent with requirements contained in the Carmel Valley Master Plan.

4. FINDING: The amendment to the Carmel Valley Ranch Specific Plan is consistent with the policies of the General Plan and the Carmel Valley Master Plan.

EVIDENCE: Proposed amended Carmel Valley Ranch Specific Plan, Carmel Valley Master Plan and Planning Department file #PC94146.

EVIDENCE: All policies of the Monterey County General Plan and the Carmel Valley Master Plan have been reviewed by the Planning Department Staff for Consistency.

5. FINDING: The reclassification of properties from "MDR/4.54-D-S" (Medium Density Residential) to "VO-D-S" (Visitor Serving/Professional Offices conforms to the amendment to the Carmel Valley Master Plan and is consistent with amendment to the amendment of the Carmel Valley Specific Plan pursuant to Government Code Sections 65860 c (Zoning Ordinance consistency with General Plan Amendment) and 65454 (Consistency of Specific Plan with General Plan)
- EVIDENCE: Title 21. Carmel Valley Master Plan and Carmel Valley Ranch Specific Plan as shown in PC94146 file.
6. FINDING: The Planning Commission reviewed and considered the information within the Negative Declaration prior to recommending approval of the project to the Board of Supervisors.
- EVIDENCE: File #PC94146, minutes of the Planning Commission hearing of 12/14/94.
7. FINDING: The Board of Supervisors's adoption of the Negative Declaration reflects the independent judgment of the Board of Supervisors after consideration of the information contained within the Negative Declaration, comments presented during the public hearing and public review period of the Negative Declaration.
- EVIDENCE: File #PC94146 and minutes of the Board of Supervisors hearing on 2/14/95.
8. FINDING: The Board of Supervisors considered the following documents and made them available to the public prior to its deliberations: The General Plan of the County of Monterey adopted 9/30/82, and subsequently amended; The Carmel Valley Master Plan; Title 21, Zoning Ordinance; staff report for the Planning Commission hearing of 12/14/94; the Negative Declaration prepared for this plan amendment; letters, materials and documents contained in Planning Department file #PC94146.
- EVIDENCE: Planning Department File #PC94146.
9. FINDING: The plan amendment maintains the General Plan of the County of Monterey and the Carmel Valley Master Plan as compatible, integrated and internally consistent.
- EVIDENCE: All policies of the Monterey General Plan and the Carmel Valley Master Plan have been reviewed by Planning Department staff for consistency.

PASSED AND ADOPTED upon motion of Supervisor Karas,
seconded by Supervisor Johnsen, and carried by the
following vote, to-wit:

AYES: Supervisors Salinas, Pennycook, Perkins, Johnsen
and Karas.

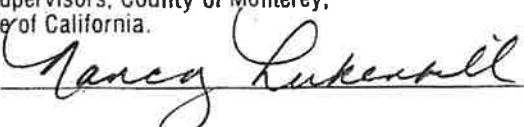
NOES: None.

ABSENT: None.

I, ERNEST K. MORISHITA, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board of Supervisors duly made and entered in the minutes thereof at page ___ of Minute Book 68, on February 14, 1995
Dated: February 14, 1995

ERNEST K. MORISHITA, Clerk of the Board
of Supervisors, County of Monterey,
State of California.

By


Deputy

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Exhibit H

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*Before the Board of Supervisors in and for the
County of Monterey, State of California*

EXHIBIT "C"

RESOLUTION OF INTENT TO AMEND THE CARMEL VALLEY MASTER PLAN,
AND TO AMEND THE CARMEL VALLEY RANCH SPECIFIC PLAN AND ADOPT
RECLASSIFICATION CONSISTENT WITH THE AMENDMENT
(PC96017)

Resolution No. 96-382 --)
Resolution of Intent by the Board of)
Supervisors to 1) Amend the Carmel)
Valley Master Plan to change APN)
416-5220-018-000, and 416-593-)
001-000 through 416-593-074-000)
from "Medium Density Residential)
5-1 units/acre" to "Visitor Accom-)
modation/Professional Offices". 2))
Amend the Carmel Valley Ranch)
Specific Plan to change the)
designation of the 64 residential)
units in Area "F" to 64 resort lodge)
units Adopt the reclassification from)
"MDR/4.54-D-S" (Medium Density)
Residential) to "VO-D-S" (Visitor)
Serving/Professional Offices); located)
in Upper Carmel Valley.)

WHEREAS; Sections 65300 and 65450 et seq. Of the Government Code require each county and city to adopt a comprehensive, long-term General Plan for the physical development of each county and city, and allows adoption of Specific Plans for implementation of the General Plan in all or part of the area covered by the General Plan and

WHEREAS; On January 4, 1977 the Board of Supervisors adopted the Carmel Valley Ranch Specific Plan for the physical development of that portion of the County known as Carmel Valley Ranch, and

WHEREAS; On September 30, 1982 the Board of Supervisors ("Board") of the County of Monterey ("County") adopted a countywide General Plan, and

WHEREAS; On December 16, 1986 the Board adopted the Carmel Valley Master Plan ("Area Plan") as an amendment to the General Plan incorporating the Carmel Valley Ranch Specific Plan by reference, and

WHEREAS; Section 65358 and 65453a of the Government Code provide for amendments to the General Plan, Area Plans and Specific Plans, and

WHEREAS; On September 25, 1985 the Monterey County Board of Supervisors revised procedures for amending the General Plan, and

WHEREAS; The Planning and Building Inspection Department submitted for consideration to the Planning Commission ("Commission") the proposed amendment herein to the Carmel Valley Master Plan and the Carmel Valley Specific Plan, and

WHEREAS; The proposed amendments contained herein were considered by the Commission at a noticed public hearing, after which the Commission recommended to the Board adoption of a Negative Declaration and the amendments, and

WHEREAS; The proposed amendments contained herein were considered by the Board of Supervisors at a noticed public hearing, and

WHEREAS; Public notice and availability of the amendment requirements have been complied with, and

WHEREAS; Public testimony has been taken and considered during the hearing processes, and

WHEREAS; The Board of Supervisors has determined, on the basis of an initial environmental study and comments received, that this general plan amendment and specific plan amendment will not have a significant impact on the environment and a Negative Declaration was filed accordingly,

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors of the County of Monterey, State of California, hereby approves:

- 1) Amendments to the Carmel Valley Master Plan, Figure 2, changing Assessor's Parcel Numbers 416-522-018-000 and 416-593-001-000 through 416-593-074-000 from designation "Medium Density Residential, 5-1 acre/unit" to designation "Visitor Accommodation/Professional Offices."
- 2) Amendment to the Carmel Valley Ranch Specific Plan Map and text to add an area to the Specific Plan designated "Resort Lodge" in existing "Area F" in place of the Current "Residential" designation, and amending the text to indicate that the Carmel Valley Ranch Specific Plan consists of a maximum of 208 lodge units and 311 residential units outside of the reserve area around the golf course.

- 3) Reclassification of Assessor's Parcel Numbers 416-522-018-000 and 416-593-001-000 through 416-593-074-000 as shown on the attached map from "MDR/4.54-D-S" (Medium Density Residential, Design and Site Control) to "VO-D-S" (Visitor Serving/Professional Offices, Design and Site Control)

Subject to the following Findings and Evidence;

FINDINGS AND EVIDENCE FOR THE GENERAL PLAN AMENDMENT,
SPECIFIC PLAN AMENDMENT AND RECLASSIFICATION

1. FINDING: The proposed amendments and reclassification will not have a significant effect on the environment.
EVIDENCE: The Initial Study prepared for this project did not identify any significant environmental impacts resulting from the amendment. A Negative Declaration was filed on May 6, 1996. The proposed amendment would change the land use designation from "Medium Density Residential, 1-5 units/acre" to "Visitor Accommodation".
2. FINDING: Public Notice for this Negative Declaration was: (1) sent to all organizations and individuals who requested notice; (2) published in the Monterey Herald; (3) posted in the project area; (4) and mailed to contiguous property owners within 300 feet.
EVIDENCE: File Number PC96017.
3. FINDING: Amendment to the Carmel Valley Master Plan, Figure 2 is appropriate for the proposed land uses and consistent with the objectives and goals of the 1986 Carmel Valley Master Plan as set forth on page 1 objectives 1-5 and page 8 goals 1-9.
EVIDENCE: The objectives of the Plan and the relationship of this Amendment are as follows:

Objective 1: The plan should be founded on a comprehensive understanding of the physical and cultural setting of the valley.
Relationship: This amendment recognizes the tradition of Carmel Valley as a resort and visitor accommodation destination which tradition extends the early 1900's. This tradition is recognized in the plan by policies for visitor accommodations numbered 18.1.25(CZ) favoring expansion of existing lodges over new developments, and policy 28.1.27 which specified a maximum of 250 additional visitor units in Carmel Valley east of Via Mallorca. The 64 additional units approved bring that total to 248 units approved since the 1986 Carmel Valley Master Plan was adopted. This would be consistent with the plan policies.

Objective 2: To "Reflect the current consensus concerning environmental sensitivity and land use limits in the Valley".

Relationship: This amendment to allow part-time hotel/lodge units by utilizing approved residential units reflects the experience of the current lodge which has sensitively blended into the hillside without undue visual impact and tree removal. Plans and the Initial Study indicate that this amendment will not increase tree removal and visual impact.

Objective 3: The Plan should "reflect a comprehensive cross-section of local attitudes toward the future of the valley as a living environment."

Relationship: The proposal and amendment implement the policy that additional visitor accommodations be favored as expansions of existing facilities.

Objective 4: The Plan should reflect land use designations that provide clear guidance with regards to future land use.

Relationship: The policies and land use map will provide the clear guidance necessary to implement the proposed expansion of Carmel Valley Resort Lodge.

Objective 5 : The Plan should provide clear-cut criteria to those responsible for its implementation so that they may relate individual development proposals to the goals and policies of the plan.

Relationship: The development proposals of the applicant clearly related to the land use designations and policies of the plan. The Visitor Accommodation/Professional Offices land use designation and the Board approval of the map designation change is adjacent to that exact designation.

EVIDENCE: The Goals of the Plan and the relationship of this amendment are as follows:

Goal 1. Preserve rural character of Carmel Valley.

Relationship: The Lodge units at Carmel Valley Ranch are of rustic design and are to utilize and blend with the natural oaks on-site to retain a rural character.

Goal 2. To maintain physical and socio-economic diversity.

Relationship: The lodge units enable visitors from outside the Carmel Valley area to visit, find accommodations and contribute to the social and economic diversity of the area while meeting applicable policies 28.1.25 and 28.1.27.

Goal 3. To protect all natural resources with emphasis on biological communities, agricultural lands, the Carmel River and its riparian corridor, air quality and scenic resources.

Relationship: The amendment to the plan will have no effect on the physical layout.

- Goal 4. To provide an appropriate range of land uses, accommodated in the compact logical pattern.
Relationship: The amendment enable clustering and places the visitor accommodation designation adjacent to like uses.
- Goal 5. In conjunction with countywide goals, to provide clear-cut criteria to those responsible for its implementation so that they may relate individual development proposals to the goals and policies of the plan.
Relationship: The development proposals of the applicant clearly relates to the land use designations and policies of the plan. The Visitor Accommodation/professional Offices land use designation and the Board approval for the map designation change is adjacent to that exact designation.
EVIDENCE: The Goals of the Plan and the relationship of this amendment are as follows:
- Goal 1: Preserve rural character of Carmel Valley.
Relationship: The Lodge units at Carmel Valley Ranch are of rustic design and are to utilize and blend with the natural oaks on-site to retain a rural character.
- Goal 2: To maintain physical and socio-economic diversity.
Relationship: The lodge units enable visitors from outside the Carmel Valley area to visit, find accommodations and contribute to the social and economic diversity of the area while meeting applicable policies 28.1.25 and 28.1.27.
- Goal 3: To protect all natural resources with emphasis on biological communities, agricultural lands, the Carmel River and it riparian corridor, air quality and scenic resources.
Relationship: The amendment enable clustering and places the visitor accommodation designations adjacent to like uses.
- Goal 4: To provide for an appropriate range of land uses, accommodated in the compact logical pattern.
Relationship: The amendment enable clustering and places the visitor accommodation designations adjacent to like uses.
- Goal 5: In conjunction with countywide goals, to provide the maximum feasible range of housing type.
Relationship: The proposal will add a new housing type.
- Goal 6: To provide for and maintain an adequate and aesthetic circulation system.
Relationship: The amendment will require no spatial changes or create no significant volume change in existing traffic patterns.
- Goal 7: To provide for those public facilities and services necessary to accommodate present and planned future growth.
Relationship: No impact on this particular goal.

Goal 8: To promote public safety with respect to flooding geologic hazards, excessive exposure to noise and fire hazards.
Relationship: The amendment to the Carmel Valley Master plan through application has been considered in light of geotechnical reports and environmental evidence which indicate that the amendment comply with those goal. See PC96017 file.

Goal 9: To recognize that since orderly growth is essential to the success of this plan, all residential development will be evaluated within a managed growth framework.

Relationship: The amendment will not affect the number of vacant legal lots of record available in Carmel Valley.

4. FINDING: The amendment to the Carmel Valley Ranch Specific Plan is consistent with the policies of the General Plan and the Carmel Valley Master Plan.
EVIDENCE: Proposed amended Carmel Valley Ranch Specific Plan, Carmel Valley Master Plan and Planning Department file PC96017.
EVIDENCE: All policies of the Monterey County General Plan and the Carmel Valley Master Plan have been reviewed by the Planning Department Staff for consistency.
5. FINDING: The reclassification of properties from "MDR/4.54-D-S" (Medium Density Residential) to "VO-D-S" (Visitor Serving/Professional Offices conforms to the amendment to the Carmel Valley Master Plan and is consistent with the amendment of the Carmel Valley Specific Plan pursuant to Government Code Sections 65860 c (Zoning Ordinance consistency with General Plan Amendment) and 65454 (Consistency of Specific Plan with General Plan)
EVIDENCE: Title 21. Carmel Valley Master Plan and Carmel Valley Ranch Specific Plan as shown in PC96017 file.

NOW, THEREFORE, BE IT RESOLVED, THAT

PASSED AND ADOPTED on this 1st day of October, 1996, upon motion of Supervisor Karas, seconded by Supervisor Perkins by the following vote, to-wit:

AYES: Supervisors Salinas, Pennycook, Perkins, Johnsen and Karas.
NOES: None.
ABSENT: None.

I, ERNEST K. MORISHITA, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board Supervisors duly made and entered in the minutes thereof at page of Minute Book 69, on October 1, 1996

Dated: October 1, 1996

ERNEST K. MORISHITA, Clerk of the Board of Supervisors, County of Monterey, State of California.

By

Nancy Rubenhill

Deputy

NEGATIVE DECLARATION

EXHIBIT "B"

FILED

MAY 6 1996

BRUCE A. REEVES
MONTEREY COUNTY CLERK
DEPUTY
OFFICE USE ONLY

RESPONSIBLE AGENCY: COUNTY OF MONTEREY DECISION-MAKING BODY: BOARD OF SUPV.

PROJECT: CARMEL VALLEY RANCH AREA "F"

ADDRESS: P.O. BOX 2119
CITY/STATE/ZIP: SALINAS, CA 93902

PLANNER: MACULANS

TELEPHONE: (408) 755-5025

THIS PROPOSED PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AS IT HAS BEEN FOUND:

- (a) That said project will not have the potential to significantly degrade the quality of the environment.
- (b) That said project will have no significant impact on long term environmental goals.
- (c) That said project will have no significant cumulative effect upon the environment.
- (d) That said project will not cause substantial adverse effects on human beings, either directly or indirectly.

PROJECT DESCRIPTION OF NATURE, PURPOSE AND BENEFICIARIES:

PROPOSED USE AMENDMENT TO CARMEL VALLEY MASTER PLAN DESIGNATION FROM "MEDIUM DENSITY RESIDENTIAL, 5 TO 1 UNITS/ACRE" TO "VISITOR ACCOMMODATION/PROFESSIONAL OFFICES"; AMEND A PORTION OF CARMEL VALLEY RANCH SPECIFIC PLAN; FROM RESIDENTIAL "AREA F" TO RESORT LODGE AND AMEND TEXT AS NEEDED TO REFLECT CONVERSION OF RESIDENTIAL LOTS TO 64 RESORT LODGE UNITS. RECLASSIFICATION FROM MDR/4.54-D-S (MEDIUM DENSITY RESIDENTIAL) TO "VO-D-S" (VISITOR SERVING/PROFESSIONAL OFFICE); USE PERMIT FOR 64 RESIDENTIAL UNITS WHICH CAN ALSO BE RESIDENTIAL RENTAL UNITS. ADMINISTRATIVE PERMIT FOR SITING AND DESIGN APPROVAL; , LOCATED SOUTH EASTERLY OF ROBINSON CANYON ROAD, CARMEL VALLEY

PROJECT LOCATION: UPPER CARMEL VALLEY
TIME PERIOD PROVIDED FOR REVIEW
BEGINS: 05/06/96 ENDS: 05/27/96

ADDRESS WHERE COPY OF APPLICATION AND INITIAL STUDY ARE AVAILABLE:

___ MONTEREY COUNTY PUBLIC WORKS DEPT. ___ PARKS & RECREATION DEPT.
___ LAFCO

XX MONTEREY COUNTY PLANNING & BUILDING INSPECTION DEPARTMENT
P.O. BOX 1208/COURTHOUSE, 240 CHURCH ST., SALINAS, CA 93902

TO BE FILED WITH COUNTY CLERK WHEN NO SIGNIFICANT EFFECT IS FOUND:
DATE FILED: 05/06/96

LEG.DEC.
REV.01/27/93

FILE REFERENCE #: PC94146/94153
TYPE: CDP APN: 416-492-001-000M

INITIAL STUDY



PROJECT NAME: Carmel Valley Ranch Area "F" General Plan Amendment, Specific Plan Amendment, Rezoning, Major Use Permit Amending Existing Hotel Permit, Approval of a General Development Plan, Administrative Permit, Design Approval.

File #(s) PC96017

MONTEREY COUNTY, CALIFORNIA

OWNER NAME: Carmel Valley Ranch Resort & Owen Financial Group

Address: P.O. BOX 2119, Salinas, CA 93902

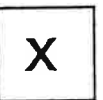
LOCATION: Old Ranch Road, Carmel Valley

STATEMENT OF DETERMINATION/PREPARATION

The following study was prepared by the planner whose signature appears below on behalf of the County of Monterey, State of California.

On the basis of this initial study and any attached or referenced information: (Check One)

The proposed project **WOULD NOT** have a significant effect on the environment (this includes mitigation measures to change the project to lower significant impacts), and a **NEGATIVE DECLARATION** should be prepared.



The proposed project **MAY** have a significant impact on the environment, and an **ENVIRONMENTAL IMPACT REPORT** should be prepared.



Date: May 1, 1996

Signed: Ray Morrison, Project Planner

NOTE: ADDITIONAL INFORMATION MAY BE ATTACHED AS AN APPENDIX REFERENCED BY TOPIC HEADING AND NUMBER. ALSO, SEE COMMENT SECTION AT END OF INITIAL STUDY.

1. ENVIRONMENTAL SETTING:

Describe site size and topography, natural waterways, flora and fauna, existing land use, historical or cultural significance for both the immediate and surrounding site characteristics.

The proposed project site is located in Carmel Valley, approximately seven miles due east from Highway One, located within the Carmel Valley Ranch Resort Complex on the south side of Carmel Valley Road. The 32 acre site was approved by the Monterey County Board of Supervisors on August 9, 1989, for an 89 unit planned unit development. Subsequently approval was given for 64 single family residences and 44 visitor accommodation units. The roads, building sites and utilities were rough graded approximately four years ago and are currently in various stages of completion. The site is located on the lower one-third of the north facing slope of Snivelys Ridge. Vegetation on the site consists of mature oak woodlands vegetation, dense undergrowth (poison oak and grasses) and chaparral brush covering the property. Natural slopes on the site range from 15 to 34 percent, with the man made graded slopes ranging from 0 to 15 percent. No waterways exist on the subject property, some V-shaped draws exist for seasonal drainage. Area "F" is currently zoned "VO-D-S" (Visitor Serving/Professional Office) for the visitor accommodation portion (west side) and "MDR/4.54-D-S" (Medium Density Residential) for the single family residential portion (east side).

2. PROJECT DESCRIPTION:

Describe the type of project by use, physical shape, supporting infrastructure/public facilities. Describe how project will affect the environmental setting. Use quantitative analysis when possible. Attach an 8 1/2" x 11" site plan.

The proposed project consists of taking the 64 single family residential units approved in 1995, and changing their land use and zoning to visitor accommodation. Their physical design would not be changed. The changes required would require a General Plan Amendment, amending the Carmel Valley Master Plan, amending the Carmel Valley Specific Plan, amending the current zoning, amending the existing hotel use permit and amending the general development plan.

3. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS:

Use the list below to verify project related plans and their consistency or non-consistency with project implementation.

General Plan/Area Plans _

Air Quality Management Plan _

Specific Plans _

Airport Land Use Plans _

Water Quality Control Plan _

Local Coastal Program - LUP _

4. PROJECTS THAT HAVE LITTLE OR NO POTENTIAL FOR SIGNIFICANT ENVIRONMENTAL IMPACT:

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable and without public controversy. For these types of projects the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

CHECK HERE IF THIS SECTION IS NOT APPLICABLE:

The project does not meet the criteria in this section. Complete the full Environmental Checklist (Sections 5 - 21) contained in the following pages.

FINDING: For the following topics (that are checked off and are also listed in the Environmental Checklist) there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project.

5. EARTH	<input checked="" type="checkbox"/>	11. ENERGY	<input checked="" type="checkbox"/>	17. UTILITIES	<input checked="" type="checkbox"/>
6. AIR	<input checked="" type="checkbox"/>	12. LAND USE		18. NOISE	
7. WATER	<input checked="" type="checkbox"/>	13. POPULATION	<input checked="" type="checkbox"/>	19. HAZARDS	<input checked="" type="checkbox"/>
8. PLANTS	<input checked="" type="checkbox"/>	14. HOUSING	<input checked="" type="checkbox"/>	20. AESTHETICS	<input checked="" type="checkbox"/>
9. ANIMALS	<input checked="" type="checkbox"/>	15. TRANSPORTATION	<input checked="" type="checkbox"/>	21. CULTURAL RESOURCES	<input checked="" type="checkbox"/>
10. NATURAL RESOURCES	<input checked="" type="checkbox"/>	16. PUBLIC SERVICES			

Topics not checked above must be addressed further in the Environmental Checklist (Sections 5 - 21) on the following pages. For all projects, complete Sections 22 thru 25.

CONCLUSIONS/EVIDENCE TO SUPPORT FINDING ABOVE:

The Approval of PC94153 resulted in Area "F" containing 44 visitor accommodation units (west side) and 64 single family dwellings (east side). The current proposal is to change the 64 single family dwellings on the east side to visitor accommodation units which by their commercial nature are not likely to be occupied full-time. The potential for significant impact would therefore be likely to be decreased for most categories.

ENVIRONMENTAL CHECKLIST ENVIRONMENTAL IMPACTS/NON-IMPACTS

NOTE:

- Summarize conclusions for each (EARTH, AIR, etc.) with supporting evidence: why there is the potential for (POT.), why there is (YES), or why there is not (NO) – a significant environmental impact. Use the space provided at the end of each section, or add an attachment with a clear reference.
- Use information such as other reports, plans or studies as supporting evidence. Add persons/agencies contacted.
- Include mitigation measures. Include a mitigation monitoring program as an appendix.

5. EARTH: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

- 5.1 Unstable earth conditions or in geologic substructures?
- 5.2 Disruptions, displacements, compaction or overcovering of the soil?
- 5.3 Change in topography or ground surface relief features?
- 5.4 The destruction, covering, or modification of any unique geologic or physical features?
- 5.5 Any increase in wind or water erosion of soils, either on- or off-site?
- 5.6 Changes in the deposition or erosion of beach sands, or changes in siltation which may modify the channel of a river or stream, or the bed of the ocean or any bay, inlet or lake?
- 5.7 Exposure of people and property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazard?

EARTH: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

6. AIR: <i>Will the proposal result in:</i>	Significant Impact?		
	NO	POT.	YES

6.1 Substantial air emissions or deterioration of ambient air quality?

6.2 The creation of objectionable odors?

6.3 Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?

AIR: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

7. WATER: <i>Will the proposal result in:</i>	Significant Impact?		
	NO	POT.	YES

7.1 Changes in currents, or the course or direction of water movements, in either marine or fresh waters?

7.2 Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

7.3 Alterations to the course or flow or flood patterns?

7.4 Change in the amount of surface water in any water body?

7.5 Discharge into surface waters, or in any alteration of surface quality, including but not limited to temperature, dissolved oxygen, or turbidity?

7.6 Alteration of the direction or rate of flow of ground waters?

7.7 Change in the quantity of groundwaters, either through direct additions or through interception of an aquifer by cuts or excavations?

7.8 Substantial reduction in the amount of water otherwise available for public water supplies?

7.9 Exposure of people or property to water related hazards such as flooding or tidal waves?

WATER: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

8. PLANT LIFE <i>Will the proposal result in:</i>	Significant Impact?		
	NO	POT.	YES

- 8.1 Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)?
- 8.2 Reduction of the numbers of any unique, rare or endangered species of plants?
- 8.3 Introduction of a new species of plants into an area, or result in a barrier to the normal replenishment of existing species?

PLANT LIFE: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

9. ANIMAL LIFE: <i>Will the proposal result in:</i>	Significant Impact?		
	NO	POT.	YES

- 9.1 Change in the diversity of species, or number of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?
- 9.2 Reduction of the numbers of any unique, rare or endangered species of animals?
- 9.3 Introduction of a new species of animals into an area, or result in a barrier to the migration or movement of animals?
- 9.4 Deterioration to existing fish or wildlife habitat?

ANIMAL LIFE: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

10. NATURAL RESOURCES: <i>Will the proposal result in:</i>	Significant Impact?		
	NO	POT.	YES

- 10.1 Increased in rate of use of natural resources?

NATURAL RESOURCES: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

11. ENERGY: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

11.1 Use of substantial amounts of fuel or energy?

11.2 Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

ENERGY: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

12. LAND USE Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

12.1 A substantial alteration of the present or planned land use of an area?

X

12.2 Reduction in acreage of any agricultural crops?

X

LAND USE: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

The residential nature of the previously approved project would be changed to a more commercial nature. However, because of the project's isolated location the impact would not significantly affect the residential areas of Carmel Valley Ranch. No monitoring/mitigation measures would be required. Conclusions are based on April 24, 1996 staff site visit and project description.

13. POPULATION Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

13.1 Will the proposal alter the location, distribution, density, or growth rate of human population of an area?

POPULATION: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

14. HOUSING: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

14.1 Will the proposal affect existing housing, or create a demand for additional housing?

HOUSING: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

15. TRANSPORTATION/CIRCULATION: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

15.1 Generation of substantial additional vehicular movement?

15.2 Effects on existing parking facilities, or demand for new parking?

15.3 Substantial impact upon existing transportation systems?

15.4 Alteration to present patterns of circulation or movement of people/good?

15.5 Alterations to waterborne, rail, or air traffic?

15.6 Increases in traffic hazards to motor vehicles, bicyclists or pedestrians?

TRANSPORTATION/CIRCULATION: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

16. PUBLIC SERVICES: Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:	Significant Impact?		
	NO	POT.	YES

16.1 Fire protection?

X

16.2 Police protection?

X

16.3 Schools?

X

16.4 Parks or other recreational facilities?

X

16.5 Maintenance of public facilities, including roads?

X

16.6 Other governmental services?

X

PUBLIC SERVICES: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

The more commercial nature of the visitor accommodation units may increase police protection incidents due to a potential increase in alcohol consumption and other potential visitor accommodation problems. However, because of the projects' isolated location the impact would not significantly affect the existing residential areas of Carmel Valley Ranch. No monitoring/mitigation measures would be required. Conclusions are based on April 24, 1996 staff site visit and project description.

17. UTILITIES: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

17.1 A need for new systems, or substantial alterations to the area utilities?

UTILITIES: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

18. NOISE: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

18.1 Increases in existing noise levels?

X

18.2 Exposure of people to severe noises?

X

NOISE: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

The more commercial nature of the visitor accommodation units may result in increased noise levels. However, because of the project's isolated location the impact would not significantly affect the existing residential areas of Carmel Valley Ranch. No monitoring/mitigation measures would be required. Conclusions are based on April 24, 1996 staff site visit and project description.

19 HAZARDS/HUMAN HEALTH: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

19.1 A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

19.2 Possible interference with an emergency evacuation plan?

19.3 Creation of any health hazard or potential health hazard?

19.4 Exposure of people to potential health hazards?

HAZARDS/HUMAN HEALTH: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

20. AESTHETICS: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

- 20.1 The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

AESTHETICS: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

21. CULTURAL RESOURCES: Will the proposal result in:	Significant Impact?		
	NO	POT.	YES

- 21.1 The alteration of, or the destruction of, a prehistoric or historic site?
- 21.2 Adverse physical or aesthetic effects to a prehistoric or historic building, structure or object?
- 21.3 Does the proposal have the potential to cause a physical change which would affect unique ethnic or cultural values?
- 21.4 Restrict existing religious or sacred uses within the potential impact area?

CULTURAL RESOURCES: Conclusions w/evidence - Persons contacted. Monitoring/Mitigation Measures?

22. CUMULATIVE/GROWTH INDUCING IMPACTS:

NOTE: Describe any cumulative/growth inducing impacts that may occur due to implementation of the project. Identify checklist topic related to the impact and provide adequate evidence.

Currently 44 visitor accommodation units and 64 single family dwellings could be developed on the site. This proposed project would change the 64 single family dwellings to visitor accommodation units, which would intensify the lodge facilities from 144 visitor accommodation units to 208 visitor units. The project would be part of the overall development of Carmel Valley Ranch and though not originally identified by the original Specific plan for Carmel Valley Ranch, the proposed project would not intensify the overall use of the property, and would be consistent with the overall use of Carmel Valley Ranch.

23. **FEASIBLE PROJECT ALTERNATIVES:**

NOTE: If there are significant environmental impacts caused by the project that are unmitigable below significance, describe below any possible project alternatives that would have less environmental impacts.

The 64 single family dwelling units on the site are approved, any potential alternative for no project would still allow those 64 units.

24. **STATEMENT OF MANDATORY FINDINGS OF SIGNIFICANCE:**

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this Initial Study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

25. **FISH AND GAME ENVIRONMENTAL DOCUMENT FEES**

Assessment of Fee:

For purposes of implementing Section 735.5 of Title 14, California Code of Regulations: If based on the record as a whole, the Planner determines that implementation of the project described herein, will result in changes to resources A-G listed below, then a Fish and Game Document Filing Fee must be assessed. Based upon analysis using the criteria A-G, and information contained in the record, state conclusions with evidence below.

- A) Riparian land, rivers, streams, water courses, and wetlands under state and federal jurisdiction.
- B) Native and non-native plantlife and the soil required to sustain habitat for fish and wildlife;
- C) Rare and unique plantlife and ecological communities dependent on plantlife, and;
- D) Listed threatened and endangered plant and animals and the habitat in which they are believed to reside.
- E) All species of plant or animals listed as protected or identified for special management in the Fish and Game Code, the Public Resources Code, and the Water Code, or regulations adopted thereunder.
- F) All marine terrestrial species subject to the jurisdiction of the Department of Fish and Game and the ecological communities in which they reside.
- G) All air and water resources the degradation of which will individually or cumulatively result in the loss of biological diversity among plants and animals residing in air or water.

De minimis Fee Exemption: For purposes of implementing Section 735.5 of the California Code of Regulations: A De Minimis Exemption may be granted to the Environmental Document Fee if there is substantial evidence, based on the record as a whole, that there will not be changes to the above named resources 24.A-G caused by implementation of the project. Using the above criteria, state conclusions with evidence below, and follow Planning and Building Inceptions Department Procedures for filing a de minimis exemption.

Conclusions: There would no additional impact on plant and wildlife on the site.

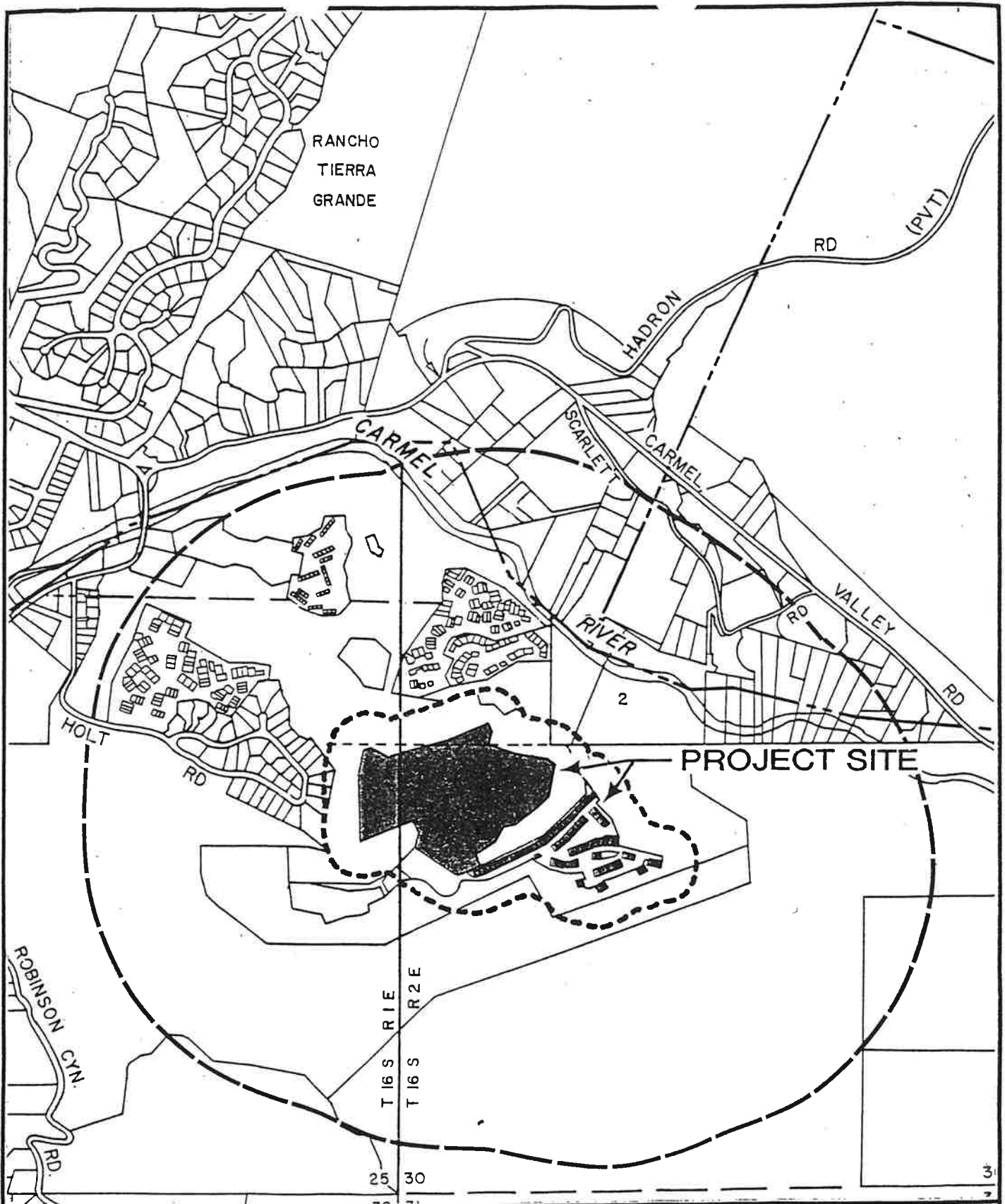
Evidence: As identified in the Initial Study in File PC94147 and PC94153, there would be a reduction in wildlife habitat. However, this project would make no additional reductions since the physical form of the project would remain the same.

26. **ADDITIONAL COMMENTS**

NOTE: Include topic hearing and number.

27. ATTACHED APPENDICES

- 1) Vicinity Map 2) Assessor's Map 3) Area "F" Map
4) Overall Site 5) _____ 6) _____
Plan (East Side)



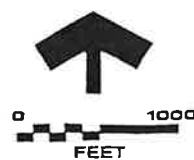
APPLICANT: CARMEL VALLEY RANCH AREA "F"

APN: 416-591-001-000M

P.C.# 96017

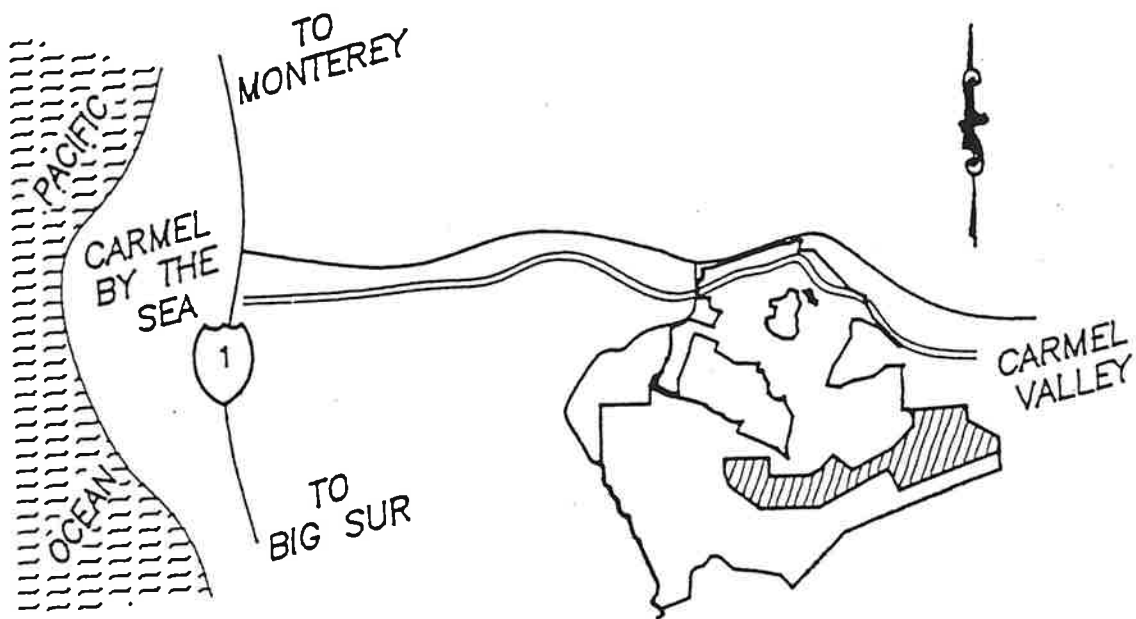
300' LIMIT -----

2,500' LIMIT -----



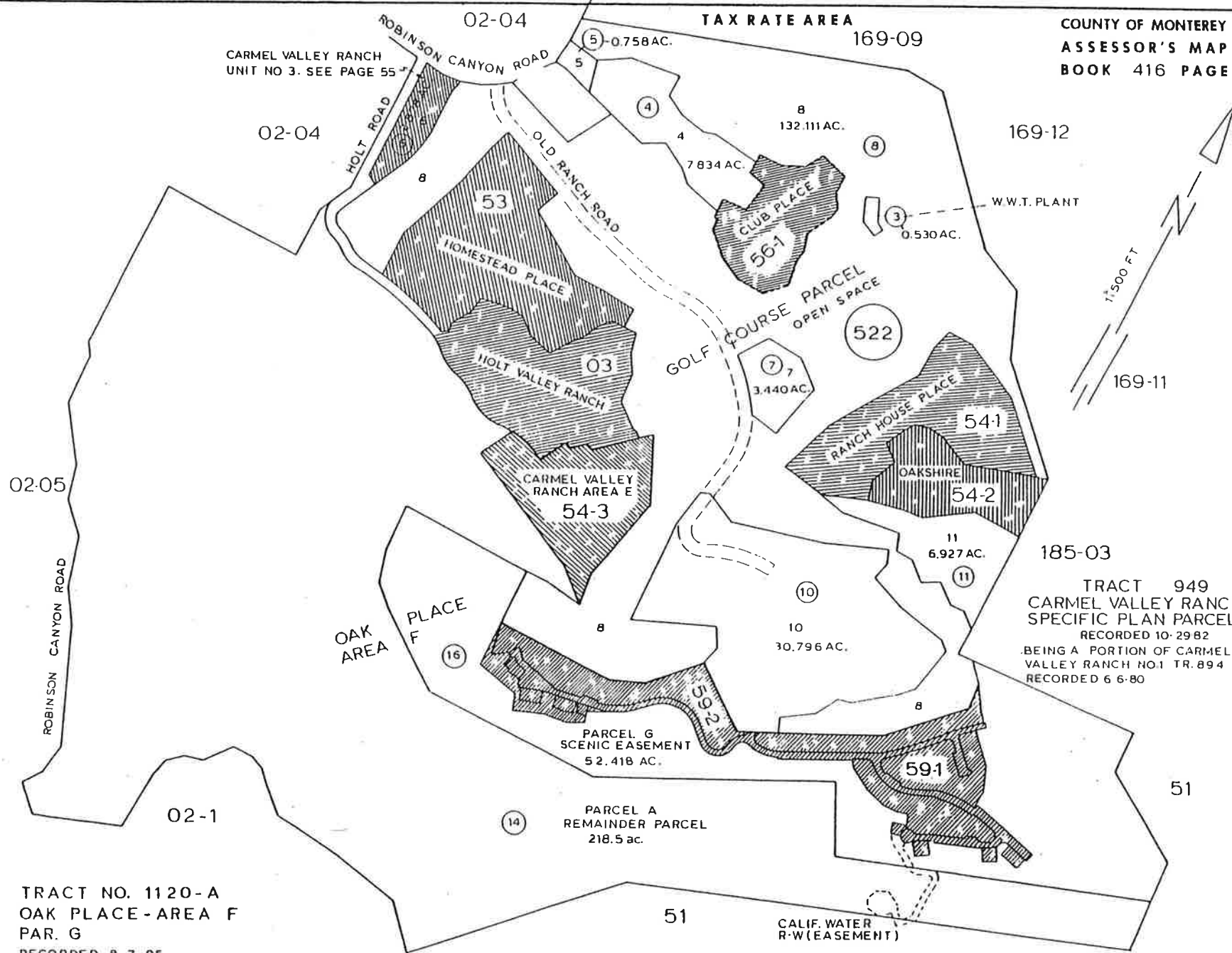
DATE: 6/12/96

Appendix 1



VICINITY MAP

SCALE: NONE



TRACT NO. 1120-A
OAK PLACE-AREA F
PAR. G
RECORDED 8-7-95

TRACT 949
CARMEL VALLEY RANCH
SPECIFIC PLAN PARCELS
RECORDED 10-29-82
BEING A PORTION OF CARMEL
VALLEY RANCH NO.1 TR. 894
RECORDED 6-6-80

Appendix 2

LEGEND:

U&E = USE AND ENJOYMENT EASEMENT

P.U.E. = PUBLIC UTILITY EASEMENT

P.R.E. = PRIVATE ROADWAY EASEMENT

ESMT = EASEMENT

* = FOUND 3/4" IRON PIPE TAGGED RCE 15310

o = 1" IRON PIPE TAGGED LS 6332 TO BE SET

+ = POINT USED FOR CALCULATION ONLY

⊕ = CENTERLINE WELL MONUMENT TO BE SET PER MONTEREY COUNTY STANDARDS

- 1). PARCEL "B1" - COMMON OPEN SPACE AND PUBLIC UTILITY EASEMENT (0.011 ACRES)
- PARCEL "B2" - COMMON OPEN SPACE AND PUBLIC UTILITY EASEMENT (0.010 ACRES)
- PARCEL "B3" - COMMON OPEN SPACE AND PUBLIC UTILITY EASEMENT (0.019 ACRES)
- PARCEL "B4" - COMMON OPEN SPACE AND PUBLIC UTILITY EASEMENT (0.056 ACRES)
- PARCEL "B5" - COMMON OPEN SPACE AND PUBLIC UTILITY EASEMENT (0.195 ACRES)
- PARCEL "B6" - COMMON OPEN SPACE AND PUBLIC UTILITY EASEMENT (0.999 ACRES)

2). PARCEL "C" - COMMON OPEN SPACE, PUBLIC UTILITY AND CART PATH EASEMENT (1.000 ACRES)

3). PARCEL "D" - COMMON OPEN SPACE, PUBLIC UTILITY AND CART PATH EASEMENT (2.234 ACRES)

4). PARCEL "E" - SCENIC EASEMENT (0.708 ACRES)

5). PARCEL "F" - COMMON OPEN SPACE, PUBLIC UTILITY AND CART PATH EASEMENT (1.063 ACRES)

6). PARCEL "G1" - SCENIC EASEMENT (23.701 ACRES)

PARCEL "G2" - SCENIC EASEMENT (28.714 ACRES)

7). PARCEL "H1" - COMMON OPEN SPACE AND PUBLIC UTILITY EASEMENT (0.088 ACRES)

PARCEL "H2" - COMMON OPEN SPACE AND PUBLIC UTILITY EASEMENT (1.112 ACRES)

8). PARCEL "I" - SCENIC EASEMENT (0.320 ACRES)

9). PARCEL "J" - VISITOR ACCOMMODATION PARCEL (4.342 ACRES)

— = NEW LOT LINE

— = EXISTING LOT LINE

— = EASEMENT LINE

— = LOT LINES, EASEMENT LINES AND RIGHT OF WAY LINES TO BE REMOVED, SEE NOTES SHEET 1

— = PROPERTY LINE

— = RIGHT OF WAY

— = CENTERLINE

— = PHASE LINE

— = PHASE ONE

PHASE ONE

OLD RANCH ROAD

THIS P.U.E. & P.R.E. IS A LEGAL PARCEL AS FILED IN THE CERTIFICATE OF CORRECTION, REEL 2466, OFFICIAL RECORDS, PAGE 1005

BASIS OF BEARINGS:

THE BEARING S 80°00'00" W ALONG A PORTION OF THE BOUNDARY LINE BETWEEN LOT 12 AND LOT 8 AS SHOWN UPON THE MAP FILED IN VOLUME 14, CITIES AND TOWNS, AT PAGE 84, MONTEREY COUNTY RECORDS AND FOUND MONUMENTED WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

GRAPHIC SCALE



AMENDMENT OF THE AMENDED FINAL MAP FOR TRACT 1120 VOLUME 16, CITIES AND TOWNS, PAGE 92, AS FILED IN VOLUME 19, CITIES AND TOWNS, PAGE 1

TRACT NO. 1120 A

OAK PLACE - AREA "F" (75 ACRES)

A PLANNED UNIT DEVELOPMENT AND PRIVATE ROAD SUBDIVISION OF 64 UNITS PER FC 95057, BEING A PORTION OF LOT 12 (293.5 ACRES) AS FILED IN VOLUME 14 OF CITIES AND TOWNS, PAGE 84, MONTEREY COUNTY RECORDS.

COUNTY OF MONTEREY

STATE OF CALIFORNIA

PREPARED FOR:

CV RANCH L.P. - A DELAWARE LIMITED PARTNERSHIP

PREPARED BY:

W.W.D. CORPORATION
MONTEREY, CALIFORNIA

AUGUST 1995

SHEET 2 OF 9 SHEETS

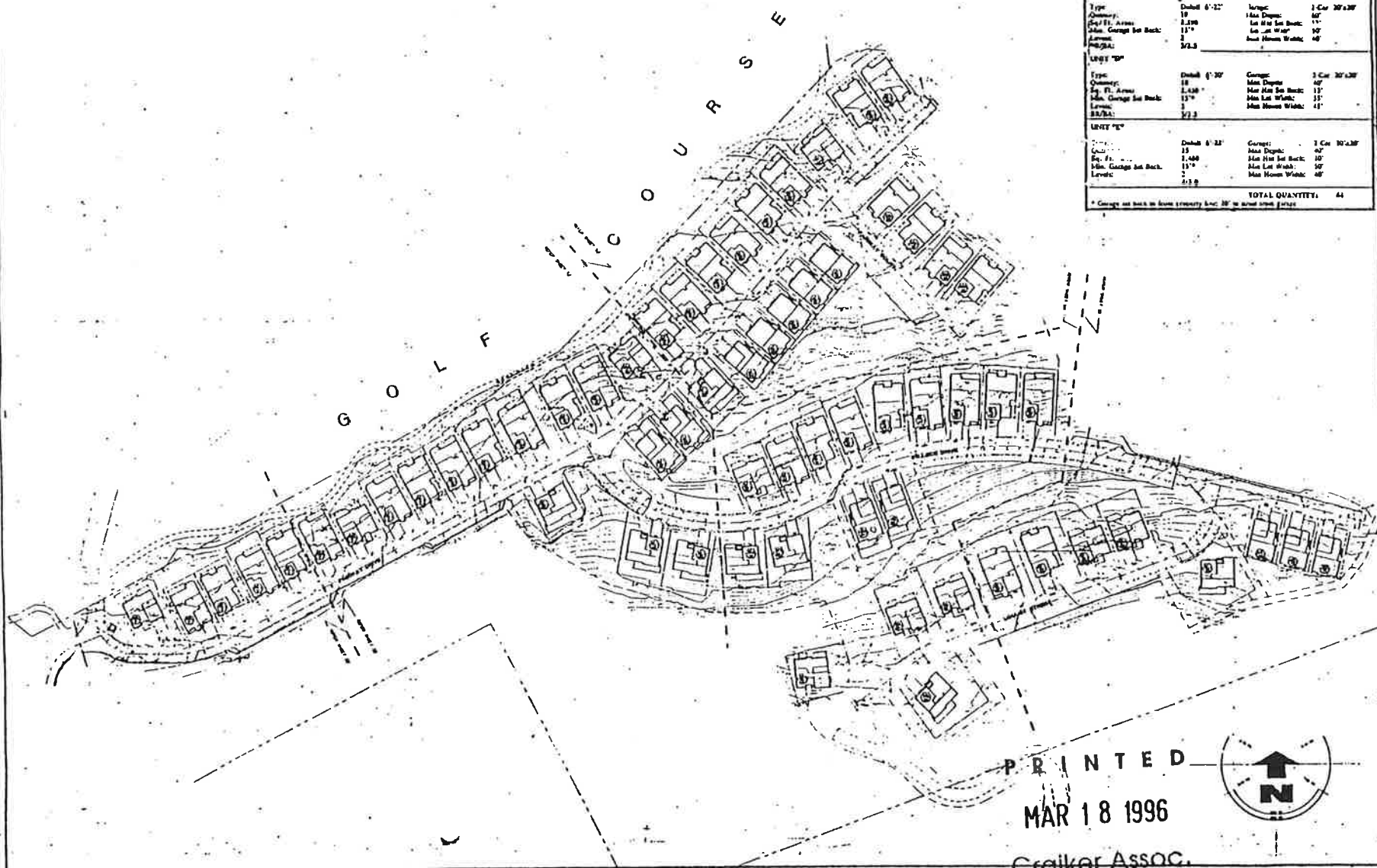
Appendix 3

UNIT MIX						
UNIT	TYPE	CRANE VARIATION	LANDSCAPE ELEMENT	AREA S.F.	ENVELOPE DCPH	ENVELOPE W DPH
A	UP	8' 12"	ENTRY COURT & REAR PATH	1,100	36'	31'
B	1A	8' 12"	ENTRY COURT & REAR PATH	1,100	36'	41'
C	1B	8' 12"	REAR DECK	3,200	48'	40'
D	1C	8' 12"	REAR DECK	3,100	48'	41'
E	1D	8' 12"	REAR DECK	3,100	48'	41'
TOTAL				12,600		

MATERIAL & COLOR SPECIFICATIONS		
MATERIAL	NAME	BRAND
ROOF TILE - Flat Concrete	SCHEME 1	SCHEME 2
ACCENTS - 1" P. Cap, Corner, Balcony Trim, Front Doors	"HARMA MUST" #22	LIFETILE
UPPER BODY - Horizontal Lap Hardwood Siding	ALJ10	111 CLAR.GRAY
TRIM - Wood	P18-1	K19-1
WINDOW FRAME - Aluminum	P18-2	K19-2
LOWER BODY - Horizontal Lap Hardwood Siding	P20-1	K19-1
		KELLY MOORE

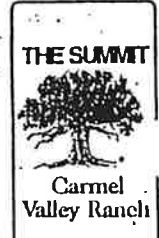
UNIT DESCRIPTION			
UNIT "A"			
Type	Double 8' 12"	Garage	1 Car 30' x 20'
Quantity	15	Max Depth	30'
Ex. Ft. Area	2,400	Max. Min. Lot Back	15'
Min. Garage Lot Back	15'	Max. Lot Width	15'
Levels	2	Max. House Width	15'
BS/BA	2/2.5		
UNIT "B"			
Type	U/AD 8' 12"	Garage	1 Car 30' x 20'
Quantity	8	Max. Depth	30'
Ex. Ft. Area	2,400	Max. Min. Lot Back	15'
Min. Garage Lot Back	15'	Max. Lot Width	15'
Levels	2	Max. House Width	15'
BS/BA	2/2.5		
UNIT "C"			
Type	Double 8' 12"	Garage	1 Car 30' x 20'
Quantity	10	Max. Depth	30'
Ex. Ft. Area	2,400	Max. Min. Lot Back	15'
Min. Garage Lot Back	15'	Max. Lot Width	15'
Levels	2	Max. House Width	15'
BS/BA	2/2.5		
UNIT "D"			
Type	Double 8' 12"	Garage	1 Car 30' x 20'
Quantity	15	Max. Depth	30'
Ex. Ft. Area	2,400	Max. Min. Lot Back	15'
Min. Garage Lot Back	15'	Max. Lot Width	15'
Levels	2	Max. House Width	15'
BS/BA	2/2.5		
UNIT "E"			
Type	Double 8' 12"	Garage	1 Car 30' x 20'
Quantity	15	Max. Depth	30'
Ex. Ft. Area	2,400	Max. Min. Lot Back	15'
Min. Garage Lot Back	15'	Max. Lot Width	15'
Levels	2	Max. House Width	15'
BS/BA	2/2.5		
TOTAL QUANTITY: 44			

* Garage lot back to house structure line; 30' to street front (30' x 20')



PRINTED
MAR 18 1996

Craiker Assoc.



SCALE - 1" = 50'

Revisions	
DATE	DESCRIPTION

NOT FOR CONSTRUCTION

Date: MAY 21, 96

At: Dayton

SO

Appendix 4

Exhibit I

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Ex. I

EXHIBIT "F"

Before the Board of Supervisors in and for the
County of Monterey, State of California

Resolution No. 96-384 --)
Resolution by the Board of)
Supervisors to adopt for PC96017)
Negative Declaration)

WHEREAS, the Planning and Building Inspection Department completed an Initial Study for the Carmel Valley Ranch Area "F" General Plan Amendment, Specific Plan Amendment, Rezoning, Major Use Permit amending existing hotel use permit, Existing Hotel Permit, approval of a General Development Plan, Administrative Permit for site plan approval, and Design Approval (PC96017), and

WHEREAS, a Negative Declaration was filed on May 6, 1996 and no comments have been received, and

WHEREAS, the Planning Commission has recommended to the Board of Supervisors that the Negative Declaration be adopted and

WHEREAS, the Board of Supervisors has determined on the basis of the Initial Study and comments received that the project will not have a significant impact on the environment.

NOW, THEREFORE, BE IT RESOLVED, that the Negative Declaration for PC96017 be adopted.

PASSED AND ADOPTED on this 1st day of October, 1996,
upon motion of Supervisor Karas, seconded by
Supervisor Perkins by the following vote, to-wit:

AYES: Supervisors Salinas, Pennycook, Perkins, Johnsen & Karas.
NOES: None.
ABSENT: None.

I, ERNEST K. MORISHITA, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board Supervisors duly made and entered in the minutes thereof at page of Minute Book 69, on October 1, 1996

Dated: October 1, 1996

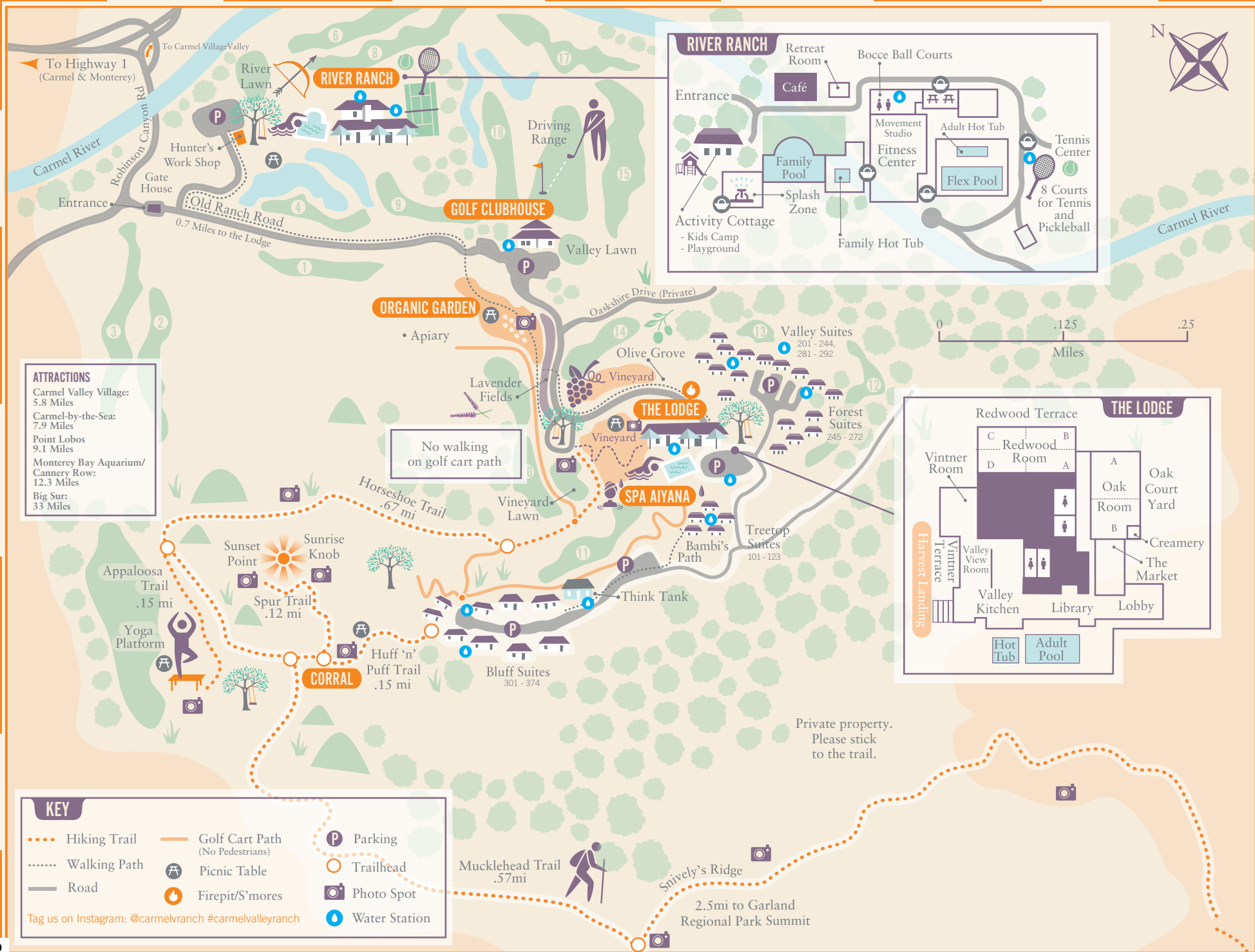
ERNEST K. MORISHITA, Clerk of the Board of Supervisors, County of Monterey, State of California.

By Nancy Lukerbell
Deputy

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Exhibit J

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Exhibit K

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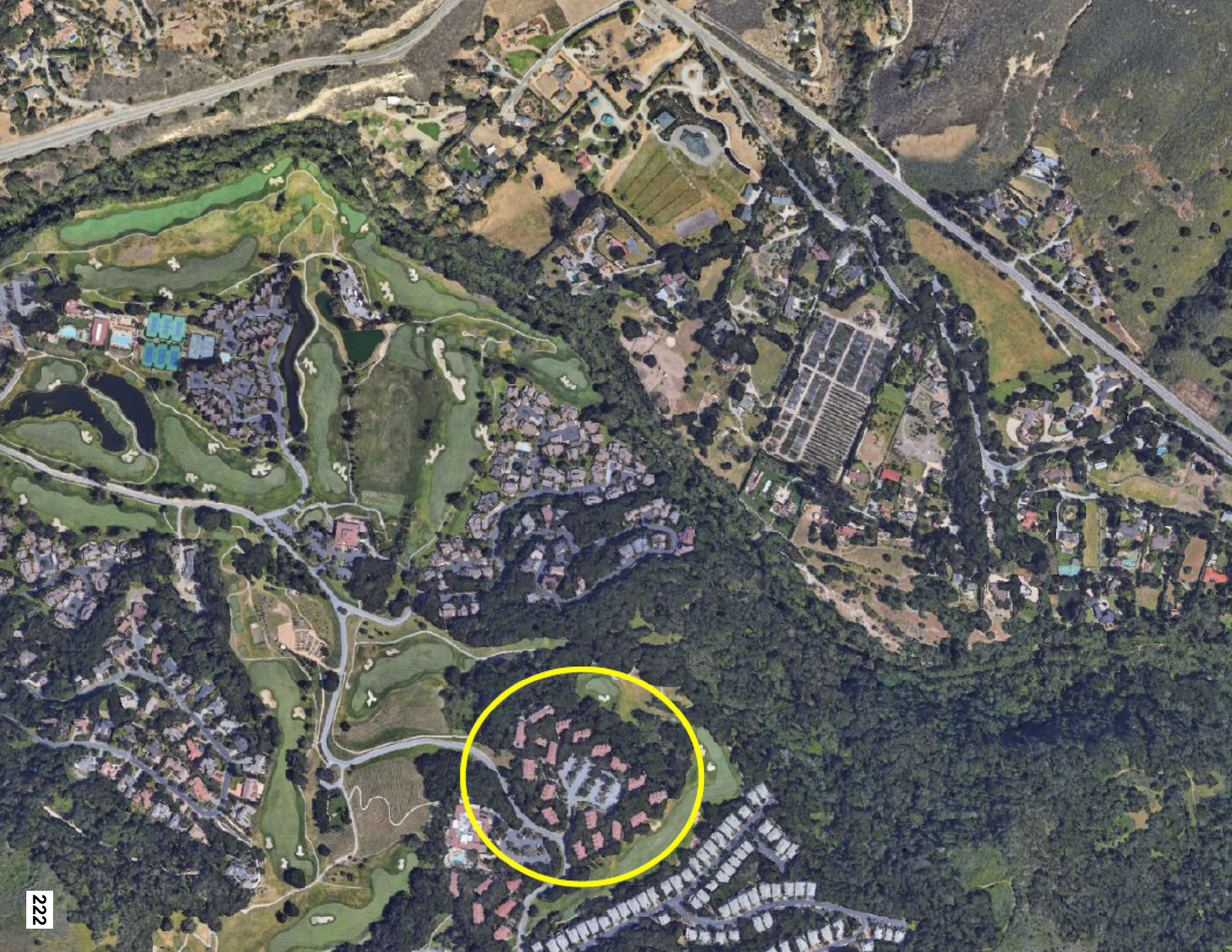


Structures to be demolished and re-built are highlighted

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Exhibit L

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Exhibit M

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June 3, 2025

Erik Pampel
Carmel Valley Ranch Resort
1 Old Ranch Road
Carmel CA 93923

Owners: CVR HSGE, LLC
Service Address: 1 Old Ranch Road, Carmel CA 93923
Assessor Parcel Number: 416-522-010-000

To Whom It May Concern:

The above-referenced parcel (the "Service Address") is located within the California American Water ("CAW") water service area. This letter serves as notification that the above-referenced parcel is currently served by nine domestic water service accounts.

CAW will provide water service to the Service Address pursuant to the rules, regulations, and tariffs of the California Public Utilities Commission (CPUC), and in accordance with all applicable federal, state and local laws, regulations, rules, ordinances and restrictions, including those of the Monterey Peninsula Water Management District (MPWMD), and including any order of the California State Water Resources Control Board (SWRCB) that may be issued prior to the date service is initiated.

A party wishing to initiate water service (the "Applicant") must comply with all CAW Tariff Schedules that are on file with the CPUC, as they may be amended from time to time. Among other things, the Tariff Schedules require that the Applicant submit an application to CAW, obtain all required permits (which may include a water permit from MPWMD), and pay all required fees as a condition of initiation of service. CAW's Tariff Schedules are available on its website, www.californiaamwater.com. Availability of water service to the Service Address is subject to change before the Applicant has applied for water service and has received all required permits and paid all applicable fees required to initiate such service.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim O'Halloran".

Tim O'Halloran, P.E.
Engineering Manager, Coastal Division

ep@geolo.com
sheryl@alombardolaw.com

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Exhibit N

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LIB 250045

**Tree Inventory, Assessment,
and
Protection Report**

**One Old Ranch Road
Carmel By-the-Sea, CA 93923
(Unincorporated Monterey County)**

Prepared for:

Carmel Valley Ranch

October 10, 2024

Prepared By:

Richard Gessner

**ISA BCMA WE-4341B
ASCA RCA #496**



Monarch Consulting Arborists

Richard Gessner
P.O. Box 1010 - Felton, CA 95018
1 831 331 8982
www.monarcharborists.com

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Summary

The plans indicate the demolition and replacement of the existing first hotel units building 12-17 and 20 and to re-build with two story hotel units, and add parking levels over two existing lots. The new units are located within the footprint of the existing structures. The inventory contains eighty-nine (89) trees comprised of four (4) different species. Thirty-nine (39) coast live oaks are “Landmark” trees and the remaining are “Protected”. There are three trees not protected.

There are nine (9) trees expected to be highly impacted and removed which are as follows: #368, #370, #377, #867, #868, #872, #1907, #1917, and #1936. Three (3) of these trees (#377, #867, and #1907) are Landmark Trees, two (2) trees (Japanese maple #1936 and crabapple #1917) are not protected. Twenty-one (21) trees could be moderately impacted and are close to the existing structures (Appendix A and B).

There are three landmark trees indicated for removal and they should be replaced with a one to one ratio of twenty-four inch box specimens or larger of the the same species (coast live oak). The smaller protected coast live oaks should be replaced with one to one ratio of four fifteen gallon specimens. The two tree not protected by the ordinance do not require replacement.

Specified tree protection will need to conform with the site constraints and limits of construction. In practicality placing fence around existing landscapes and relegating construction and equipment to areas already disturbed and covered in concrete or asphalt would be best practices. This type of tree protection plan should be placed on a plan sheet once plans, including civil and landscape, are developed.

Summary Table

Total number of trees inventoried:	Eighty-nine (89)
Total number of Landmark Trees:	Thirty-nine (39)
Number of trees indicated for removal	Nine (9)
Number of Landmark Trees indicated for removal	Three (3)
Number of replacements recommended	Three (3) 24 inch box or greater and four (4) 15 gallon (all coast live oaks)

Introduction

Background

The property representative for the Carmel Valley Ranch asked me to asses the site and trees as part of a plan to construct new residence around the property. I agreed to assess the trees and provide a report with my findings and recommendations.



Assignment

1. Provide an arborist's report including an assessment of the carobs within the project area that could be affected. The assessment is to include the species, size (trunk diameter), condition (health, structure, form), and suitability for preservation ratings.
2. Provide tree protection guidelines, specifications, and expected impact ratings for those affected by the project.

Limits of Assignment

1. The information in this report is limited to the condition of the trees during my inspection on September 24, 2024.
2. The plans reviewed for this assignment were as follows in Table 1 below.

Table 1: Plans Reviewed Checklist

Plan	Date	Sheet	Reviewed	Source
Existing Site Topographic Map or A.L.T.A with tree locations				
Proposed Site Plan	06/11/24	A1.1	Yes	The Paul Davis Partnership
Demolition Plan				
Construction Staging				
Grading and Drainage				
Utility Plan and Hook-up locations				
Exterior Elevations				
Landscape Plan				
Irrigation Plan				
T-1 Tree Protection Plan				

Purpose and Use of the Report

The report is intended to assess the trees within the plan area that could be affected by a project. The report is to be used by the property owners, owner's agents, and Monterey County as a reference for existing tree conditions to help satisfy planning requirements.



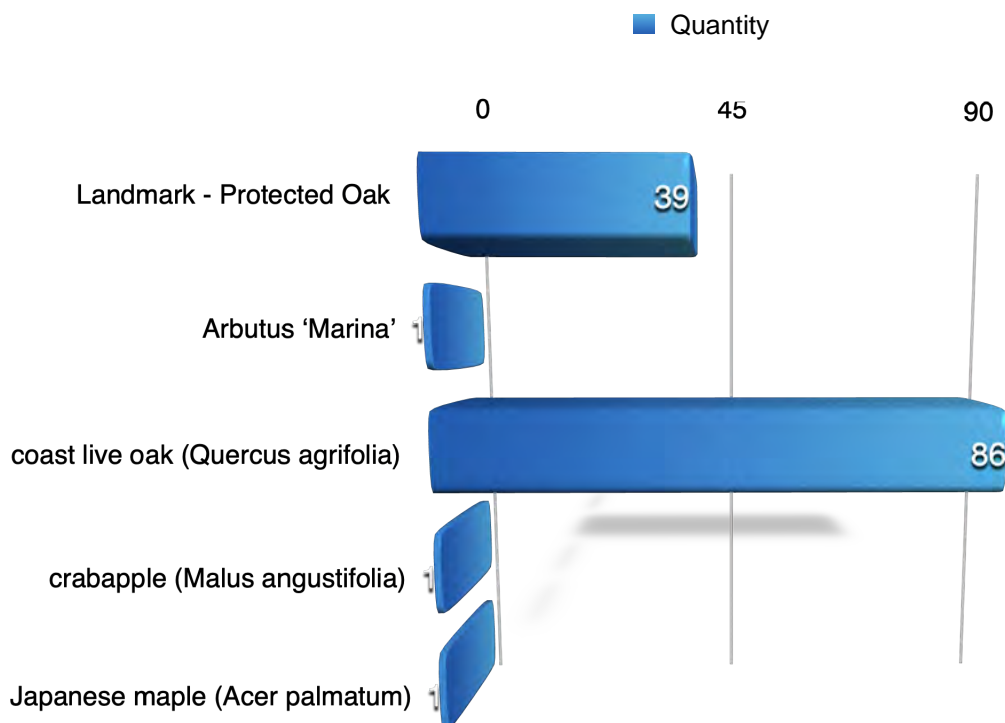
Observations

The plans indicate the renovation of several units within the footprint of existing structures and parking lot improvements (Appendix A).

The tree inventory contains the trees around the site that could be affected by the proposed development project.¹ Monterey County regulatory information is located in Appendix D2. Essentially all the oaks within the inventory (and on the site) are protected, and those with trunk diameters greater than 24 inches are considered “Landmark Trees”.

The inventory contains eighty-nine (89) trees comprised of four (4) different species (Chart 1). Thirty-nine (39) coast live oaks are “Landmark” trees and the remaining are “Protected”. There are three trees not protected which include one (1) arbutus ‘Marina’, one (1) crabapple, and one (1) Japanese maple.

Chart 1: Species Distribution



¹ Not every tree on the property was assessed because there are many outside of the proposed development envelope that will not be affected.



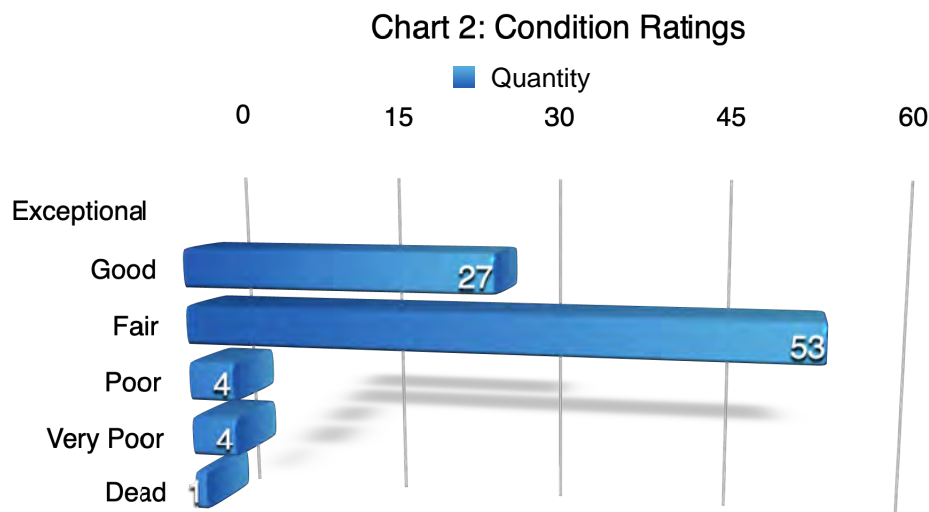
Discussion

Condition Rating

A tree's condition is a determination of its overall health, structure, and form. The assessment considered both the health and structure for a combined condition rating.

- 100% - Exceptional = Good health and structure with significant size, location or quality.
- 61-80% - Good = Normal vigor, well-developed structure, function and aesthetics not compromised with good longevity for the site.
- 41-60 % - Fair = Reduced vigor, damage, dieback, or pest problems, at least one significant structural problem or multiple moderate defects requiring treatment. Major asymmetry or deviation from the species normal habit, function and aesthetics compromised.
- 21-40% - Poor = Unhealthy and declining appearance with poor vigor, abnormal foliar color, size or density with potential irreversible decline. One serious structural defect or multiple significant defects that cannot be corrected and failure may occur at any time. Significant asymmetry and compromised aesthetics and intended use.
- 6-20% - Very Poor = Poor vigor and dying with little foliage in irreversible decline. Severe defects with the likelihood of failure being probable or imminent. Aesthetically poor with little or no function in the landscape.
- 0-5% - Dead/Unstable = Dead or imminently ready to fail.

Twenty-seven (27) trees are in good condition, fifty-three (53) fair, four (4) poor, and four (4) are in very poor shape with one tree dead (Chart 2). One tree (#388) in very poor condition is a Landmark Tree. Trees in very poor condition (#355, #388, #1921, and #1923) should be considered for removal regardless of a development application.

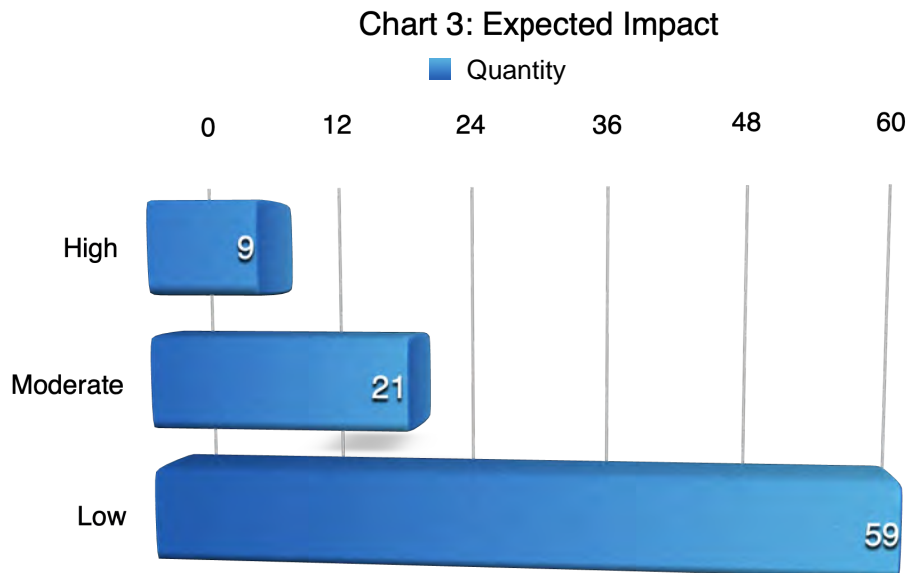


Expected Impact Level

Impact level defines how a tree may be affected by construction activity and is described as low, moderate, or high. The following scale defines the impact rating:

- Low = The construction activity will have little influence on the tree.
- Moderate = The construction may cause future health or structural problems, and steps must be taken to protect the tree to reduce future problems.
- High = Tree structure and health will be compromised and removal is recommended, or other actions must be taken for the tree to remain. The tree is located in the building envelope.

There are nine (9) trees expected to be highly impacted and removed which are as follows: #368, #370, #377, #867, #868, #872, #1907, #1917, and #1936 (Chart 3). Three (3) of these trees (#377, #867, and #1907) are Landmark Trees, two (2) trees (Japanese maple #1936 and crabapple #1917) are not protected. Twenty-one (21) trees could be moderately impacted and are close to the existing structures (Appendix A and B).



Replacement Mitigation

At this point there are three landmark trees indicated for removal and they should be replaced with one to one ratio of twenty-four inch box specimens or larger of the the same species (coast live oak). The smaller protected coast live oaks should be replaced with one to one ratio of four fifteen gallon specimens. The two tree not protected by the ordinance do not require replacement.

Tree Protection

The tree protection zone (TPZ) is the defined area in which certain activities are prohibited to minimize potential injury to the tree and should encompass the critical root zone. There are two tree protection zones which include the “calculated” and “specified” tree protection zones. The “calculated” tree protection zone is determined by a multiplication factor based on species tolerance, tree age/vigor/health, and trunk diameter (Table 2 Appendix B). The “specified” tree protection zone is adjusted in size and shape to accommodate the existing infrastructure, planned construction, and specific site constraints. This “specified” zone includes tree canopy conformation, visible root orientation, size, condition, maturity, and species tolerances (Gilpin, R, Hauer, R, Matheny, N, and Smiley, E.T. 2023).

Coast live oak species is considered to have good tolerance to construction impacts (Matheny, N., Clark, J. 1998). For this project I considered “Landmark Trees” to be “mature” in age. Those with trunk diameters less than twenty-four inches (24”) are “young”. Table 3 provides the “calculated” tree protection zones and their associated radii based on species, size, age, and condition and is indicated in Appendix B.

Table 2: Calculated Tree Protection Radii Multiplication Factors

Tolerance	Age	Condition	Trunk Diameter Multiplication Factor
Good	Mature (Landmark Tree)	Good	8 x DBH
Good	Mature (Landmark Tree)	Fair	10 x DBH
Good	Young	Good	6 x DBH
Good	Young	Fair	8 x DBH

Specified tree protection will need to conform with the site constraints and limits of construction. In practicality placing fence around existing landscapes and relegating construction and equipment to areas already disturbed and covered in concrete or asphalt would be best practices. This type of tree protection plan should be placed on a plan sheet once plans, including civil and landscape, are developed.



Conclusion

The plans indicate the demolition and replacement of the existing first hotel units building 12-17 and 20 and to re-build with two story hotel units, and add parking levels over two existing lots. The new units are located within the footprint of the existing structures.

The inventory contains eighty-nine (89) trees comprised of four (4) different species. Thirty-nine (39) coast live oaks are “Landmark” trees and the remaining are “Protected”. There are three trees not protected which include one (1) arbutus ‘Marina’, one (1) crabapple, and one (1) Japanese maple.

Twenty-seven (27) trees are in good condition, fifty-three (53) fair, four (4) poor, and four (4) are in very poor shape with one (1) tree dead. One tree (#388) in very poor condition is a Landmark Tree. Trees in very poor condition (#355, #388, #1921, and #1923) should be considered for removal regardless of a development application.

There are nine (9) trees expected to be highly impacted and removed which are as follows: #368, #370, #377, #867, #868, #872, #1907, #1917, and #1936. Three (3) of these trees (#377, #867, and #1907) are Landmark Trees, two (2) trees (Japanese maple #1936 and crabapple #1917) are not protected. Twenty-one (21) trees could be moderately impacted and are close to the existing structures (Appendix A and B).

There are three landmark trees indicated for removal and they should be replaced with a one to one ratio of twenty-four inch box specimens or larger of the the same species (coast live oak). The smaller protected coast live oaks should be replaced with one to one ratio of four fifteen gallon specimens. The two tree not protected by the ordinance do not require replacement.

For this project I considered “Landmark Trees” to be “mature” in age. Those with trunk diameters less than twenty-four inches (24”) are “young”. Table 3 provides the “calculated” tree protection zones and their associated radii based on species, size, age, and condition and is indicated in Appendix B. Specified tree protection will need to conform with the site constraints and limits of construction. In practicality placing fence around existing landscapes and relegating construction and equipment to areas already disturbed and covered in concrete or asphalt would be best practices. This type of tree protection plan should be placed on a plan sheet once plans, including civil and landscape, are developed.



Recommendations

1. Develop specified tree protection once conceptual plans become more formalized. Create a separate plan sheet that includes all protection measures labeled “T-1 Tree Protection Plan.”
2. Place tree numbers and tree protection fence locations and guidelines on the plans including the grading, drainage, and utility plans once developed. Fence locations should be placed at the calculated radii specified in Appendix B if other specified protection is not provided.
3. Install temporary irrigation or soaker hoses in the TPZs and provide supplemental watering during construction. Monitor watering times or amounts to ensure adequate soil saturation. (A 5/8” soaker hose requires about 200 minutes to deliver one inch of water to a garden. This number is affected by the length of the hose and the overall rate of flow from the faucet. A good rule of thumb is to expect about ½ GPM as a standard faucet flow rate.). Infrequent deeper watering is preferred.
4. All tree maintenance and care shall be performed by a qualified arborist with a C-61/D-49 California Contractors License. Tree maintenance and care shall be specified in writing according to American National Standard for Tree Care Operations: *Tree, Shrub and Other Woody Plant Management: Standard Practices* parts 1 through 10 and adhere to ANSI Z133.1 safety standards and local regulations. All maintenance is to be performed according to ISA Best Management Practices.
5. Provide a copy of this report to all contractors and project managers, including the architect, civil engineer, and landscape designer or architect. It is the responsibility of the owner to ensure all parties are familiar with this document.
6. Arrange a pre-construction meeting with the project arborist or landscape architect to verify tree protection is in place, with the correct materials, and at the proper distances.



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Glossary of Terms

Defect: An imperfection, weakness, or lack of something necessary. In trees defects are injuries, growth patterns, decay, or other conditions that reduce the tree's structural strength.

Diameter at breast height (DBH): Measures at 1.4 meters (4.5 feet) above ground in the United States, Australia (arboriculture), New Zealand, and when using the Guide for Plant Appraisal, 9th edition; at 1.3 meters (4.3 feet) above ground in Australia (forestry), Canada, the European Union, and in UK forestry; and at 1.5 meters (5 feet) above ground in UK arboriculture.

Drip Line: Imaginary line defined by the branch spread or a single plant or group of plants.

Mechanical damage: Physical damage caused by outside forces such as cutting, chopping or any mechanized device that may strike the tree trunk, roots or branches.

Scaffold branches: Permanent or structural branches that for the scaffold architecture or structure of a tree.

Straw wattle: also known as straw worms, bio-logs, straw noodles, or straw tubes are man made cylinders of compressed, weed free straw (wheat or rice), 8 to 12 inches in diameter and 20 to 25 feet long. They are encased in jute, nylon, or other photo degradable materials, and have an average weight of 35 pounds.

Tree Protection Zone (TPZ): Defined area within which certain activities are prohibited or restricted to prevent or minimize potential injury to designated trees, especially during construction or development.

Tree Risk Assessment: Process of evaluating what unexpected things could happen, how likely it is, and what the likely outcomes are. In tree management, the systematic process to determine the level of risk posed by a tree, tree part, or group of trees.

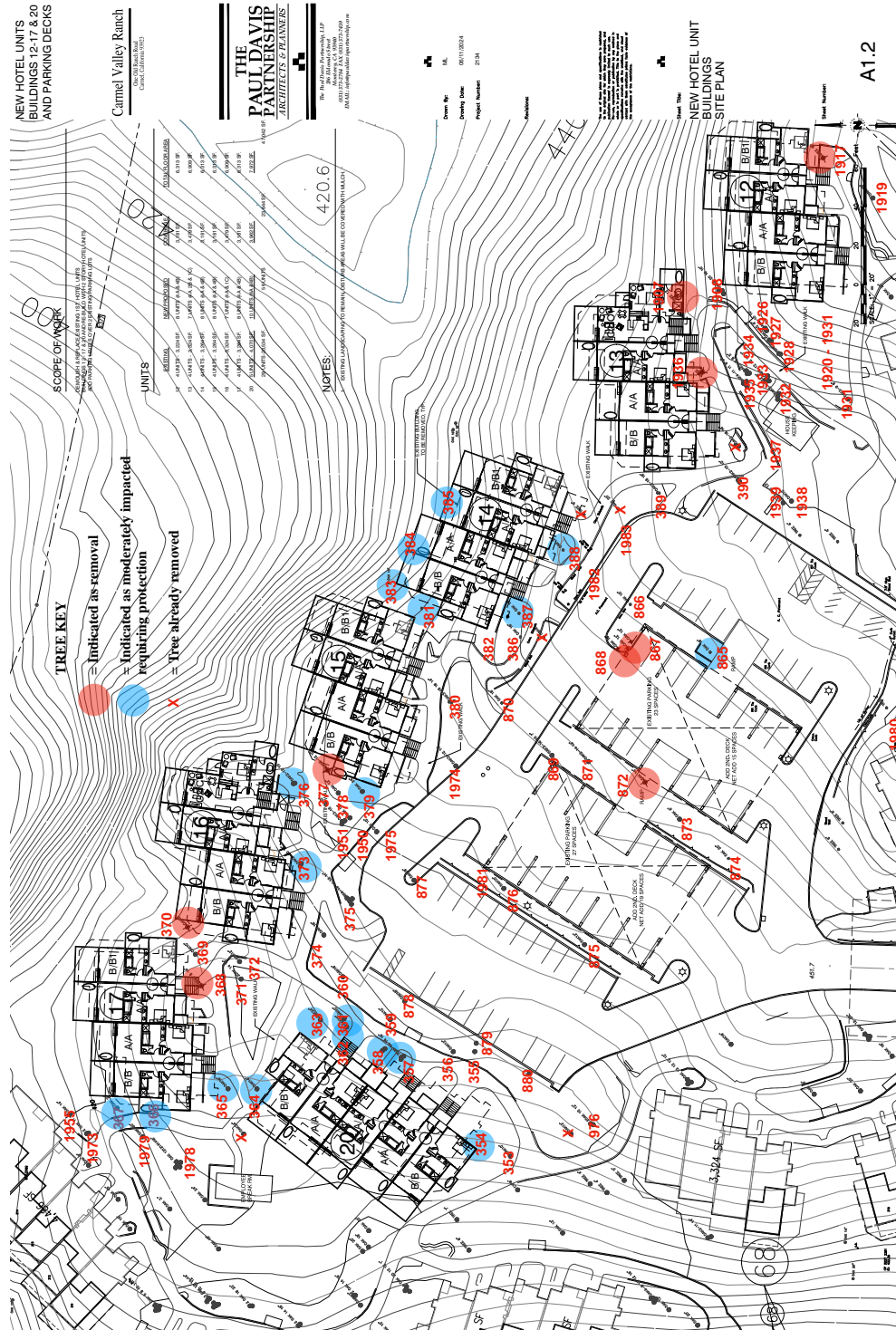
Trunk: Stem of a tree.

Volunteer: A tree, not planted by human hands, that begins to grow on residential or commercial property. Unlike trees that are brought in and installed on property, volunteer trees usually spring up on their own from seeds placed onto the ground by natural causes or accidental transport by people. Normally, volunteer trees are considered weeds and removed, but many desirable and attractive specimens have gone on to become permanent residents on many public and private grounds.



Appendix A: Tree Locations and estimated impacts

See actual scale size plans for location and detail.



Appendix B: Tree Inventory and Assessment Tables

Table 3: Tree Inventory Summary

Tree Species	I.D. #	Trunk Diameter (in.)	Condition	Expected Impact	Cause	Status	Calculated TPZ Radius (ft.)
coast live oak (<i>Quercus agrifolia</i>)	353	16	Good	Low		Protected	8
coast live oak (<i>Quercus agrifolia</i>)	354	12	Good	Moderate	Proposed Structure	Protected	6
coast live oak (<i>Quercus agrifolia</i>)	355	19	Very poor	Low		Protected	13
coast live oak (<i>Quercus agrifolia</i>)	356	18	Fair	Low		Protected	12
coast live oak (<i>Quercus agrifolia</i>)	357	21, 30	Fair	Moderate	Proposed Structure	Landmark	31
coast live oak (<i>Quercus agrifolia</i>)	358	32	Fair	Moderate	Proposed Structure	Landmark	27
coast live oak (<i>Quercus agrifolia</i>)	359	18	Fair	Low		Protected	12
coast live oak (<i>Quercus agrifolia</i>)	360	21	Good	Low		Protected	11
coast live oak (<i>Quercus agrifolia</i>)	361	13	Fair	Moderate	Proposed Structure	Protected	9
coast live oak (<i>Quercus agrifolia</i>)	362	34	Fair	Moderate	Proposed Structure	Landmark	28
coast live oak (<i>Quercus agrifolia</i>)	363	16	Fair	Moderate	Proposed Structure	Protected	11
coast live oak (<i>Quercus agrifolia</i>)	364	19	Good	Moderate	Proposed Structure	Protected	10
coast live oak (<i>Quercus agrifolia</i>)	365	24	Fair	Moderate	Proposed Structure	Landmark	20
coast live oak (<i>Quercus agrifolia</i>)	366	22	Good	Moderate	Proposed Structure	Protected	11
coast live oak (<i>Quercus agrifolia</i>)	367	21	Fair	Moderate	Proposed Structure	Protected	14
coast live oak (<i>Quercus agrifolia</i>)	368	17	Good	High	Proposed Structure	Protected	9



Tree Species	I.D. #	Trunk Diameter (in.)	Condition	Expected Impact	Cause	Status	Calculated TPZ Radius (ft.)
coast live oak (<i>Quercus agrifolia</i>)	369	13	Fair	Low		Protected	9
coast live oak (<i>Quercus agrifolia</i>)	370	26	Fair	High	Proposed Structure	Landmark	22
coast live oak (<i>Quercus agrifolia</i>)	371	38	Fair	Low		Landmark	32
coast live oak (<i>Quercus agrifolia</i>)	373	27, 23	Fair	Moderate	Proposed Structure	Landmark	30
coast live oak (<i>Quercus agrifolia</i>)	374	24	Good	Low		Landmark	16
coast live oak (<i>Quercus agrifolia</i>)	375	18, 18, 18, 13	Fair	Low		Landmark	28
coast live oak (<i>Quercus agrifolia</i>)	376	16, 14	Fair	Moderate	Proposed Structure	Landmark	18
coast live oak (<i>Quercus agrifolia</i>)	377	18, 12	Fair	High		Landmark	18
coast live oak (<i>Quercus agrifolia</i>)	378	17	Fair	Low		Protected	11
coast live oak (<i>Quercus agrifolia</i>)	379	32	Fair	Moderate	Proposed Structure	Landmark	27
coast live oak (<i>Quercus agrifolia</i>)	380	44	Fair	Low		Landmark	37
coast live oak (<i>Quercus agrifolia</i>)	381	28	Fair	Moderate	Proposed Structure	Landmark	23
coast live oak (<i>Quercus agrifolia</i>)	382	15, 17	Fair	Moderate	Proposed Structure	Landmark	19
coast live oak (<i>Quercus agrifolia</i>)	383	17	Fair	Moderate	Proposed Structure	Protected	11
coast live oak (<i>Quercus agrifolia</i>)	384	27	Good	Moderate	Proposed Structure	Landmark	18
coast live oak (<i>Quercus agrifolia</i>)	385	20	Good	Moderate	Proposed Structure	Protected	10
coast live oak (<i>Quercus agrifolia</i>)	386	25	Fair	Low		Landmark	21
coast live oak (<i>Quercus agrifolia</i>)	387	16	Fair	Moderate	Proposed Structure	Protected	11



Tree Species	I.D. #	Trunk Diameter (in.)	Condition	Expected Impact	Cause	Status	Calculated TPZ Radius (ft.)
coast live oak (<i>Quercus agrifolia</i>)	388	32	Very poor	Moderate	Proposed Structure	Landmark	27
coast live oak (<i>Quercus agrifolia</i>)	390	24	Good	Low		Landmark	16
coast live oak (<i>Quercus agrifolia</i>)	865	19	Good	Moderate	Parking Lot	Protected	10
coast live oak (<i>Quercus agrifolia</i>)	866	14	Good	Low		Protected	7
coast live oak (<i>Quercus agrifolia</i>)	867	16	Good	High	Parking Lot	Protected	8
coast live oak (<i>Quercus agrifolia</i>)	868	17	Good	High		Protected	9
coast live oak (<i>Quercus agrifolia</i>)	869	23, 14	Fair	Low		Landmark	22
coast live oak (<i>Quercus agrifolia</i>)	870	22	Poor	Low		Protected	15
coast live oak (<i>Quercus agrifolia</i>)	871	19, 16	Fair	Low		Landmark	21
coast live oak (<i>Quercus agrifolia</i>)	872	20	Fair	High	Parking Lot	Protected	13
coast live oak (<i>Quercus agrifolia</i>)	873	11, 6	Fair	Low		Protected	8
coast live oak (<i>Quercus agrifolia</i>)	874	24	Good	Low		Landmark	16
coast live oak (<i>Quercus agrifolia</i>)	875	16	Good	Low		Protected	8
coast live oak (<i>Quercus agrifolia</i>)	876	18	Fair	Low		Protected	12
coast live oak (<i>Quercus agrifolia</i>)	877	24	Good	Low		Landmark	16
coast live oak (<i>Quercus agrifolia</i>)	878	24	Good	Low		Landmark - Protected	16
coast live oak (<i>Quercus agrifolia</i>)	879	17	Fair	Low		Protected	11



Tree Species	I.D. #	Trunk Diameter (in.)	Condition	Expected Impact	Cause	Status	Calculated TPZ Radius (ft.)
coast live oak (<i>Quercus agrifolia</i>)	880	16	Fair	Low		Protected	11
coast live oak (<i>Quercus agrifolia</i>)	1907	29, 23	Fair	High	Proposed Structure	Landmark	31
coast live oak (<i>Quercus agrifolia</i>)	1908	24, 10	Fair	Low		Landmark	22
crabapple (<i>Malus angustifolia</i>)	1917	12	Fair	High	Proposed Structure	Protected	8
coast live oak (<i>Quercus agrifolia</i>)	1918	36	Fair	Low		Landmark	30
coast live oak (<i>Quercus agrifolia</i>)	1919	28	Good	Low		Landmark	19
coast live oak (<i>Quercus agrifolia</i>)	1920	27	Good	Low		Landmark - Protected	18
coast live oak (<i>Quercus agrifolia</i>)	1921	17	Very poor	Low		Protected	11
coast live oak (<i>Quercus agrifolia</i>)	1922	15	Fair	Low		Protected	10
coast live oak (<i>Quercus agrifolia</i>)	1923	15	Very poor	Low		Protected	10
coast live oak (<i>Quercus agrifolia</i>)	1924	13	Poor	Low		Protected	9
coast live oak (<i>Quercus agrifolia</i>)	1925	7	Fair	Low		Protected	5
coast live oak (<i>Quercus agrifolia</i>)	1926	16, 16	Fair	Low		Landmark	19
coast live oak (<i>Quercus agrifolia</i>)	1927	13, 10	Fair	Low		Protected	11
coast live oak (<i>Quercus agrifolia</i>)	1928	8	Dead	Low		Protected	5
coast live oak (<i>Quercus agrifolia</i>)	1929	16	Fair	Low		Protected	11
coast live oak (<i>Quercus agrifolia</i>)	1930	16, 14	Fair	Low		Landmark	18



Tree Species	I.D. #	Trunk Diameter (in.)	Condition	Expected Impact	Cause	Status	Calculated TPZ Radius (ft.)
coast live oak (<i>Quercus agrifolia</i>)	1931	10, 10	Fair	Low		Protected	9
coast live oak (<i>Quercus agrifolia</i>)	1932	15, 8, 14	Fair	Low		Landmark	18
coast live oak (<i>Quercus agrifolia</i>)	1933	16, 16, 9, 12	Fair	Low		Landmark	23
coast live oak (<i>Quercus agrifolia</i>)	1934	10, 11, 13, 14	Fair	Low		Landmark	20
coast live oak (<i>Quercus agrifolia</i>)	1935	12, 12	Fair	Low		Landmark	14
Japanese maple (<i>Acer palmatum</i>)	1936	8	Good	High		Protected	4
coast live oak (<i>Quercus agrifolia</i>)	1937	8	Poor	Low		Protected	5
coast live oak (<i>Quercus agrifolia</i>)	1938	21	Fair	Low		Protected	14
coast live oak (<i>Quercus agrifolia</i>)	1939	13	Fair	Low		Protected	9
coast live oak (<i>Quercus agrifolia</i>)	1950	20	Good	Low		Protected	10
coast live oak (<i>Quercus agrifolia</i>)	1955	18	Good	Low		Protected	9
coast live oak (<i>Quercus agrifolia</i>)	1956	15	Fair	Low		Protected	10
coast live oak (<i>Quercus agrifolia</i>)	1973	20, 18	Good	Low		Landmark	18
coast live oak (<i>Quercus agrifolia</i>)	1974	16, 14	Fair	Low		Landmark	18
coast live oak (<i>Quercus agrifolia</i>)	1975	16	Poor	Low		Protected	11
coast live oak (<i>Quercus agrifolia</i>)	1978	72	Fair	Low		Landmark	60
coast live oak (<i>Quercus agrifolia</i>)	1979	25	Fair	Low		Landmark	21
coast live oak (<i>Quercus agrifolia</i>)	1980	10	Good	Low		Protected	5



Tree Species	I.D. #	Trunk Diameter (in.)	Condition	Expected Impact	Cause	Status	Calculated TPZ Radius (ft.)
Arbutus 'Marina'	1981	8	Fair	Low		Protected	5
coast live oak (<i>Quercus agrifolia</i>)	1982	8	Good	Low		Protected	4
coast live oak (<i>Quercus agrifolia</i>)	1983	9	Good	Low		Protected	5



Appendix C: Photographs

C1: Trees #867 and #868



C2: Trees 1920 -1931

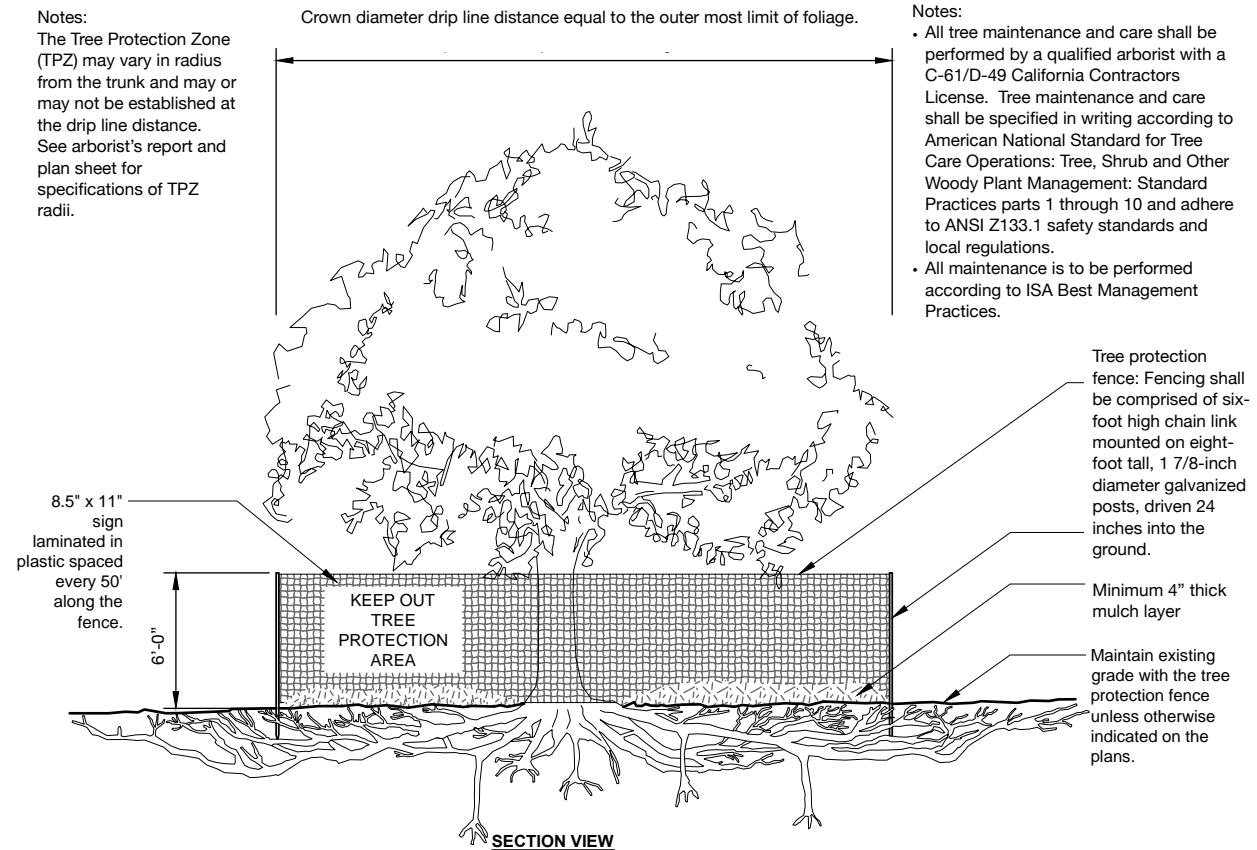


C3: Parking lot



Appendix D: Tree Protection Guidelines

Plan Sheet Detail S-X (Type I)

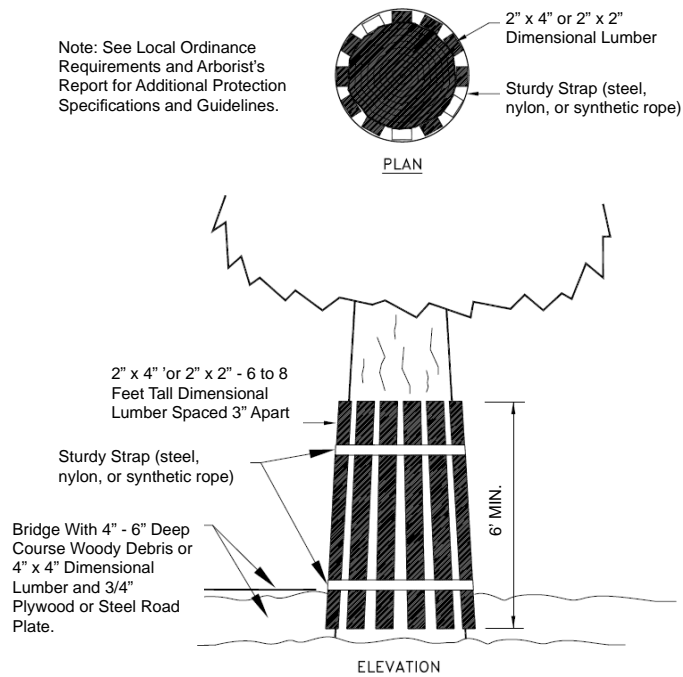


TREE PROTECTION

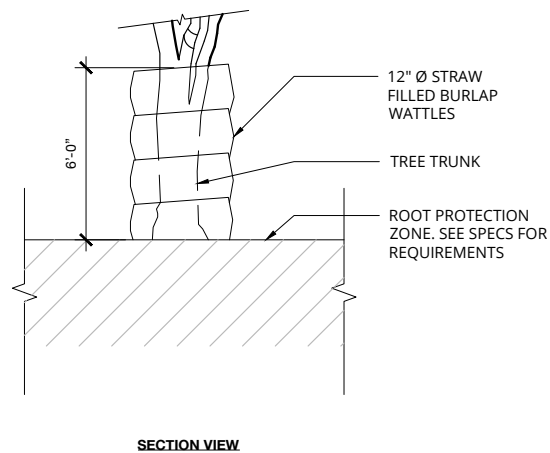
URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE
Modified by Monarch Consulting
Arborists LLC, 2019



Plan sheet detail for trunk protection



Trunk Protection Vertical Timber Detail



S-Y TRUNK PROTECTION WITH WATTLE

IMAGE 3: WRAPPING WITH STRAW WATTLE



Pre-Construction Meeting with the Project Arborist

Prior to beginning work, all contractors involved with the project should attend a pre construction meeting with the project arborist to review the tree protection guidelines. Access routes, storage areas, and work procedures will be discussed. Tree protection locations should be marked before any fencing contractor arrives.

Prohibited Activities

The following are prohibited activities within the TPZ:

- Grade changes (e.g. soil cuts, fills);
- Trenches;
- Root cuts;
- Pedestrian and equipment traffic that could compact the soil or physically damage roots;
- Parking vehicles or equipment;
- Burning of brush and woody debris;
- Storing soil, construction materials, petroleum products, water, or building refuse; and,
- Disposing of wash water, fuel or other potentially damaging liquids.

Tree Protection Zones and Fence Specifications

Tree protection fence should be established prior to the arrival of construction equipment or materials on site. Fence should be comprised of six-foot high chain link fence mounted on eight-foot tall, 1 7/8-inch diameter galvanized posts, driven 24 inches into the ground and spaced no more than 10 feet apart. Once established, the fence must remain undisturbed and be maintained throughout the construction process until final inspection. The fence should be maintained throughout the site during the construction period and should be inspected periodically for damage and proper functions. Fence should be repaired, as necessary, to provide a physical barrier from construction activities.

Monitoring

Any trenching, construction or demolition that is expected to damage or encounter tree roots should be monitored by the project arborist or a qualified ISA Certified Arborist and should be documented.

The site should be evaluated by the project arborist or a qualified ISA Certified Arborist after construction is complete, and any necessary remedial work that needs to be performed should be noted.



Root Pruning

Root pruning shall be supervised by the project arborist. When roots over two inches in diameter are encountered they should be pruned by hand with loppers, handsaw, reciprocating saw, or chain saw rather than left crushed or torn. Roots should be cut beyond sinker roots or outside root branch junctions and be supervised by the project arborist. When completed, exposed roots should be kept moist with burlap or backfilled within one hour.

Boring or Tunneling

Boring machines should be set up outside the drip line or established Tree Protection Zone. Boring may also be performed by digging a trench on both sides of the tree until roots one inch in diameter are encountered and then hand dug or excavated with an Air Spade® or similar air or water excavation tool. Bore holes should be adjacent to the trunk and never go directly under the main stem to avoid oblique (heart) roots. Bore holes should be a minimum of three feet deep.

Timing

If the construction is to occur during the summer months supplemental watering and bark beetle treatments should be applied to help ensure survival during and after construction.

Tree Pruning and Removal Operations

All tree pruning or removals should be performed by a qualified arborist with a C-61/D-49 California Contractors License. Tree pruning should be specified according to ANSI A-300A pruning standards and adhere to ANSI Z133.1 safety standards. Trees that need to be removed or pruned should be identified in the pre-construction walk through.

Tree Protection Signs

All sections of fencing should be clearly marked with signs stating that all areas within the fencing are Tree Protection Zones and that disturbance is prohibited. Text on the signs should be in both English and Spanish (Appendix E).



D2: Regulatory Information and Ordinance Requirements

Monterey County 16.60.030 Regulations.

No oak, madrone or redwood tree six inches or more in diameter two feet above ground level shall be removed in the Carmel Valley Master Plan area without approval of the permit(s) required in Section 16.60.040 of this Chapter.

No oak tree may be removed in any other area of the County of Monterey designated in the applicable area plan as Resource Conservation, Residential, Commercial or Industrial (except Industrial, Mineral Extraction) without approval of the permit(s) required in Section 16.60.040 of this Chapter.

No landmark oak tree shall be removed in any area except as may be approved by the Director of Planning pursuant to Section 16.60.040 of this Chapter. Landmark oak trees are those trees which are twenty-four (24) inches or more in diameter when measured two feet above the ground, or trees which are visually significant, historically significant, or exemplary of their species.

18.56.090 - Fuel modification standards.

1. Intent. To reduce the intensity of a wildfire by reducing the volume and density of flammable vegetation, the strategic siting of fuel modification and greenbelts shall provide increased safety for emergency fire equipment and evacuating civilians; and (2) a point of a or defense from a wildfire.
2. Setback for Structure Defensible Space.
 - a. All parcels one acre and larger shall provide a minimum thirty (30) foot setback for buildings and accessory buildings from all property lines and/or the center of the road.
 - b. For parcels less than one acre, local jurisdiction shall provide for the same practical effect.
3. Disposal of Flammable Vegetation and Fuels. Disposal, including chipping, burying, burning or removal to a landfill site approved by the local jurisdiction, of flammable vegetation and fuels caused by site development and construction, road and driveway construction, and fuel modification shall be completed prior to completion of road construction or final inspection of a building permit.
4. Greenbelts. Subdivisions and other developments, which propose greenbelts as a part of the development plan, shall locate said greenbelts strategically as a separation between wildland fuels and structures. The locations shall be approved by the Reviewing Authority.
5. Fuel Modification Standards—Alternative Standards. (Ord. 3600, 1992)



Appendix E: Tree Protection Signs

E1: English

WARNING

Tree Protection Zone

**This Fence Shall not be moved without
approval. Only authorized personnel
may enter this area!**

Project Arborist



E2: Spanish

CUIDADO Zona De Arbol Pretejido

Esta cerca no sera removida sin
aprobacion. Solo personal autorizado
entrara en esta area!

Project Arborist



Qualifications, Assumptions, and Limiting Conditions

Any legal description provided to the consultant is assumed to be correct. Any titles or ownership of properties are assumed to be good and marketable. All property is appraised or evaluated as though free and clear, under responsible ownership and competent management.

All property is presumed to be in conformance with applicable codes, ordinances, statutes, or other regulations.

Care has been taken to obtain information from reliable sources. However, the consultant cannot be responsible for the accuracy of information provided by others.

The consultant shall not be required to give testimony or attend meetings, hearings, conferences, mediations, arbitration, or trials by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services.

This report and any appraisal value expressed herein represent the opinion of the consultant, and the consultant's fee is not contingent upon the reporting of a specified appraisal value, a stipulated result, or the occurrence of a subsequent event.

Sketches, drawings, and photographs in this report are intended for use as visual aids, are not necessarily to scale, and should not be construed as engineering or architectural reports or surveys. The reproduction of information generated by architects, engineers, or other consultants on any sketches, drawings, or photographs is only for coordination and ease of reference. Inclusion of said information with any drawings or other documents does not constitute a representation as to the sufficiency or accuracy of said information.

Unless otherwise expressed: a) this report covers only examined items and their condition at the time of inspection; and b) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that structural problems or deficiencies of plants or property may not arise in the future.



Certification of Performance

I Richard Gessner, Certify:

That I have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of the evaluation and/or appraisal is stated in the attached report and Terms of Assignment;

That I have no current or prospective interest in the vegetation or the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved;

That the analysis, opinions and conclusions stated herein are my own;

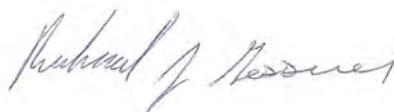
That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted Arboricultural practices;

That no one provided significant professional assistance to the consultant, except as indicated within the report.

That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party, nor upon the results of the assessment, the attainment of stipulated results, or the occurrence of any other subsequent events;

I further certify that I am a Registered Consulting Arborist® with the American Society of Consulting Arborists, and that I acknowledge, accept and adhere to the ASCA Standards of Professional Practice. I am an International Society of Arboriculture Board Certified Master Arborist®. I have been involved with the practice of Arboriculture and the care and study of trees since 1998.

Richard J. Gessner



ASCA Registered Consulting Arborist® #496
ISA Board Certified Master Arborist® WE-4341B



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County of Monterey

Item No.3

Board Report

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Legistar File Number: PC 25-060

July 09, 2025

Introduced: 7/1/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

GPZ090005 - MOSS LANDING COMMUNITY PLAN UPDATE

Project Location: Moss Landing Community Plan area of the North County Land Use Plan

Proposed CEQA action: Receiving a status report is not a project under CEQA. An Environmental Impact Report (EIR) is being prepared for the Community Plan update.

RECOMMENDATION:

It is recommended that the Planning Commission receive a status report on the Moss Landing Community Plan update, including recent work completed, public input received, and next steps in the plan update process.

PROJECT INFORMATION:

Current Status: The County is currently preparing an Environmental Impact Report (EIR) to analyze the community plan update and associated projects/regulatory changes. County staff are also reviewing comments received on the latest the community plan draft and regulations. The tentative timeline for release of the EIR is fall 2025, and timeline for returning to the Planning Commission with an updated plan and regulations anticipated in December 2025.

Planning Staff: Phil Angelo, Senior Planner

(831) 784-5731, AngeloP@CountyofMonterey.gov

Mike Novo, Management Specialist

Katie Scariot, Assistant Planner

SUMMARY:

Moss Landing is a small unincorporated coastal town in North County along Highway 1 northwest of Castroville and centered on Moss Landing harbor and the mouth of Elkhorn slough. The community is unique and contains a wide variety of land uses and natural features, including a harbor with commercial fishing and recreational boating activity, a residential neighborhood, marine research facilities, antique shops, energy and industrial operations, state beaches, dune habitats, and the Elkhorn and Moro Cojo sloughs.

The community is in the County's coastal zone in the North County Land Use Plan area. With the community's important resources and mixture of uses, specific policies were developed. This resulted in the original Moss Landing Community Plan, adopted as Chapter 5 of the North County Land Use Plan in 1982. Similar to our inland 2010 General Plan and Area Plans, the North County Land Use Plan is intended to be the overarching policy document, while the Moss Landing Community Plan provides supplemental and more detailed direction for Moss Landing.

The County began the process of updating the Moss Landing Community Plan in 2008. The update process has been challenging. This report attempts to synthesize down some of the

history of the update process to provide decision makers and the public background of the project. As a status report it also focuses on background, process, and future steps, rather than the content of each plan section. A Community Advisory Committee was formed and provided detailed input on the direction of the update and the vision for the community in 2009. Various drafts and concepts were considered between 2009 and 2017. Staff conducted a series of community meetings during 2018 and 2019 to review and solicit feedback.

In 2020, the Planning Commission conducted multiple workshops to review and revise the policies of the plan. The resulting 2020 draft retained the vision from 2009 and incorporated significant changes to the structure and text of the plan. Since 2020, County planning staff worked to refine the plan to focus on structural and grammatical clarity while minimizing alteration to the policy from 2020. Presently, staff is drafting updates to the Coastal Implementation Plan Part 2, Chapter 20.144 to develop the implementing regulations to be considered concurrently with the plan update.

One of the most substantial changes in the new draft is the re-addition of a policy that calls for the preparation of a Shoreline and Harbor Adaptation Plan, evaluating long-term climate change adaptation approaches for the community. Due to lack of funding in 2020, staff had recommended a similar policy be removed from the plan in 2020, however drafting such a plan is now both state mandated and the County secured grant funding from the California Coastal Commission for this work.

Staff continue to work diligently to complete the plan update and implementing regulations. A summary of key outstanding items in the Moss Landing Community Plan is included below:

- **Public Comment** - As staff has re-engaged the public on the update process, multiple comment letters have been received related to the plan, Notice of Preparation for the Environmental Impact Report (EIR), and draft regulations that the County has released. This includes comments by individuals and public agencies, including the California Coastal Commission and the Moss Landing Harbor District. Changes to the plan text are being considered to address them.
- **Battery Storage** - The January 2025 fires at the battery energy storage facility at the Moss Landing power plant have brought into urgent focus land use planning and industrial hazard issues associated with these facilities, not just in Moss Landing but statewide. As disaster recovery is on-going, data collection on the effects of the fire is being conducted and multiple pieces of state legislation being considered. Policies that address this issue are being considered while attempting to maintain momentum on the broader plan update effort.
- **Harbor Shoreline and Adaptation Plan** - In 2023 Senate Bill (SB) 272 was adopted which amends the Public Resources Code to require that Sea Level Rise adaptation be considered within Local Coastal Programs with specific requirements. The drafted policies of the plan have been updated to recommend a phased approach to implementation of this law. The community plan would include policies addressing how development would be evaluated for climate change hazards, with preparation of a more detailed Harbor and Shoreline Adaptation Plan after community plan adoption. The County has entered into a grant agreement with the California Coastal Commission that would fund a portion of the current work on the Moss Landing Community Plan, and

the preparation of the Harbor and Shoreline Adaptation Plan.

- **Design Guidelines** - The latest draft of the Community Plan has a policy calling for the preparation of Design Guidelines for the community. An initial draft was prepared in 2015 but these need to be reviewed and public input conducted to make sure they are robust and reflect the aesthetic vision of the community. Staff are planning to do this work concurrently with the plan update.

Next steps in the Moss Landing Community Plan Update are summarized below, as well as rough anticipated timelines.

- Fall of 2025 - Release of the Draft Environmental Impact Report for review and comment.
- December 2025 - January 2026 - Return to the Planning Commission with the draft plan for review and recommendation.
- January-March 2026 - Board of Supervisors Hearing(s).
- March-June 2026 - California Coastal Commission Review.
- July-August 2026 - Return to Board of Supervisors for final plan adoption.

The community plan update and associated regulations would be an update to the County's Local Coastal Program, which would require certification by the California Coastal Commission before they could go into effect. This is typically a multi-step process where the Planning Commission makes a recommendation on the Local Coastal Program amendment, the Board of Supervisors adopts a resolution of intent to adopt the amendment, the County transmits the amendment to the California Coastal Commission for review and consideration. Assuming the California Coastal Commission certifies the amendment as being consistent with the Coastal Act, it would then be taken back to the Board of Supervisors for final approval.

The schedule assumes up to two months of hearings at the Planning Commission, three months of hearings at the Board of Supervisors, and three months for the California Coastal Commission review. If any of these junctions push by several months, we would be looking at a plan adoption of the end of 2026 or early 2027.

Items that may impact this timeline for bringing a draft plan to the Planning Commission for consideration includes policy work in the Moss Landing Community Plan related to battery energy storage facilities and addressing potential comments related to the community plan EIR that may require additional analysis.

DISCUSSION:

A discussion of the community plan update background, summary of outreach received, and remaining issues is included in **Exhibit A**.

CEQA:

Receipt of a status report on the project is an administrative activity of government that is not a project per CEQA Guidelines section 15378 and therefore not subject to CEQA. Updating the community plan is being analyzed in an Environmental Impact Report (EIR). The Draft Environmental Impact Report (DEIR) is currently being prepared, and we're working toward releasing it for public review in August-September of 2025. The County released a revised

Notice of Preparation (NOP) for the EIR on December 6, 2024. The revised NOP served as a renewed notice that we're preparing this environmental document with updated information on the project, as previous NOPs for the Moss Landing Community Plan update were distributed in 2013 and 2015. We conducted a public meeting soliciting input on the scope and content of the EIR on December 13, 2024. After release of the NOP and the scoping meeting, we received nine written comments. (**Exhibit B**).

The revised NOP is available on the County web page for the project and gives a general description of the project components being analyzed. While the heart of the project is updating the Moss Landing Community Plan, it details that the project also includes limited updates to other chapters of the North County Land Use Plan, primarily to ensure internal consistency between the community plan and other chapters of the North County Land Use Plan; and updates to the Monterey County Coastal Implementation Plan, which contains the implementing regulations for the North County Land Use Plan.

The EIR is also analyzing two specific development applications on a project level, the Moss Landing Road street and storm drain improvement project, and the remaining development of the Monterey Bay Aquarium Research Institute (MBARI) campus, which is limited to a dock house and an alteration to the end of an existing dock. This is a result of the community plan update's unique history. Very early in the update process it was determined that an EIR would be the appropriate environmental document to prepare, which was going to analyze multiple development applications at an individual project level together with the plan at a programmatic level. Coupling programmatic and project specific environmental review created multiple challenges, including that the scope of the individual projects shifted over time. Many of the individual projects have built or are no longer being proposed, leaving the Moss Landing Road improvements and remaining the MBARI facilities as the only remaining projects being analyzed at a project specific level.

OTHER AGENCY INVOLVEMENT:

Several agencies have been involved in the Moss Landing Community Plan update process and have jurisdiction over the area. The following is a list of agencies that County staff have received comments from and/or reached out to regarding the plan update.

- California Coastal Commission (CCC) - Would need to certify the Local Coastal Program Amendment containing the updates to the North County Land Use Plan, including the community plan, and the updates to the Monterey County Coastal Implementation Plan.
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Prepared by: Phil Angelo, Senior Planner 831-784-5731

Reviewed by: Sarah Wikle, Principal Planner

Approved by: Melanie Beretti, AICP, Chief of Planning

The following attachments are on file with the HCD:

Exhibit A - Discussion

Exhibit B - Compiled Public Comments

cc: Front Counter Copy; Moss Landing Community Plan Interested Parties List; Phil Angelo, Senior Planner; Sarah Wikle, Principal Planner; Melanie Beretti, AICP, Chief of Planning; Mike Novo, Mike Novo, Management Specialist; Katie Scariot, Assistant Planner; GPZ090005 project files.



County of Monterey Planning Commission

Agenda Item No.3

Legistar File Number: PC 25-060

Item No.3

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

July 09, 2025

Introduced: 7/1/2025

Version: 1

Current Status: Agenda Ready

Matter Type: Planning Item

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Prepared by: Phil Angelo, Senior Planner 831-784-5731

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Exhibit A

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DISCUSSION

BACKGROUND:

The Moss Landing Community Plan is Chapter 5 of the North County Land Use Plan (LUP). The North County LUP is in turn a part of the County's Local Coastal Program (LCP). The LCP contains four Land Use Plans, one for each of the County's coastal planning areas; the Monterey County Coastal Implementation Plan (CIP), which contains the codified regulations and development standards that implement the plan policies; and multiple Appendices.

The entire LUP applies in Moss Landing. The 1982 Moss Landing Community Plan chapter covers land use and development within the community in more detail than the rest of the LUP. Additionally, the community plan contains supplemental narrative and policies on the community's circulation, wastewater infrastructure, public access and recreation, and the community's unique historical and visual character as a port town. The update revises the narrative and policies for these subject areas. Some of the major additions include adding climate hazard and sea level rise policies, restructuring the community plan to mirror the broader LUP, and adding tribal cultural resource protection policies.

The community plan is interconnected with the other policy and regulatory documents in the LCP. Therefore, the community plan update also involves updating other sections of the LUP, which ensures an internally consistent plan; updating the CIP, which ensures the policies of the community plan are incorporated into the County's regulations; and updating relevant Appendices. At the end of the process the goal is to have a seamlessly harmonized; rather than multiple plans and the potential for confusion or conflict between them.

The existing LUP and CIP, including LUP Chapter 5, the Moss Landing Community Plan, can be found on the County's webpage for the Moss Landing Community Plan update project. The latest draft of the updated community plan, released December, 2024, and the latest drafts of updated CIP regulations can all also be found on the web page. The web page also contains a "blue-line" version of the latest draft, which compares it to the November 2020 draft considered at previous Planning Commission workshops:

<https://www.countyofmonterey.gov/government/departments-a-h/housing-community-development/planning-services/ordinances-plans-under-development/moss-landing-community-plan>.

UPDATE HISTORY:

As mentioned in the cover report, this update has been a challenge. The County has been working to update the Moss Landing Community Plan with community, relevant agencies, and interested parties since in 2008. At that time several concurrent development applications were submitted which resulted in a board referral and direction to update the community plan so that the growth of the community could be considered holistically rather than through individual applications for context a typical general/comprehensive plan has an anticipated life of 20 years before a major update is considered, while the community plan update has taken 18 years. The following synthesizes some of this history.

2008-2009 Community Update Committee

A Community Plan Update Committee ("Committee") was created to develop a vision for

future development in Moss Landing in 2008. The Committee included representatives from key members and organizations in the community, including regulatory agencies, property owners, environmental advocacy organizations, and the general public. To accomplish its task the Committee formed two subcommittees, one focused on existing and proposed land uses; and another focusing on infrastructure needs, particularly sewer, water, and transportation. The Committee held several public meetings between 2008 and 2009 to obtain input on future development trends and the needs of the community.

Early in the process the Committee came to a consensus that the overall direction of development in Moss Landing was consistent with the existing land use plan, but recognized portion of the plan were either out of date or needed additional work.

The Committee contemplated several different growth scenarios. The first was a no/limited growth scenario where no changes be made to the plan and little additional development be accommodated. The second is what is referred to as a “moderate growth” alternative. This would involve updating the plan to allow vacant properties to be developed, including expansion of the sewer service area (“Urban Service Line”) to the Moss Landing Business Park site (former Kaiser refractories). The final alternative was an expanded growth alternative, which involved changing the land use designations to allow additional uses, including commercial, along the Highway 1 corridor. This expanded growth alternative is in contrast to the current Heavy Industrial land use designation east of Highway 1.

The general consensus of the community was that the moderate growth alternative would be consistent with the overall vision for Moss Landing and its resource constraints. Thematically, the Committee recommended that new development have a nexus to the unique resources in the community, including marine research, marine industrial/commercial businesses, and tourism. While the text of the update has evolved over the years, the Committee’s recommendations and the moderate growth alternative remain central to the direction of the plan update. If drafting a plan were like building a house, the 2009 recommendations are like the foundation of everything to come.

2018-2020 Meetings and Workshops

Various drafts and concepts were considered between 2009 and 2017, which ultimately did not result in an approved plan. Between 2018 and 2019, the County conducted a series of public meetings to review the draft update section by section. In 2020, multiple Planning Commission workshops were also conducted to further review and provide direction on the plan. The vision remained that of moderate growth identified by the Community Plan Update Committee, but the structure and text of the plan update was substantially revised at this point, and the resulting 2020 draft is instrumental to the current version. Continuing the analogy of drafting a plan to building a house, the input of these meetings and workshops are like setting up the wood framing. The delineation of what are where all of the rooms are has been set up, and the finished product is much easier to visualize.

2020-Present Work

Between 2020 and 2024 County planning staff worked to refine the plan and draft implementing regulations that could be considered concurrently with it. Taking years between major public

efforts like this is, candidly, not an ideal approach. The most recent updates to the plan are intended to minimize alteration of the policy from 2020 and focus on structural and grammatical clarity. We believe the foundation and the form of the plan are basically sound and are trying to address new issues as they arise rather than go backward. Continuing with our plan/house analogy, the current effort is like the finishes of the house, such as the roofing, siding, windows, furnishings. This is where it's all intended to come together.

KEY WORK ITEMS REMAINING:

Staff also acknowledge that a significant amount of work needs to be done to get this plan update over the finish line. Continuing with the analogy in the that updating a plan is like building a house, with every construction project there are always unexpected issues that arise in the field that need to be addressed. Below are the major ones that staff have identified.

Outreach and Public Comment:

The Public Participation Handbook Pg. 22 states “The closer you get to a final decision; the more people are likely to be involved. But the opportunity to participate at each stage is essential to success.” (Creighton, 2005) While staff have emphasized that we believe the foundation and framework of the community plan update are sound, we also acknowledge public participation is an on-going process. Staff began re-engaging the community in the update process in November 2024 with a release of the latest draft of the community plan. The following outreach activities have occurred since then:

- December-January 2025:
 - Released a renewed Notice of Preparation (NOP) for the Moss Landing Community Plan Environmental Impact Report (EIR) on December 4, 2025.
 - Released an updated draft of the community plan on December 6, 2025.
 - Conducted a public scoping meeting on the EIR December 13, 2025.
- March-April 2025:
 - Released draft Climate Change Coastal Implementation Plan Regulations on March 20, 2025
 - Conducted a public meeting on these regulations on April 15, 2025.
- May-June 2025:
 - Released draft Coastal Implementation Plan regulations addressing topics in the community plan except for sea level rise on May 12, 2025.

Multiple comment letters have been received. Not all of these are specifically about the plan, some are in response to a revised Notice of Preparation for an Environmental Impact Report or draft regulations that the County has released. However, changes to the plan text are being considered to address them. The public comments are compiled in **Exhibit B**. A few of the key comments are discussed below.

- **California Coastal Commission** – On February 19, 2025, the County received a letter from California Coastal Commission (CCC) staff with comments on the plan. Some of the changes or considerations that are recommended are those that County staff are supportive of and feel can be easily accommodated. Others would raise extreme complications and may take the plan in a dramatically different direction. One of these is the concept of considering changing the land use designation on the former Kaiser Refractories / Moss Landing Business Park site from industrial to another use, such as

commercial or affordable housing. Staff plan to work with CCC staff to see if a consensus can be reached.

- **Harbor District** – Multiple letters have been received by the Harbor District. One of the letters sent on January 20, 2025, in response to the NOP strongly recommends that the community plan include specific policies regarding fire safety of battery energy storage facilities and expanding Highway 1 into four lanes. These are both challenging issues to address. Battery Energy Storage is discussed in the previous section. Widening Highway 1 is not explicitly mentioned in the most recent draft of the community plan but is an existing policy of the North County Land Use Plan. It's also one of multiple alternatives being considered long-term by transportation agencies as discussed in the Circulation and Transportation section below.
- **Climate Hazard Regulations Form Letter** – Many of the comments in response to the Climate Change Coastal Implementation Plan regulations released in March appear to be a form letter requesting that “none of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.” We believe this arises from a concern with the wording of the draft Climate Change of section 20.144.100.D.4.b.1) would allow rebuilding of the damaged Moss 300 battery energy storage site. This is not the intent of that regulation, and staff will review to ensure the purpose and effect of the regulation are clear.

Staff have also coordinating with local agencies with jurisdiction in the area, and have met with Moss Landing Harbor District, Castroville Community Services District, Pajaro Sunny Mesa Community Services District, California Coastal Commission, and California Department of Transportation (Caltrans) staff.

Battery Energy Storage Systems:

The largest issue that's recently developed is if and how and the community plan update addresses utility scale battery energy storage system (BESS) facilities in Moss Landing. The discussion here is focused on policies that could be incorporated into a local land use plan, not all things related to BESS. The recent January 2025 fire at the Moss 300 BESS facility at the Moss Landing power plant, owned and operated by Vistra Energy, has brought this issue into sharp focus in Moss Landing and statewide. Recovery efforts and data collection on the results of the fire and subsequent flare up are on-going, and being led by the County's Department of Emergency Management (DEM) and Environmental Health Bureau. The County of Monterey DEM response web page for the fire has detailed information on this:

<https://www.readymontereycounty.org/emergency/2025-moss-landing-vistra-power-plant-fire>.

BESS and fire hazards associated with them are key concern for the community. Fact finding on the causes and effects of the fire is on-going, and we would want to ensure any policies that are crafted for the community plan are based in best available science. BESS are also a priority for the state to achieve it's climate change goals, and current state law allows BESS operators to apply for streamlined permitting through the state rather than go through the local approval process. Multiple state bills have also been proposed that would further shift the California legislative landscape, but we don't know what the final result of those bills would be.

Therefore, at this time HCD staff plan to work with Department of Emergency Management (DEM), the Environmental Health Bureau (EHB), North County Fire Protection District, California Coastal Commission (CCC), and first responders on a policy or policies that can be added to the community plan that would require BESS facilities to utilize the best available science, require that they comply with state and federal regulations pertaining to both fire prevention and emergency response, and that contain the standard minimum submittal requirements for any BESS permit application. Staff expect that this will be far from the last policy or regulatory conversation surrounding land use and BESS in the County.

Shoreline and Harbor Adaptation Plan:

Moss Landing is a low-lying coastal community that is susceptible to climate change; therefore, the draft update of the plan includes establishing policies and specific measures to avoid or address climate change impacts. In addition to policies that address how developments are reviewed for climate change hazard impacts, the latest draft of the community plan has a new policy that would require preparation of a Shoreline and Harbor Adaptation Plan. This policy, specific policy 5.2.6.H.1, states that the Shoreline and Harbor Adaptation Plan detail appropriate steps to protect the harbor and community or develops other types of adaptation strategies against the effects of climate change hazards on the community; and details appropriate adaption triggers and steps for managed retreat to accommodate shoreline migration.

While this is a significant addition in comparison to the drafts considered by the Planning Commission in November and December of 2020, staff feel it's an appropriate one in the current context. In April 2020, an older draft of the community plan included a policy requiring preparation of a "Shoreline Management Plan," which is conceptually similar to what is in the latest plan draft. In November 2020, County had staff removed the policy relating to a Shoreline Management Plan, explaining that the planning effort would be too expensive and could not be pursued at that time due to the financial burden, and that until funding could be found, individual proposed projects would need to provide an analysis of future coastal hazard impacts.

However, state law was recently updated in 2023 through Senate Bill (SB) 272, which requires local governments to address sea level rise in their LCPs, and includes specific requirements:

1. The use of the best available science.
2. A vulnerability assessment that includes efforts to ensure equity for at-risk communities.
3. Sea level rise adaptation strategies and recommended projects.
4. Identification of lead planning and implementation agencies.
5. A timeline for updates, as needed, based on conditions and projections and as determined by the local government in agreement with the California Coastal Commission.

Additionally, the California Coastal Commission (CCC) Local Coastal Program (LCP) rolling grant fund also made funds available for local governments to update their LCP's consistent with the California Coastal Act, with special emphasis on planning for sea level rise and climate change. Staff initiated conversations with CCC staff to see if the on-going update of the Moss Landing community plan was an appropriate candidate for the grant in in early 2024, and they communicated it would be. Rather than attempt to integrate all of the elements of SB 272 into the on-going community plan update, staff worked CCC staff to develop a phased approach to

update the LCP. The first phase of work would be concurrent with the community plan update and focus on updating policies and regulations detailing how Coastal Development Permits involving coastal hazards or shoreline protection would be reviewed, considering existing Moss Landing vulnerability analyses prepared in 2017 and 2019, and the California Coastal Commission's Sea Level Rise Policy Guidance.

The second phase would be preparation of the Shoreline Harbor Adaptation Plan as detailed in policy specific policy 5.2.6.H.1. After coordinating on the grant scope, in April 2025 the County entered into a grant agreement with the CCC for the amount of \$938,960.00, which would cover a portion of the costs of the current Moss Landing Community Plan update effort (phase I of the grant) and cover the preparation of the Shoreline and Harbor Adaptation Plan (phase II of the grant). This phased approach ensures that climate change hazard issues are appropriately addressed in Moss Landing and will bring the portion of the County's LCP applicable to Moss Landing into compliance with SB 272, without slowing down the current effort to complete the Moss Landing community plan. Our tentative schedule has the final adoption of the Moss Landing Community plan the middle of 2026, with the Shoreline and Harbor Adaptation Plan occurring after this at the end of 2027.

Design Guidelines:

Creating Design Guidelines that reflect the unique architectural themes and aesthetic qualities of Moss Landing is called for in draft policy 5.2.2.C.2 of the latest draft of the Moss Landing Community Plan. A draft of these guidelines was prepared in 2015, but staff believe it needs some refinement before it's ready for release and review. We're working to prepare these guidelines concurrently with the community plan update process to ensure that their drafting isn't deferred to an indeterminate future date.

We're targeting August 2025 for preparation of the guidelines, and once we have an updated, we plan to release them on our website and schedule a public meeting with the community to review them and provide input. We were also considering scheduling this as a joint community meeting and North County Land Use Advisory Committee (LUAC) as site design and local considerations are part of the LUAC's purview but haven't gotten far enough to determining what the format of location of such a meeting would be.

Circulation and Transportation:

There are multiple transportation projects at various stages in the planning process within the community. The County is analyzing a project to construct sidewalks, and storm drains along Moss Landing Road to connect the Heights residential neighborhood into the Village Center, which contains the post office and other light commercial businesses. Doing so has been integrated into the text of the community plan as a planned improvement and seeking funding for the improvement of both this road and Sandholdt has been directed by and the Specific Policy 5.3.2.G.4 in the latest draft. The draft plan also states that the development of the Monterey Bay Sanctuary Scenic Trail through the community is a high priority. This trail is a pedestrian / bicycle access trail that would run parallel to Highway 1 and integrate Moss Landing into the larger California Coastal Trail.

The County is not the only agency undertaking long-range planning efforts in the community.

Caltrans are pursuing a pavement maintenance project along Highway 1, which is described on their website: <https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects/05-1k870> The Transportation Agency for Monterey County (TAMC) is working on two planning projects that are particularly relevant to long-term transportation and circulation in and around Moss Landing. The first is the North Monterey County Regional Transportation Vulnerability Assessment, which is a study understand how coastal hazards such as sea level rise, coastal flooding, erosion, groundwater rise, etc. will affect transportation such as local roads and streets, railroad lines and crossings, active transportation infrastructure, and transit infrastructure: <https://www.tamcmonterey.org/monterey-county-regional-transportation-vulnerability-assessment>.

The second is the Highway 1 Elkhorn Slough Corridor Resiliency Project: <https://www.tamcmonterey.org/highway-1-elkhorn-slough-corridor-resiliency-project>. This project builds off of the 2020 Central Coast Highway 1 Climate Resiliency Study prepared by the Association of Monterey Bay Area Governments: <https://ambag.org/plans/central-coast-highway-1-climate-resiliency-study>, and is intended to evaluate the viability of long-term transportation climate adaptation options for both Highway 1 and railway infrastructure in the area. This project is still in the early stages of development but would analyze different projects concepts such as widening Highway 1 to four lanes in its existing alignment or elevated, elevating the highway and keeping it at two lanes.

County planning staff are continuing to coordinate with TAMC and participate in their outreach efforts for these projects, and the latest draft of the community plan has a policy stating that the County of Monterey shall participate in initiatives for regional transportation planning, improved rail service, expanded transit service, demand reduction, and signage and other travel instructions that implement the Moss Landing Community Plan (Pg. 29, General Policy 5.3.2.F.1.).

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Exhibit B

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Exhibit B, Attachment 1
Notice of Preparation Comments

From: [Melissa Mahoney](#)
To: [ceqacomment](#); [MossLandingCPUUpdate](#)
Cc: [Angelo, Philip](#); [Steve Scheiblaue](#)
Subject: CEQA for Moss Landing Community Plan Update
Date: Wednesday, December 18, 2024 4:00:17 PM
Attachments: [MBFT- ML CPU Scoping Letter 12.18.24.pdf](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Dear Mr Angelo and team,
Please find our comment letter attached regarding Moss Landing Community Plan Update being considered at this time.
Also please add me to your email list to receive updates on this matter.
Thank you very much for the opportunity to provide comments.

Melissa

Melissa M. Mahoney she/her/hers
Executive Director, [Monterey Bay Fisheries Trust](#)
mmahoney@mbfishtrust.org | +1.831.332.0465
[Book time with me](#) | [@mbfishtrust](#)
DONATE TO MBFT VIA [MONTEREY COUNTY GIVES!](#)





December 18, 2024

County of Monterey Housing & Community Development Dept.
Attn: Phil Angelo, Senior Planner
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901-4527

RE: Moss Landing CPU Update Notice of Preparation (NOP)

Dear Mr. Angelo,

The Monterey Bay Fisheries Trust (Trust) is a local nonprofit organization dedicated to ensuring sustainable fisheries and resilient coastal communities around Monterey Bay. We work closely with commercial fishery participants and related businesses, harbor districts, and local governments to maintain and improve access to essential facilities and infrastructure that are critical to a vibrant working waterfront.

We are writing to express our strong support for the continued prioritization of commercial fishing and related coastal-dependent uses in the Moss Landing Community Plan Update (CPU). Specifically, we would like to highlight the following key concerns and requests:

Retention and Expansion of the Waterfront Marine (WM) Land Use Designation:

1. The "Island" area, as identified on the draft Land Use Plan map (Fig. 11), is vital for commercial fishing operations for both resident and non-resident fishermen. The WM designation allows for critical uses such as fueling stations, launch ramps, docks, lifts, repair facilities, storage areas, and boat sales.
2. Over the years, commercial infrastructure in Moss Landing has diminished while marine research uses have expanded (e.g., Bay Fresh, Del Mar Wharf). We request that the WM designation be retained and, where possible, expanded to support the infrastructure needs of our fishing fleet.

Development of Critical Infrastructure:

1. The Moss Landing harbor has limited space for infrastructure improvements, yet key facilities are still missing. Of particular importance is the development of an **ice house**,

which is essential for preserving seafood quality and supporting the viability of commercial fishing operations.

2. The Trust encourages the County to prioritize and streamline permitting for projects that enhance coastal-dependent uses, including:
 - a. The development of a new dock at the north end of the south harbor (currently under permitting with the Coastal Commission).
 - b. Completion of bulkheading work along the western shoreline of the south harbor to improve boat repair and fish processing capabilities.

Programmatic CEQA Review to Support Future Development:

1. We request that projects enhancing commercial fishing infrastructure—such as docks, ice facilities, and bulkheading—be explicitly included in the CPU Environmental Impact Report (EIR).
2. By addressing these projects programmatically within the EIR, future CEQA review can tier off this document, reducing delays and costs for critical infrastructure improvements.

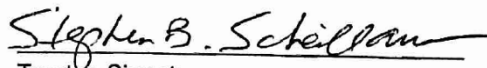
In closing, we support the overall direction of the draft CPU and strongly advocate for its focus on maintaining and expanding commercial fishing infrastructure through the WM land use designation and harbor facility improvements. Ensuring these elements are prioritized will benefit not only the fishing community but also the broader local economy, including tourism and hospitality sectors that rely on an active working waterfront.

Thank you for the opportunity to provide input on this important plan. We look forward to continued collaboration to ensure Moss Landing remains a thriving hub for commercial fishing and coastal-dependent uses.

Sincerely,



Melissa Mahoney
Executive Director
mmahoney@mbfishtrust.org
831.332.0465



Steve Scheibla
Board Chair
maconsult49@gmail.com
831.239.1219

From: [Eddie Ballaron](#)
To: [cegacomments](#)
Cc: [Richard Stedman](#); [David Frisbey](#); [Shawn Boyle](#)
Subject: MBARD Comments NOP Moss Landing Community Plan Update
Date: Friday, January 3, 2025 7:38:36 AM
Attachments: [Outlook-bv0szgsx.png](#)
[MBARD Comments NOP Moss Landing Community Plan Update.pdf](#)

You don't often get email from eballaron@mbard.org. [Learn why this is important](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Mr. Angelo,

Attached is the MBARD Comment letter regarding the Moss Landing Community Plan Update NOP. Please let me know if you have any questions.

Cheers,



Edward Ballaron
Air Quality Planner I



24580 Silver Cloud Ct.
Monterey, CA 93940
(831) 718-8030 (Ext. 241)

January 3, 2025

County of Monterey Housing and Community Development Department
Attn: Phil Angelo
1441 Schilling Place, 2nd Floor South
Salinas, CA 93901
Submitted via email: CEQAcomments@countyofmonterey.gov

Re: NOP Comments: Moss Landing Community Plan Update

Dear Mr. Angelo,

Thank you for providing the Monterey Bay Air Resources District (MBARD) with the opportunity to comment on the NOP of the Moss Landing Community Plan Update. MBARD has reviewed the NOP and has the following comments based on any future potential projects encompassed within the plan:

CEQA Guidelines

MBARD recommends the Moss Landing Community Plan Update utilize the MBARD, CEQA Air Quality Guidelines as a resource for preparing the EIR.

Low-Income Community Status

The Moss Landing Community Plan Update zone is within a designated low-income area, as defined by the California Climate Investment Priority Population map found on the MBARD website (<https://www.mbard.org/ab-617-community-air-protection>). When addressing any potential land use and future growth in the plan area, please consider Environmental Justice (EJ) issues and utilize MBARD grant funding opportunities to mitigate any negative air quality impacts as a result of the project.

Sensitive Receptors

MBARD recommends the Moss landing Community Plan Update take sensitive receptors into consideration as land use and future growth are addressed.

Land use and future growth decisions can greatly influence the significance of an impact on local air quality, particularly if sensitive receptors would be affected. A “sensitive receptor” is generally defined as any residence, including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (K-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing. Proper land use designations can minimize or eliminate significant impacts to local or regional air quality. For example,

designating residential land use adjacent to industrial land use can be incompatible, creating potential air quality issues for those sensitive receptors.

Asbestos Cement Materials (ACM) and other Asbestos Cement Piping (ACP) infrastructure

MBARD has prior experience with abatement of Asbestos Containing Materials (ACM), Asbestos Cement Piping (ACP) and other asbestos utility infrastructure components within and surrounding the Moss Landing Power Plant area. Proper procedures must be utilized when development or other construction activities are conducted if any active or abandoned ACP or other asbestos-containing subsurface infrastructure is encountered. This includes notifications, surveys, removal, and disposal of regulated asbestos containing materials (RACM) as well as adherence to the renovation and demolition procedures per MBARD Rule 424. Please include a discussion of potential asbestos hazards associated with buildout of the Plan Update.

Electric Charging Infrastructure

The Air District supports incorporating electric vehicle infrastructure goals in the project plan. To achieve further emission reduction of criteria pollutants, emissions and greenhouse gases, the Air District suggests including publicly available dual port Level 2 & DC fast-charge charging stations throughout the project area.

VMT Reduction

A large component of the pollution generated within the North Central Coast Air Basin (NCCAB) emanates from traffic emissions. Beginning in September 2021, the NCCAB, under the supervision of MBARD, has maintained its attainment status with the State of California, regarding traffic related criteria pollution emissions. In order to continue to maintain this attainment status, MBARD recommends projects incorporate mitigation measures to limit Vehicle Miles Travel (VMT). Mitigation measures include walkable spaces within the community as well as the inclusion of bike lanes and trails. Additionally, an investment in a mass transit system utilizing electric vehicle technology can aid in limiting traffic and thus limiting emissions.

Communication

MBARD requests any future communication of documents and notices be sent to Edward Ballaron at eballaron@mbard.org.

MBARD appreciates the opportunity to comment on the NOP of the Moss Landing Community Plan Update. Please let me know if you have any questions. I may be reached at (831) 718-8030 or eballaron@mbard.org.

Regards,



Edward Ballaron
Air Quality Planner I

cc: Richard A. Stedman, Air Pollution Control Officer
David Frisbey, Planning and Air Monitoring Manager
Shawn Boyle, Planning and Air Monitoring Supervisor

NATIVE AMERICAN HERITAGE COMMISSION

December 13, 2024

Phil Angelo
County of Monterey
1441 Schilling Place South
2nd Floor
Salinas CA 93901



Re: 2013041053 Moss Landing Community Plan Update Project, Monterey County

Dear Mr. Angelo:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.



CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of
Luiseño Indians

ACTING EXECUTIVE
SECRETARY
Steven Quinn

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code § 6254 (r) and § 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at:

https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
- b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:

Mathew.Lin@NAHC.ca.gov.

Sincerely,

Mathew Lin

Mathew Lin
Cultural Resources Analyst

cc: State Clearinghouse

From: [Nancy Russell](#)
To: [McDougal, Melissa](#)
Subject: Re: Moss Landing Community Plan Update Reminder
Date: Tuesday, January 14, 2025 5:06:56 PM
Attachments: [image001.png](#)

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Hi-- Most people thought that meeting was a waste of time. It does not make sense to do a sidewalk or anything if the road is not taken care of. That is not of any concern to the County -- I think we know our comments do not matter. Nancy

On Tue, Jan 14, 2025 at 3:14 PM McDougal, Melissa <McDougalM@countyofmonterey.gov> wrote:

Good Afternoon,

If you're receiving this message, you're on the interested parties list for the Moss Landing Community Plan update. The County circulated a revised Notice of Preparation on December 6, 2024 seeking written input on the scope of the Environmental Impact Report (EIR) for the Moss Landing Community Plan update project, including potentially significant environmental issues, reasonable alternatives, and/or mitigation measures that should be considered for inclusion in the EIR.

We're sending this message as a reminder that the deadline for comments is next week on **January 21, 2025**. Information on the project, including the most current draft of the Community Plan update, the Notice of Preparation materials, and the presentation slides for and recording of the December 13, 2024 scoping meeting for the EIR can all be found on our web page for the Community Plan update linked here:

<https://www.countyofmonterey.gov/government/departments-a-h/housing-community-development/planning-services/ordinances-plans-under-development/moss-landing-community-plan>

If you have any questions please send an email to MossLandingCPUUpdate@countyofmonterey.gov or call Phil Angelo, Senior Planner at (831) 784-5731. We look forward to receiving your input!

From: [Roger](#)
To: [MossLandingCPUpdate](#)
Subject: Permits for Lots in Moss Landing Village Center
Date: Wednesday, January 15, 2025 12:39:31 PM

[You don't often get email from roger@industrialartist.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hi,

I am writing in response to reading the Moss Landing Community Plan.

I am concerned that lots will remain vacant in the Village Center area because permits will not be issued and that Moss Landing will continue to atrophy further than has already taken place. There needs to be exciting development in the Village Center for the survival of Moss Landing.

Example below:

D. General Policies 1. The County of Monterey shall not approve discretionary development permits that exceed the water purveyor's ability to provide potable water.

Thank you,

Roger



BOARD OF COMMISSIONERS
Russell Jeffries
Vincent Ferrante
James Goulart
Liz Soto
Albert Lomeli

7881 SANDHOLDT ROAD
MOSS LANDING, CA 95039

TELEPHONE – 831.633.2461
FACSIMILE – 831.633.1201

GENERAL MANAGER/HARBOR MASTER
Tom Razzeca

TO: Monterey County Planning Department, and
Monterey County Supervisor Glenn Church (District 2), and
Monterey County Board of Supervisors

RE: Comments on Moss Landing Community Plan Update

The MLHD is generally very pleased with the proposed draft. However, in light of the recent disaster at the VISTRA battery plant, we strongly recommend the inclusion of specific policies and mandates into the plan update. We are particularly concerned with the lack of specificity regarding **the absolute necessity of completing the four (4) lanes of CA. Highway 1 from Salinas Road to Castroville.**

The expansion of four lanes on CA. Highway 1 is called for specifically in the state certified 1982 North County Local Coastal Plan. The recent environmental (and economic) disaster and the terrible traffic problem at VISTRA that impeded emergency evacuations and emergency responses has reinforced the necessity of Monterey County demanding that CALTRANS program, fund, and construct the four lanes on CA. Highway 1 that serve our harbor and our residents.

Please accept these requests for additions to the draft plan.

1. Please add the statutory boundaries of the MLHD onto the map on Page 6. MLHD is a state created agency that functions pursuant to authorities specifically delegated to it by the State Legislature.
2. MLHD believes that a Section on Environmental Hazards needs to be added to Section 5.2.6 to address the risks and hazards at the battery storage facilities on Dolan Road.
3. The policies on Page 22 Hazards need to address in detail the hazards and mandatory requirements on and at the Dolan Road battery storage facilities. All potentially impacted parties, including but not limited to the County and the Moss Landing Harbor District, should be included in the development and implementation of appropriate mitigations and a comprehensive emergency response program.
4. ON Page 25, at Section 3.2.A.1, MLHD believes that it is necessary to add this sentence at the beginning of that paragraph: **"It is the continuing policy of the County of Monterey to require the expansion of CA. Highway 1 to four lanes throughout the Moss Landing Community Plan area and from Salinas Road to Merritt Street at Castroville."**

5. ON Page 25, under Section 3.2.A.4., MLHD believes that it is necessary to add this sentence at the beginning of that paragraph: **"CA. Highway 1 shall be expanded to four (4) lanes."**

6. On Page 37, under Moss Landing Substation, the following language should be added: **Both battery storage facilities pose significant environmental and economic risks which necessitate expansive fire suppression and emergency response systems to be funded, installed, and maintained by the owners of the facilities. North Monterey County Fire Protection District shall be the recipient of conditioned increased funding from the owners to assure the harbor and the public's safety.**

7. On Page 55, Policy 5.4.9.C.1 is mistakenly identified. It should be 5.4.9.D

Most Respectfully,

Moss Land Harbor District

California Department of Transportation

CALTRANS DISTRICT 5
50 HIGUERA STREET | SAN LUIS OBISPO, CA 93401-5415
(805) 549-3101 | FAX (805) 549-3329 TTY 711
www.dot.ca.gov



January 21, 2025

SCH # 2013041053
MON/1/ VAR

Phil Angelo, Senior Planner
County of Monterey Housing & Community Development
1441 Schilling PL South 2nd Floor
Salinas, CA 93901

Re: Moss Landing Community Plan Update Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Mr. Angelo:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the Notice of Preparation (NOP) for the Moss Landing Community Plan Update, which proposes amending the Monterey County Local Coastal Program. In addition, it includes the adoption and certification of an updated Moss Landing Community Plan, project specific analysis of the General Development Plan for the Monterey Bay Aquarium Research Institute, and street improvements along Moss Landing Road. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Caltrans offers the following comments in response to the NOP:

Encroachment Permits

1. Please be aware that any roadway connection improvements to Highway 1 will need to meet the Caltrans Project Development Procedures Manual, Encroachment Permits Manual, or Highway Design Manual requirements for work within the State's Highway Right of Way. Any work within the State's Right of Way (ROW) will be required to obtain an encroachment permit and meet all Caltrans requirements prior to any work taking place in the State's Highway Right of Way. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at:
<https://dot.ca.gov/programs/traffic-operations/ep>.

Traffic Operations

1. Caltrans request any information on required investigations noted at or around the proposed roadway connection at Moss Landing Road and Highway 1.
2. Caltrans request the County to consider an Intersection Safety and Operational Assessment Process (ISOAP) evaluation for the connection to the State Highway to determine the most suitable intersection type. For additional information on the ISOAP process, please visit: <https://dot.ca.gov/programs/traffic-operations/isoap>.
3. In the traffic analysis for the Draft Environmental Impact Report (DEIR), Caltrans encourages the examination of consolidating access points to Highway 1.

Environmental

1. Caltrans encourages collaboration on climate resiliency between Caltrans and the County in the Community Plan Boundary through the Highway 1 Elkhorn Slough Corridor Resilience project, which the Transportation Agency for Monterey County (TAMC) is the lead agency for.
2. Climate change's impact on the State High System (SHS) and local roadways should be addressed given the forecasted increase in fires, precipitation, storm surge, etc. The SHS is the backbone of most county-level evacuation plans and often provides the only high-capacity evacuation routes for communities. Further, the SHS serves as the main access routes for emergency responders, and may serve as a physical line of defense such as a firebreak or an embankment against floodwaters, etc.

Hydrology

1. Regarding hydraulics, Caltrans require studies that demonstrate that any increase in runoff that drains towards the State ROW should be metered to pre-construction levels and all impacts to the ROW be addressed and mitigated to the full extent possible.

Complete Streets

1. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and

integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the County, is encouraged.

Equitable Access

1. Please be aware if any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions or need further clarification on the items discussed above, please contact me at (805) 835-6543 or email Jacob.m.Hernandez@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Jacob Hernandez". The signature is written in a cursive, flowing style.

Jacob Hernandez
Transportation Planner
District 5 Local Development Review Coordinator

From: [Wildlife R4 CEQA Program](#)
To: [GeneralPlanUpdates](#)
Cc: [Barajas-Perez, Evelyn@Wildlife](#); [Wildlife R4 CESA](#); [Wildlife R4 LSA](#); [steve_henry@fws.gov](#); [Carpenter, Heidi@Wildlife](#); [state.clearinghouse@opr.ca.gov](#)
Subject: Moss Landing Community Plan Update (Plan) NOP SCH No. 2013041053.pdf
Date: Tuesday, January 21, 2025 4:49:22 PM
Attachments: [Moss Landing Community Plan Update \(Plan\) NOP SCH No. 2013041053.pdf](#)

Some people who received this message don't often get email from r4ceqa@wildlife.ca.gov. [Learn why this is important](#)

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Dear Phil Angelo,

Please see the attached letter.

Questions regarding this letter or further coordination should be directed to Evelyn Barajas-Perez, Environmental Scientist, at (805) 503-5738 or evelyn.barajaspez@wildlife.ca.gov.

Thank you,

R4 CEQA Support Team.



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



January 21, 2025

Phil Angelo, Senior Planner
County of Monterey Housing and Community Development Department
1441 Schilling Place, South 2nd Floor
Salinas, California 93901-4527
(831) 784-5731
GeneralPlanUpdates@countyofmonterey.gov

Subject: Moss Landing Community Plan Update (Plan)
Notice of Preparation (NOP)
SCH No.: 2013041053

Dear Phil Angelo:

The California Department of Fish and Wildlife (CDFW) received a NOP to prepare a Draft Environmental Impact Report (DEIR) from Monterey County for the Moss Landing Community Plan Update (Plan) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Plan that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Plan that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & Game Code, Section 711.7, subd. (a) & 1802; Pub. Resources Code, Section 21070; CEQA Guidelines Section 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., Section 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

Conserving California's Wildlife Since 1870

Phil Angelo, Senior Planner
 County of Monterey Housing and Community Development Department
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CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, Section 21069; CEQA Guidelines, Section 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, reasonably foreseeable future project's tiered from this Plan may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & Game Code, Section 1600 et seq.). Likewise, to the extent implementation of reasonably foreseeable future project's tiered from this Plan may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & Game Code, Section 2050 et seq.), related authorization as provided by the Fish and Game Code may be required.

CDFW Ecological Reserve: Fish and Game Code section 1583 states "Except in accordance with the regulations of the commission it is unlawful to enter upon any ecological reserves established under the provisions of the article, or to take therein any bird or the nest or eggs thereof, or any mammal, fish, mollusks, crustaceans, amphibia, reptiles or any other form of plant or animal life." In addition, California Code of Regulations, Title 14, Section 630 states "All ecological reserves are maintained for the primary purpose of developing a statewide program for protection of rare, threatened, or endangered native plants, wildlife, aquatic organisms, and specialized terrestrial or aquatic habitat types", and therefore, any other activity on these lands is restricted.

Fully Protected Species: CDFW has jurisdiction over fully protected species of birds, mammals, amphibians and reptiles, and fish, pursuant to Fish and Game Code sections 3511, 4700, 5050, and 5515. Fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except as follows:

- Take is for necessary scientific research,
- Efforts to recover a fully protected, endangered, or threatened species, live capture, and relocation of a bird species for the protection of livestock, or
- They are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (Fish & G. Code, §§ 3511, 4700, 5050, & 5515).

Additionally, specified types of infrastructure projects may be eligible for an Incidental Take Permit (ITP) for unavoidable impacts to fully protected species if certain conditions are met (see Fish & G. Code §2081.15). Project proponents should consult with CDFW early in the project planning process if an ITP may be pursued.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish

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 County of Monterey Housing and Community Development Department
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and Game Code sections that protect birds, their eggs and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

Unlisted Species: Species of plants and animals do not need to be officially listed as Endangered, Rare, or Threatened (E, R, or T) on any State or federal list to be considered E, R, or T under CEQA. If a species can be shown to meet the criteria for E, R, or T, as specified in the CEQA Guidelines section 15380, CDFW recommends it be fully considered in the environmental analysis for the Plan.

PLAN DESCRIPTION SUMMARY

Proponent: Monterey County

Objective: The Plan would designate the location and nature of allowable land uses within the community and include narrative and policies specific to Moss Landing. These policies supplement those of the North County Land Use Plan (LUP), which are also applicable in Moss Landing. The draft of the revised community plan includes a background section and elements addressing the following issues: resource management includes protection of the community's visual resources, historical resources, archaeological resources, tribal cultural resources, and water resources. Hazards are addressed within the resource management element, including coastal hazards that could impact development and uses in the community, such as flooding, tsunami, storm surge, and erosion, all of which are exacerbated by climate change.

The Plan also includes two specific development projects. One is proposed by the Monterey Bay Aquarium Research Institute (MBARI) (PLN080006) which would require a General Development Plan. The MBARI General Development Plan describes the existing uses and operations of the MBARI campus in the "Island" neighborhood of Moss Landing, along Sandholdt Road. The proposed General Development Plan contemplates the construction of a new 7,500-square foot dock house (Building K) and an approximately 100-square foot mooring dolphin (Building F). The other is the Moss Landing Road Street and Drainage Improvements project, which is a County of Monterey proposed stormwater and street improvement project along Moss Landing Road.

Location: The Plan is located in Moss Landing, California. Moss Landing is a small unincorporated town located along Highway 1, south of the City of Santa Cruz and north of the City of Monterey.

Phil Angelo, Senior Planner
 County of Monterey Housing and Community Development Department
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COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist Monterey County in adequately identifying and/or mitigating the Plan's significant, or potentially significant, direct, indirect, and cumulative impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document for this Plan.

The NOP indicates that the DEIR prepared for the Plan will consider and analyze potential environmental effects to determine the level of significance. The DEIR will also identify and evaluate alternatives to the proposed Plan. When a DEIR is prepared, the specifics of mitigation measures may be deferred, provided the lead agency commits to mitigation and establishes performance standards for implementation.

Special-Status Species

Based on aerial imagery and species occurrence records from the California Natural Diversity Database (CNDDB) (CDFW 2024) as well as CDFW familiarity with biological resources in the Plan area, the proposed Plan area is known to and/or has the potential to support special-status species. These resources need to be evaluated and addressed prior to any approvals that would allow ground-disturbing activities as these activities have the potential to impact biological resources in the area of the Plan. CDFW recommends that the species identified in Attachment 1 of this letter be considered as part of the DEIR that will be drafted for this Plan.

Monterey Bay Aquarium Research Institute Project

The NOP states that there are two proposed developments in the MBARI, identified as building K (dock house) and F (mooring dolphin), and these developments may impact species listed in attachment 1. CDFW recommends these resources be evaluated and that the DEIR specifically identify potential impacts to biological resources, including those identified in Attachment 1, and provide sufficient mitigation measures to avoid or reduce potential significant impacts prior to any approvals that would allow ground-disturbing activities. In addition to this more general recommendation, CDFW recommends the following specific to the MBARI project:

Common Eelgrass

Common eelgrass (*Zostera marina*) is a State sensitive natural community (SNC) known to occur within and surrounding the Plan area. The NOP does not indicate if the immediate area around the MBARI project or the surrounding areas contain common eelgrass; CDFW recommends the DEIR contain detailed information

Phil Angelo, Senior Planner
 County of Monterey Housing and Community Development Department
 January 21, 2025
 Page 5

indicating if eelgrass is in the immediate MBARI project area and/or adjacent areas. CDFW also recommends the DEIR specify identification, monitoring, and avoidance measures for in-water work that may disrupt eelgrass. Disruption to eelgrass both inside and outside of the MBARI project area can occur due to increased turbidity from support vessels, equipment, installation of structures and piles, and shading from support vessels and barges during construction activities.

Common eelgrass plays a vital role in the ecosystem and is recognized by state and federal regulations as a highly valuable and sensitive habitat. It contributes to primary production, nutrient cycling, and provides essential spawning, foraging, and nursery habitats for numerous fish and invertebrate species. Protections exist under state and federal “no-net-loss” policies for wetland habitats, emphasizing its conservation priority. In California, eelgrass habitats are listed as SNCs with a vulnerable *State Rank* S3, indicating their limited distribution and susceptibility to environmental impacts, which must be addressed during CEQA reviews (CDFW 2018). The importance of eelgrass protection and restoration, as well as the ecological benefits of eelgrass, are also identified in the California Public Resources Code (PRC §35630). Areas that hold eelgrass are labeled as a Habitat Area of Particular Concern under Essential Fish Habitat for various federally managed species underscores its critical role in supporting thriving marine ecosystems. Given its ecological value, eelgrass habitat remains a high-priority focus for conservation management.

Recommended Mitigation Measure 1: Eelgrass surveys and mitigation

CDFW recommends surveying to determine if eelgrass beds or patches are within or directly adjacent to the MBARI project area and surrounding areas identified in the NOP as defined within the California Eelgrass Mitigation Policy (CEMP) (NOAA 2014). If eelgrass is identified, CDFW recommends that plans be developed to avoid and minimize disturbance and damage or losses of eelgrass beds from construction activities. Activities include, but are not limited to, mooring dolphin piers installation, barge shading and anchoring within eelgrass habitat, pile driving, demolition and construction turbidity, sedimentation, falling debris to the maximum extent feasible, and any other in water work activities.

Recommended Mitigation Measures 2: A comprehensive analysis of impacts to eelgrass habitat

CDFW recommends using CEMP, which was developed by the National Marine Fisheries Service, for guidance on identifying eelgrass impacts, eelgrass mitigation measures and compensation for construction activities. CDFW recommend to do pre-and post-construction surveys for eelgrass beds and patches should be conducted consistent with CEMP. CDFW recommends the

Phil Angelo, Senior Planner
 County of Monterey Housing and Community Development Department
 January 21, 2025
 Page 6

DEIR include maps and acreage of patchy and dense eelgrass habitat within and adjacent to the proposed site and fully analyze any impacts to eelgrass. If eelgrass is identified, the following measures may reduce potential impacts:

- Locate temporary docks, pile driver barges and vessels, and all anchoring outside of eelgrass habitat.
- Minimize trampling and scouring by installing piles during a tide of sufficient elevation to float construction vessels.
- Conduct pile driving activities outside of eelgrass growing seasons when they are dormant/less sensitive to disturbance.
- Use barriers, such as silt curtains to reduce sediment dispersion.
- Use Best Management Practices (BMPs) such as perimeter debris booms. If debris is observed falling into the water, retrieve debris as soon as possible.

Recommended Mitigation Measures 3: A comprehensive eelgrass mitigation plan

To ensure “no-net-loss”, CDFW recommends unavoidable impacts to eelgrass be compensated for in a method, at a minimum, consistent with CEMP. This plan should include mitigation for any impacts to eelgrass including, but not limited to, impacts from, barge shading and anchoring within eelgrass habitat, pile driving, demolition and construction turbidity, sedimentation, and falling debris.

Recommended Mitigation Measures 4: Scientific collecting permit

If eelgrass harvest and transplanting is required for mitigation, a Scientific Collecting Permit (SCP) from CDFW will be required prior to harvest and transplanting activities. The SCP may include permit conditions such as donor eelgrass surveys, submittal of an eelgrass harvest and transplant plan, limits on number of turions collected, methods for collection and transplanting, notification of activities, and reporting requirements. Please visit CDFW’s SCP webpage for more information: <https://wildlife.ca.gov/Licensing/Scientific-Collecting>.

Pile Driving and Sound Criteria

The NOP does not provide details on what methods of pile driving may be used for the MBARI project (e.g., impact hammer, vibratory hammer), types of piles, number of piles, or hydroacoustic impacts expected from pile installation/removal. Generally, CDFW recommends the use of vibratory hammers where feasible. Pile driving produces intense sound vibrations that may cause temporary or permanent impacts on fish, such as temporary movement out of the pile-driving area, barotrauma injury,

Phil Angelo, Senior Planner
 County of Monterey Housing and Community Development Department
 January 21, 2025
 Page 7

or mortality. CDFW recommends following the Fisheries Hydroacoustic Working Group recommendations to set safe sound pressure level (SPL) criteria for pile driving activities (Fisheries Hydroacoustic Working Group 2008). The SPL dual criteria includes a peak level of 206 dB and a cumulative sound exposure level (SEL) of 187 dB for fish two grams and heavier or a cumulative SEL of 183 dB for fish less than 2 grams. Additionally, if hydraulic jetting or an impact hammer is used for pile driving, this may impact water quality, releasing contaminants from sediments into the water and/or creating turbidity that could harm fish and shade or smother eelgrass beds.

CDFW recommends that the DEIR evaluate hydroacoustic impacts to aquatic species such fish, including species such as tidewater goby (*Eucyclogobius newberryi*), South Central California Coast Steelhead (*Oncorhynchus mykiss*), and Pacific lamprey (*Entosphenus tridentatus*), which are identified in Attachment 1, and prepare a sound monitoring plan that includes a model of the expected SPL and SELs for the MBARI project's piling driving activities. CDFW further recommends using a vibratory hammer for pile driving to the greatest extent feasible, or an alternative that produces the least amount of noise. In addition, CDFW recommends the following:

Recommended Mitigation Measures 5: Impact Hammer

If an impact hammer must be used (e.g., due to pile material, refusal at bedrock), multiple minimization measures can be used to reduce sound levels. CDFW recommends the following:

- A sound attenuation and monitoring plan be submitted to the resource agencies for review prior to initiating pile driving activities.
- A wood, or similar material, cushion block is used between the pile and hammer during all pile driving using an impact hammer.
- Bubble curtains be used when feasible during all impact pile driving to reduce sound exposure levels that have been shown to cause injury and/or mortality.
- Underwater sound level monitoring be conducted during pile driving. If SPLs and SELs exceed agreed upon levels as per the 'Interim Criteria for Injury to Fish', additional steps should be taken to reduce the underwater noise to acceptable levels.
- Use of a silt curtain to control turbidity during high turbidity generating activities, such as hydraulic jetting when feasible. Additionally, high turbidity generating activities should be conducted when there are no strong outgoing tides since this could exacerbate turbid conditions and negatively impact marine life.

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Proposed Moss Landing Road Project

The NOP proposes a Moss Landing Road storm drain and sidewalk improvement project. This project, “involves the design and reconstruction of the northern portion of Moss Landing Road from its intersection of State Route 1 through the commercial district of the Moss Landing community. New storm drains will be installed along an approximately 3,680-foot length of Moss Landing Road with concrete curb, gutter and sidewalk on both sides of the road.” A section of this project intersects the Moro Cojo slough. This project may impact species listed in attachment 1. As such, CDFW recommends these resources be evaluated and that the DEIR specifically identify potential impacts to biological resources from the project, including those identified in Attachment 1, and provide sufficient mitigation measures to avoid or reduce potential significant impacts prior to any approvals that would allow ground-disturbing activities.

California Endangered Species Act

Reasonably foreseeable future projects tiered from this Plan, including the MBARI and Moss Landing Road projects, may be subject to CDFW's regulatory authority pursuant to the California Endangered Species Act (CESA). In the event that species listed under CESA are detected during surveys consultation with CDFW is warranted to discuss how to implement the project and avoid “take,” or if avoidance is not feasible, to acquire a State ITP, pursuant to Fish and Game Code section 2081 subdivision (b), prior to any ground disturbing activities. In addition, CDFW advises that mitigation measures for the CESA listed species be fully addressed in the CEQA document prepared for any future project tiered from this Plan.

CDFW therefore recommends that the DEIR for this Plan include information related to these requirements and advises that projects tiered from this Plan retain a qualified biologist to determine if potential impacts to CESA listed species may require the need to obtain a 2081 ITP.

Lake and Stream Alteration

Reasonably foreseeable future projects tiered from this Plan, including the MBARI and Moss Landing Road projects may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires project proponents to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake; or (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. “Any river, stream, or lake” includes those that are ephemeral or intermittent as well as those that are perennial in nature. As an example, the proposed

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Moss Landing Road project intersects Moro Cojo slough. If this project has the potential to substantially modify the slough, notification would be required per Fish and Game Code section 1602. For additional information on notification requirements, please contact our staff in the Lake and Stream Alteration Program at (559) 243-4593, or R4LSA@wildlife.ca.gov.

CDFW therefore recommends that the DEIR for this Plan include information related to these requirements of Fish and Game code and advise that projects tiered from this Plan, including the MBARI and Moss Landing Road project, retain a qualified biologist to determine if potential impacts to streams may require the need to notify pursuant to Fish and Game Code section 1602.

Proximity of Protected Lands

CDFW would like to note that the Plan area is in close proximity to several protected areas including CDFW's Elkhorn Slough Ecological Reserve (and National Estuarine Research Reserve), Moss Landing Wildlife Area, and Moro Cojo Ecological Reserve, as well as the Moro Cojo Slough State Marine Reserve and the Elkhorn Slough State Marine Conservation Area. CDFW recommends that projects tiered from this Plan that result in ground disturbance and development be sited to avoid direct and indirect impacts to these protected areas and that a sufficient buffer be incorporated between future projects and these lands.

Botanical Surveys

CDFW recommends that the DEIR for this Plan include a measure requiring that projects tiered from this Plan located within natural habitats, including the MBARI and Moss Landing Road project, be surveyed by a qualified botanist for any possible special-status plants following the "Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities" (<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline>). CDFW recommends that the plant surveys be floristic and, if necessary, utilize a known reference site for any special-status plants in order to provide a high level of confidence in the effort and results.

If a special-status plant is found, CDFW recommends that the special-status plant species be avoided whenever possible by delineating and observing a no disturbance buffer of at least 50 feet from the outer edge of the plant population(s) or specific habitat type(s) required by special-status plant species. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to special-status plant species. If a State or federally listed plant species is identified during botanical surveys, it is recommended that

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consultation with CDFW and/or the United States Fish and Wildlife Service (USFWS) be conducted to determine permitting needs.

Nesting birds

CDFW recommends that all projects tiered from this Plan, including the MBARI and Moss Landing Road project, occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February 15 through September 15), each future project applicant is responsible for ensuring that implementation of their project does not result in a violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate future project-related impacts on nesting birds, CDFW recommends that a qualified biologist conduct an assessment of nesting habitat during biological surveys in support of each project's CEQA document, and then conduct pre-activity surveys for active nests no more than 10 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around each future project site to identify nests and determine their status. A sufficient area means any area potentially affected by a project. In addition to direct impacts (i.e., nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline for all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from each future project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction areas would be concealed from a nest site by topography. CDFW recommends that a qualified biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

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CEQA Alternatives Analysis

CDFW recommends that the information and results obtained from the cumulative impacts analysis conducted as part of this Plan's DEIR be used to develop and modify the Plan's alternatives to avoid and minimize impacts to biological resources to the maximum extent possible. Please note that when efforts to avoid and minimize impacts have been exhausted for projects tiered from this Plan, remaining impacts to sensitive biological resources may need to be mitigated to reduce impacts to a less than significant level, if feasible.

CNDDDB

Please note that the CNDDDB is populated by voluntary submissions of species detections. As a result, species may be present in locations not depicted in the CNDDDB but where there is suitable habitat and features capable of supporting species. A lack of an occurrence record in the CNDDDB does not mean a species is not present. All projects tiered from this Plan should adequately assess any potential project-related impacts to biological resources by ensuring biological surveys are conducted by a qualified wildlife biologist during the appropriate survey period(s) and using the appropriate protocol survey methodology as warranted in order to determine whether or not any special-status species are present at or near the project area.

Federally Listed Species

CDFW recommends projects tiered from this Plan consult with the USFWS on potential impacts to federally listed species. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS in order to comply with FESA is advised well in advance of any ground disturbing activities.

Environmental Data

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, Section 21003, subd. (e).) Accordingly, please report any special-status species and natural communities detected during project surveys to the CNDDDB. The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address:

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CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

Filing Fees


The Plan, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, Section 753.5; Fish & G. Code, Section 711.4; Pub. Resources Code, Section 21089).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist Monterey County in identifying and mitigating this Plan's impact on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>). Questions regarding this letter or further coordination should be directed to Evelyn Barajas-Perez, Environmental Scientist, at (805) 503-5738 or evelyn.barajas-perez@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...

Julie A. Vance
Regional Manager

ec: CESA R4CESA@wildlife.ca.gov

LSA R4LSA@wildlife.ca.gov

FWS steve_henry@fws.gov

Heidi Carpenter heidi.carpenter@wildlife.ca.gov

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REFERENCES

- California Department of Fish and Wildlife. 2025. Biogeographic information and observation system (BIOS). <https://www.wildlife.ca.gov/Data/BIOS>. Accessed 29 December 2024.
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- Fisheries Hydroacoustic Working Group. 2008. Interim criteria for injury of fish exposed to pile driving operations: memorandum. Washington: Federal Highway Administration.
- National Oceanic and Atmospheric Administration. California eelgrass mitigation policy and implementing guidelines. 2014. National Oceanic and Atmospheric Administration, Fisheries West Coast Region, Portland, Oregon, USA.

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Common Name	Scientific Name	Status	
		State	Federal
Bald eagle	<i>Haliaeetus leucocephalus</i>	E; FP	-
California condor	<i>Gymnogyps californianus</i>	E; FP	E
California Ridgway's rail	<i>Rallus obsoletus obsoletus</i>	E; FP	E
Least bell's vireo	<i>Vireo bellii pusillus</i>	E	E
Santa Cruz long-toed salamander	<i>Ambystoma macrodactylum croceum</i>	E; FP	E
Bank swallow	<i>Riparia riparia</i>	T	-
California black rail	<i>Laterallus jamaicensis coturniculus</i>	T; FP	-
Tricolored blackbird	<i>Agelaius tricolor</i>	T	-
California tiger salamander - central California DPS	<i>Ambystoma californiense</i>	T	T
Monterey gilia	<i>Gilia tenuiflora</i>	T	E
Southern Sea Otter	<i>Enhydra lutris nereis</i>	FP	T
Golden eagle	<i>Aquila chrysaetos</i>	FP	-
White-tailed kite	<i>Elanus leucurus</i>	FP	-
Western burrowing owl	<i>Athene cunicularia hypugaeae</i>	C	-
Crotch's bumble bee	<i>Bombus crotchii</i>	C	-
Western bumble bee	<i>Bombus occidentalis</i>	C	-
American badger	<i>Taxidea taxus</i>	SSC	-
Monterey dusky-footed woodrat	<i>Neotoma macrotis luciana</i>	SSC	-
Monterey shrew	<i>Sorex ornatus salarius</i>	SSC	-
Black swift	<i>Cypseloides niger</i>	SSC	-
Grasshopper sparrow	<i>Ammodramus savannarum</i>	SSC	-
Loggerhead shrike	<i>Lanius ludovicianus</i>	SSC	-
Northern harrier	<i>Circus hudsonius</i>	SSC	-
Short-eared owl	<i>Asio flammeus</i>	SSC	-
Yellow warbler	<i>Setophaga petechia</i>	SSC	-
Yellow-breasted chat	<i>Icteria virens</i>	SSC	-

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Western snowy plover	<i>Charadrius nivosus nivosus</i>	SSC	T
Northern California legless lizard	<i>Anniella pulchra</i>	SSC	-
California red-legged frog	<i>Rana draytonii</i>	SSC	T
Tidewater goby	<i>Eucyclogobius newberryi</i>	SSC	E
Pacific Lamprey	<i>Entosphenus tridentatus</i>	SSC	-
Monterey hitch	<i>Lavinia exilicauda harengus</i>	SSC	-
Common eelgrass	<i>Zostera marina</i>	SNC	-
California sea lion	<i>Zalophus Californianus</i>	-	MMPA
South Central California Coast Steelhead	<i>Oncorhynchus mykiss</i>	-	T

E= Endangered; T=Threatened, C= Candidate for listing as Threatened or Endangered, SSC= Species of Special Concern, FP= Fully Protected, SNC= Sensitive Natural Community. MMPA=Marine Mammal Protection Act

Attachment 1

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**PROJECT: Moss Landing Community Plan Update (Plan)
Notice of Preparation (NOP)**

SCH No.: 2013041053

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
<i>Before Disturbing Soil or Vegetation</i>	
<i>Common eelgrass (Zostera marina)</i>	
Recommended Mitigation Measure 1: Eelgrass surveys and mitigation	
Recommended Mitigation Measure 2: A comprehensive analysis of impacts to eelgrass habitat	
Recommended Mitigation Measures 3: A comprehensive eelgrass mitigation plan	
Recommended Mitigation Measures 4: Scientific collecting permit	
<i>Pile Driving and Sound Criteria</i>	
Recommended Mitigation Measures 5: Impact Hammer	
<i>During Construction</i>	
<i>Common eelgrass (Zostera marina)</i>	
Recommended Mitigation Measure 2: A comprehensive analysis of impacts to eelgrass habitat	
<i>Pile Driving and Sound Criteria</i>	

Recommended Mitigation Measures 5: Impact Hammer	
<i>Post Construction</i>	
Common eelgrass (<i>Zostera marina</i>)	
Recommended Mitigation Measures 2: Eelgrass impact evaluation and mitigation measures	

From: [Aaron Hernandez](#)
To: [cegacomments](#)
Cc: [Angelo, Philip](#)
Subject: CEQA for Moss Landing Community Plan Update - TAMC Comments on NOP
Date: Thursday, January 23, 2025 11:22:50 AM
Attachments: [image001.png](#)
[Angelo - Moss Landing Community Plan Update.pdf](#)

Some people who received this message don't often get email from aaron@tamcmonterey.org. [Learn why this is important](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Good morning,

Please see attached for TAMC's comments on the NOP for the Moss Landing Community Plan Update. My apologies for late submittal on comments. We hope our comments can be considered for preparation of the Draft EIR.

Thank you,

Aaron Hernandez

Transportation Planner / Planero de transporte

Transportation Agency for Monterey County / Agencia de Transporte del Condado de Monterey

E: aaron@tamcmonterey.org

P: (831) 775-4412



January 21, 2025

County of Monterey
Housing and Community Development Department
Attn: Phil Angelo, Senior Planner
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901-4527

Via email: CEQAcomments@CountyofMonterey.gov

SUBJECT: Comments on Notice of Preparation of the Moss Landing Community Plan Update

Dear Mr. Angelo:

The Transportation Agency for Monterey County (TAMC) is the Regional Transportation Planning and Congestion Management Agency for Monterey County. Agency staff reviewed the Notice of Preparation of the Draft Environmental Impact Report for the Moss Landing Community Plan Update and offers the following comments for your consideration:

1. TAMC supports the use of methods that provide the best level of protection of coastal resources along the Highway 1 corridor in Moss Landing. TAMC encourages the coordination between the County of Monterey, TAMC and Caltrans to develop an adaptation plan to identify ways to protect Highway 1's long term utility from coastal hazard impacts while minimizing impacts to Elkhorn slough, wetlands and agricultural lands.
2. TAMC supports the development of a detailed Traffic Impact Analysis to inform the EIR about the impacts to local and regional road networks.
3. TAMC supports the inclusion of Transportation Demand Management Strategies in the Community Plan. Examples such as the Monterey Bay Aquarium Research Institute (MBARI) Vanpool Program are an effective strategy to reduce traffic congestion and parking demand. Monterey-Salinas Transit has recently partnered with Enterprise on a vanpool commute program to encourage Monterey County commuters to reduce traffic impacts on their commute to work. More on this program can be found here: <https://www.commutewithenterprise.com/content/commute/en/partners/montereycounty.html>
4. With planned pedestrian improvements on Moss Landing Road, implementation of bicycle infrastructure should also be considered at the time of road improvements. The [2018 Monterey County Active Transportation Plan](#) identifies a proposed Class II Bike Lane on Moss Landing Road from Potrero Road to the end of Moss Landing Road. In

addition, the [Monterey Bay Sanctuary Scenic Trail Master Plan](#) includes proposals to continue the scenic trail into and through the Moss Landing community.

5. TAMC encourages utilization of the agency's Wayfinding Plan to promote bicycling and walking as a viable transportation option for Moss Landing residents and visitors. The Wayfinding Plan identifies a segment of wayfinding signage to be placed along Moss Landing Road and Highway 1. This signage will provide guidance to pedestrians and bicyclists to access nearby points of interest, such as Elkhorn Slough, on preferred routes. More information on the Wayfinding Plan can be found here:
<https://www.tamcmonterey.org/wayfinding-plan>
6. Consideration should be given to the installation of electric vehicle charging stations, as new construction provides an opportunity to install this infrastructure at a lower cost.
7. Please describe the policy directives for 5.2.4, Environmentally Sensitive Habitat Areas.

TAMC looks forward to reviewing the draft environmental impact report for this project. If you have any questions, please contact Aaron Hernandez of my staff at aaron@tamcmonterey.org or 831-775-4412.

Sincerely,



Todd A. Muck
Executive Director

Exhibit B, Attachment 2

California Coastal Commission Comments

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
WEB: WWW.COASTAL.CA.GOV

**February 19, 2025**

Phil Angelo
Senior Planner
County of Monterey Department of Housing and Community Development
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901

Subject: **Comments for GPZ090005 (Moss Landing Community Plan Update).**

Dear Mr. Angelo,

Thank you for the opportunity to comment on the proposed Moss Landing Community Plan update. It is clear that the County has put considerable time and effort into crafting thoughtful LCP provisions, and we appreciate the work you have done to respond to the issues raised in our comments on past iterations of the Plan. As you know, Moss Landing is one of Monterey County's most ecologically and economically important coastal areas. The community's sloughs and wetlands provide critically important habitat for a diverse range of wildlife, including migratory birds, marine mammals, and commercially and ecologically important fish species. The community's dunes and old salt ponds provide habitat for rare species such as Monterey spineflower, coast wallflower, sand gilia, western snowy plover, and many more. The Moss Landing Harbor is a key hub for the local fishing industry, marine research, and recreation. As you also know, as the impacts of climate change intensify, Moss Landing faces significant challenges, including sea level rise, coastal erosion, coastal flooding, and more. Working towards community resilience in the face of these challenges is essential for preserving all that Moss Landing has to offer, and we appreciate that the County is taking these efforts seriously with the update. The following comments are intended to provide some direction on major update themes, and to help to further refine some of the overall objectives and potential implementation measures. These comments are not meant to be a strike-through and underline exercise so much as they are intended to promote discussion on the issues raised, including as a means to foster a dialogue to precede further policy and text development.

Community Plan Update Goals and Intent

The Moss Landing Community Plan is a chapter of the overall North County LUP. Its purpose is to supplement the broader policies of the LUP with a more detailed planning effort for the unique community of Moss Landing. As such, the Community Plan should avoid duplicative language with the LUP and be as concise as possible while addressing the community's specific planning needs.

The current LUP, including the current Community Plan, has generally functioned well since its adoption in the 1980s; however, two major issues have emerged since then. Climate change and sea level rise are compounding the hazards that this low-lying coastal community already faces, and coastal-dependent heavy industrial uses have largely ceased, raising questions

GPZ090005 (Moss Landing Community Plan Update)

about the appropriate future uses for the significant sites they previously inhabited. We believe these two issues should be the primary focus of the Community Plan update.

Coastal Hazards and Armoring

Moss Landing has long been subject to coastal hazards due to its location within an area of historically dynamic wetlands and sloughs and along the coast of the Pacific Ocean. Climate change is already compounding the risk of coastal hazard impacts to the community, and these risks will only increase over the years. Given this increasing risk and the fact that the existing Moss Landing Community Plan was drafted before our modern understanding of these issues, coastal hazard-related policy updates are perhaps the most important component of the updated Community Plan.

A number of proposed policies (for example, Policies 5.2.6.H.3, 5.2.6.I.1 and 5.4.9.E.7) allow for armoring nearly the entirety of the Harbor's interior and the ocean side of the Island.¹ The proposed language does this by expanding what is allowed armoring, most notably through the addition of 'coastal-related' uses. However, coastal-related uses are not one of the types of development allowed to make use of the Coastal Act's armoring override,² and are thus not consistent with the Act. Specifically, Coastal Act Section 30235 allows armoring only for three distinct things: coastal-dependent uses, existing structures,³ and public beaches, and only when such development/uses are in danger from erosion and when they have been designed to eliminate or mitigate adverse impacts on local shoreline sand supply. The Coastal Act defines 'coastal-dependent development or use' as "any development or use which requires a site on, or adjacent to, the sea to be able to function at all"⁴ and 'coastal-related development' as "any use that is dependent on a coastal-dependent development or use."⁵ These definitions are also included in the North County Land Use Plan Appendix B (Glossary of Terms).

All that said, given the critical importance of the Harbor for Coastal Act priority uses, including not only as an important visitor destination, but also for its coastal-dependent commercial fishing, aquaculture, marine research, and recreational boating, as well as the important coastal-related facilities on the Island that consist of, facilitate, and support these uses, Moss Landing may be an appropriate location for a community-scale adaptation policy or armoring exception area framework that allows for armoring when necessary to protect the Harbor as a whole. There is no way to write these policies in a way that gets around the fundamental Coastal Act inconsistency of allowing armoring for structures/uses that are not entitled to it

¹ 'Armoring' here is intended to describe a broad range of artificial shoreline protection devices and methods, including seawalls, revetments, bulkheads, etc.

² The Coastal Act has dozens of policies that protect beaches, bluffs, and shoreline area resources from the negative effects of coastal armoring. In most cases, these provisions would require that armoring proposals be denied. However, the Coastal Act also includes Section 30235, which allows for armoring projects that meet its criteria, even though they are inconsistent with the host of other Coastal Act resource protection policies. For that reason, Section 30235 is often referred to as an 'override' over these other resource policies.

³ Existing structures are those built before the January 1, 1977 enactment of the Coastal Act and not redeveloped since, as affirmed in *Casa Mira Homeowners Association v. California Coastal Commission* (2024) 107 Cal.App.5th 370 [327 Cal.Rptr.3d 906, 909], as modified on denial of reh'g (Dec. 30, 2024), review filed (Jan. 16, 2025).

⁴ Coastal Act Section 30101.

⁵ Coastal Act Section 30101.3.

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under the Coastal Act (such as ‘coastal-related’ uses), and so the best way to address this is for the County to be clearer about the actual approach. Put another way, if the intent is to allow for armoring of the Harbor, including the island, then the policies should clearly say as much. Such an approach will still be inconsistent with the Coastal Act, but it will allow for the Commission to consider whether an approach like that might be most protective of significant coastal resources overall, where such provisions could potentially be certified through conflict resolution.⁶ For the County to best make its case for such an armoring exception area, the proposed policies should be expanded and refined to clearly define the affected area, and make clear what type of armoring would be allowed and subject to what criteria and conditions (e.g., required natural landform, public access, public view, and other coastal resource protections and improvements). The LCP would also need complementary provisions to ensure that the priority uses being protected by armoring are protected, provided, and enhanced. In other words, this policy approach should be framed as a package that not only allows for armoring to protect the Harbor its important Coastal Act-priority uses but also includes a suite of coastal resource requirements, both to offset/mitigate for the impacts of the armoring, but also to enhance, expand, and improve priority uses and development (e.g., in terms of public access, provide for a continuous public access walkway along the interior shoreline of the Harbor, additional public accessways to and along the Island shoreline, and improved and additional public parking and other public facilities).

An alternative path to approaching the question of armoring within the Community Plan area would be to retain the Coastal Act baseline for which structures are allowed to make use of the Coastal Act override for armoring (i.e., only existing structures or coastal-dependent uses); however, given the coastal hazards the community already faces, and the increasing threat of climate change, such an approach would need to be paired with a planning effort for managed retreat away from the Island and other hazardous areas in the relatively near term. Overall, regardless of the approach, we feel it is important that the County outline a clearer vision for how it will respond to coastal hazards in the future.

Sites of Former Coastal-Dependent Heavy Industrial Uses

When the original Community Plan was certified, Moss Landing was home to multiple coastal-dependent heavy industrial uses, including the National Refractories plant and the natural gas and oil-fired Moss Landing power plant, both of which required large volumes of seawater for their operations. These uses have largely ceased, with these sites now containing a natural gas-fired power plant, grid-scale battery storage facilities, electrical transmission infrastructure, cannabis cultivation facilities, and large swaths of unused and abandoned industrial areas.

These industrial sites pose both a challenge and an opportunity for future planning efforts. They are, generally speaking, far more appropriate for intensive development than any other part of the community, both because of their general lack of (on-site) sensitive habitats and due to their comparatively lower flood risk in light of sea level rise. At the same time, some areas may require cleanup from impacts of prior industrial uses (which we would recommend be an explicitly allowed form of development at these sites). Their current land use designation also

⁶ Pursuant to Coastal Act Sections 30007.5 and 30200(b), ‘conflict resolution’ enables the Commission to approve LCP language inconsistent with certain Coastal Act policies when *not* approving that language would lead to greater impacts to coastal resources protected by other Coastal Act provisions. In other words, the Commission would need to find that the proposed policies would be, on balance, most protective of significant coastal resources.

GPZ090005 (Moss Landing Community Plan Update)

restricts allowable uses, and there has been no significant interest from any parties to develop new coastal-dependent industrial uses at the sites for decades.⁷ Additionally, Moss Landing and the communities that surround it, which are generally lower-income, non-white farming communities, have historically been disproportionately burdened by the impacts of industrial uses at these sites. These sites are also located directly adjacent to coastal waters, Elkhorn Slough, Moro Cojo Slough, and their interconnected wetlands, all of which comprise incredibly sensitive habitats that are preserved via a patchwork of highly protective designations⁸ due to their extraordinary ecological importance. All of these factors are highlighted by the most recent battery fires, which caused widespread evacuations and may have spread ash contaminated with heavy metals throughout the area, including residential areas, farmland, sensitive upland habitats, wetlands, and coastal waters. The extent of the impacts of the fires on all of these areas is not yet fully clear. These fires, as well as the overall underutilization of the sites, raise questions about what the highest and best uses of these areas are, including whether further heavy industrial development is appropriate within the community.

We strongly recommend that the County further consider what may be appropriate for these opportunity sites, including uses that more directly support the community and community needs, and that are more compatible with both the sensitive nature of the habitats surrounding these sites and the Harbor itself. In addition, if an armoring exception area concept is to be considered, it may make sense for these opportunity areas to also be considered in that context, where allowing for such armoring means that these sites can be part of a larger and more coherent whole that interacts more seamlessly, as opposed to the way in which the two sites are essentially disjointed from the community currently. Put another way, how can these sites be integrated into the rest of the community in a way that provides for and facilitates County objectives for this area? We believe that portions of these sites could be appropriate for affordable housing, visitor-serving commercial business, and even transportation improvements (see the Transportation Infrastructure section below). There is no doubt that these sites need to be better integrated within the update, and that the County should take this opportunity to reimagine them in the context of what Moss Landing can be as opposed to what it once was.

Water Supply

Like the rest of North County, the Moss Landing community faces serious long-term water supply issues; it is entirely dependent on groundwater from critically overdrafted aquifers experiencing ongoing saltwater intrusion. The lack of a long-term sustainable water source currently poses a significant issue for any proposed future water-using development at any site in Moss Landing, particularly for any large-scale development that might be proposed at the aforementioned opportunity sites. Addressing the water supply sustainability issue is critical to the community's future, particularly given that rising sea levels may increase rates of saltwater intrusion in the local aquifers. We encourage the County to proactively work to address these issues, including within this update.

⁷ And while there is some seawater infrastructure serving the two sites, it has been largely abandoned for years, and if they were an interest in pursuing coastal-dependent development that used such infrastructure, a new CDP would be required, including for any necessary environmentally-related upgrades.

⁸ See the Elkhorn Slough National Estuarine Research Reserve, Elkhorn Slough State Marine Conservation Area, Elkhorn Slough State Marine Reserve, Moro Cojo Slough State Marine Reserve, the Moss Landing State Wildlife Area, and the Monterey Bay National Marine Sanctuary.

GPZ090005 (Moss Landing Community Plan Update)

The proposed plan highlights several ways to expand the water supply, including water conservation, recycling, and desalination. We would recommend several additions, including listing direct potable reuse of water and brackish desalination (from seawater intruded aquifers) as potential options in policy 5.2.5.D.2. We also recommend that the language of 5.2.5.D.2 be modified to specify that the selection of new water supplies be based on a comprehensive alternatives analysis showing that any proposed water supply projects are feasible and the least environmentally damaging to coastal resources. Language specifying that any proposed desalination facility must be fully consistent with the most recent California Ocean Plan is also needed. We hope that these modifications will broaden the possible solutions to address the issue of water supply sustainability while ensuring the protection of coastal resources.

Introductory Language and Background Information

We recommend several changes to the proposed introductory language. First, we strongly recommend that the County consult with local tribes to develop a more detailed description of the history of the Moss Landing area before and during European colonization. We would also recommend that the County consider how introductory language may be read in the future. Background information that may be accurate when it is drafted may no longer be accurate or relevant in several decades. As such, we recommend that only the most relevant and necessary background information be included and, when it is, that it be paired with qualifiers noting that the information provided is accurate as of 2025. Other background information – such as how the update process has unfolded (Policy 5.1.2) – would be better located in the County's staff report rather than within the Plan's language.

Transportation Infrastructure

Highway 1 is the primary roadway residents and visitors use to travel to and through Moss Landing. The highway currently suffers from significant congestion during peak hours, and highway access points/intersections (particularly with Moss Landing and Dolan Roads) pose safety and congestion issues. We believe the County's efforts to address these issues are appropriate, and we have some specific recommendations to be added into policy. In particular, we believe that rerouting Dolan Road to connect to the highway at the current Moss Landing Road/Highway 1 intersection, and signalizing that new 4-way intersection, would provide significant safety and congestion relief. Other changes, such as lowering highway speed limits through the community, could also help improve safety. Finally, we would recommend that the highway entrance to the Moss Landing Wildlife Area be included within the named entrances to Highway 1 in Policy 5.3.2.G.8 and be included in any public access maps within the update.

Jurisdiction and Standards of Review

We would note that the Coastal Commission should be listed as an agency with jurisdiction over certain areas of Moss Landing in Policy 5.1.4. We also believe that some of the maps and policy language create some ambiguity as to the area the Community Plan covers and, conversely, the areas where the Commission has retained jurisdiction and the Coastal Act is the standard of review. For instance, Policy 5.4.4.A.4 includes in-water Harbor facilities within the areas with a land use designation of the Public/Quasi-Public 'Harbor Faculties.' While in-water Harbor facilities are indeed a public/quasi-public use, they fall entirely within the Commission's permitting jurisdiction and outside of the LCP area. Their inclusion within the LCP as an area with a defined land use creates ambiguity regarding the permitting authority and standard of review for projects in this area. We would also note that residential use of docked boats is not one of the seven allowable uses over open coastal waters, and that if the County intends to

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facilitate such uses in Moss Landing, the only way they could be approved would be through the Coastal Act's conflict resolution provisions alluded to earlier. It is not clear to us right now with the conflict is under the Coastal Act that would require such resolution, but we are open to understanding the ways in which the County is envisioning residential use in these areas to meet greater housing goals and objectives. And either way, anything certified into the LCP regarding open water areas would be advisory only, as coastal permits in those areas would be through the Commission, where the standard of review is the Coastal Act.

We also recommend language that explicitly states the relationship between the Community Plan and the rest of the North County LUP, specifically how any conflicts between the Plan and the rest of the LUP shall be resolved (e.g., state that, in the event of a conflict, the Community Plan shall take precedent over the broader LUP).

ESHA, Wetlands, and Coastal Waters

We recommend that the map of ESHA and ESHA buffer be removed from the Plan, or that it be made clear that its inclusion in the Plan is purely informative and not necessarily representative of current or future conditions or locations of ESHA (indeed, it appears the data used for the map is over a decade old). We would also note that the Coastal Act distinguishes between ESHA, wetlands, and coastal waters, and different Coastal Act policies with different development standards and protections apply within these different categories.⁹ While it is true that these are all sensitive habitats, representing the waters of Elkhorn Slough, the various wetlands of the Slough(s), and areas of sensitive upland habitat as all being ESHA seems to indicate that all of these areas are subject solely to Coastal Act ESHA policy (e.g., section 30240) and its LCP equivalents, which is not necessarily the case.

Visitor-Serving Overnight Accommodations

Policy 5.44.9.D.1 of the proposed Community Plan Update allows for up to 150 visitor-serving overnight accommodations. We recommend that the County reevaluate this number rather than just carry it over from the current Community Plan. Various factors may affect what is appropriate and whether a cap is needed, including if allowable uses in the heavy industrial areas of Moss Landing are changed as recommended above. It is also critical that a portion of any new or redeveloped visitor-serving accommodations be lower-cost, as Coastal Act Section 30213 requires. We recommend policies in line with the recently Commission-approved Sonoma County LUP update (see attached) to address this topic.

Environmental Justice

We recommend that the County include environmental justice provisions in the Community Plan or, perhaps more appropriately, within the North County LUP overall. We recommend policies in line with the recently Commission-approved Sonoma County LUP update (see attached) to address this topic.

Land Use Designation Changes

The land use designation for APN 133-181-012 is proposed to change from Wetlands and Coastal Strand to Agricultural Conservation. While the parcel is in agricultural use, satellite

⁹ Coastal Act Section 30240 is the Act's primary ESHA policy, while Section 30233 relates to diking, dredging, and filling of wetlands and coastal waters. Sections 30230 and 30231 relate to the biological productivity of coastal waters (which is particularly relevant here given the high biological productivity of Elkhorn Slough), water quality, etc.

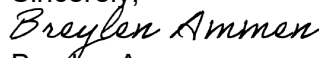
GPZ090005 (Moss Landing Community Plan Update)

imagery shows periodic inundation indicative of a wetland. We recommend that the land use designation for the parcel remain unchanged. We also recommend that the Harbor facilities designated area south of Sandholdt Road be restricted to upland areas already developed with such facilities.

Noise

The Coastal Act does not directly regulate noise; rather, it regulates noise in the context of potential effects on coastal resources. The residential noise policies listed under Policy 5.4.9.K are best located outside the LCP.

Thank you for the opportunity to provide input on the revised Community Plan update. If and when it would be helpful, we would be happy to work more closely with the County on the specifics of the language of the plan to address the topics raised in this letter or any other topics that emerge as the process continues to unfold. Thank you for your time and dedication to this important and long-sought project.

Sincerely,

Breylen Ammen
Coastal Planner
Central Coast District Office
California Coastal Commission

Attachment: Sonoma County LUP environmental justice and lower-cost accommodations policies.

GPZ090005 (Moss Landing Community Plan Update)

Policy C-PA-3f: Promote social equity and environmental justice by ensuring the fair treatment and meaningful involvement of all people, regardless of race, culture, or income by:

- a.** Considering environmental justice and, where applicable, the equitable distribution of environmental benefits when acting on a coastal development permit, amending the LUP, or implementing the LUP.
- b.** Encouraging inclusive public engagement in decision-making processes, with priority on communities that have historically been excluded.
- c.** Implementing the LUP in a manner that ensures no person is discriminated against based on race, national origin, religion, age, sex, sexual orientation, color, genetic information, or disability.

Policy C-PA-3n: Lower-cost overnight accommodations shall be protected, encouraged, and where feasible, provided.

Policy C-PA-3o: New development involving overnight accommodations shall provide a range of accommodations and prices in order to serve various income ranges. Priority for overnight accommodations (from higher to lower priority): lower-cost; moderate-cost; higher cost.

Exhibit B, Attachment 3

Climate Change Hazard Workshop Comments

MOSS LANDING DRAFT CLIMATE CHANGE HAZARDS WORKSHOP

WRITTEN COMMENT – APRIL 15, 2025

NAME: Marilyn Vierra (on behalf of Sup. Glenn Church, D2) DATE: April 15, 2025

COMMENTS: The update must include robust endorsement of expansion of Highway One to 4 lanes as climate change becomes the context for the plan as a whole. Language in the most current draft is markedly less precise ~~and~~ than language in the original 1982 and future versions.

Current language from 2024 (outdated) Draft:

5.3.2 A4 " construction of a four-lane expressway or equivalent capacity in bypass and/or ⁱⁿ alternative modes such as light rail, through the Plan area."

ARE YOU PROVIDING ADDITIONAL DOCUMENTS? YES / (NO)

Email comments to mosslandingcpupdate@countyofmonterey.gov or mail:

County of Monterey
Housing & Community Development Department
Attn: Mike Novo, Management Specialist
1441 Schilling Place, 2nd Floor South
Salinas, CA 93901

15 April 2025

From: Moss Landing Harbor District

To: Monterey County Planning Department

RE: Comments on proposed changes to the Moss Landing Community Plan MLCP)

In response to the proposed changes to the MLCP, it appears that the proposed language under Key Policy-Hazards Section, G. General Policies, subsection 3 is directly violative of multiple provisions of the State Constitution, the Public Trust Doctrine, and both prior legislative enactments (existing statutes highlighted in yellow and herewith attached) and prior Gubernatorial Orders.

Moss Landing Harbor District in 1947 and more broadly in 1967 was granted management authority over the state tidelands and real property specifically identified in its legislation passed and enacted by the state legislature and signed by the Governor.

The land, submerged lands and tidelands comprising the Moss Landing Harbor were originally acquired by the State of California upon its admission to the United States of America in 1850. **The State, by virtue of its sovereignty, received in trust from the federal government all right, title and interest of these lands and tidelands along the Salinas River for the purpose of commerce, navigation and fisheries.**

The Moss Landing Harbor District was formed on June 22, 1943 for the purpose of developing a harbor at Moss Landing pursuant to the Federal Harbors and Navigation Code. The Harbor District Board executed an Easement and Franchise Agreement with landowner and District Board member Wilbur C. Sandholdt, granting the District easements and right-of-way over approximately 13-acres of land through which the harbor channel would be cut. In 1945, the United States Congress authorized construction of a harbor at Moss Landing by the United States Army Corps of Engineers. In 1947 the dredging had been completed, the piers and wharves had been built, and the harbor was now officially open.

Neither the County of Monterey nor the California Coastal Commission has the authority to limit nor demand limitations upon the use of state tidelands and Public Trust resources.

MLHD strongly recommend that these draft sections be removed so as to avoid the potential inherent legal defects to the plan revisions.

MLHD shall submit additional comments next week.

CHAPTER 131

An act to amend Section 1 of, and to add Section 3 to, Chapter 1190 of the Statutes of 1947, relating to the Moss Landing Harbor District.

LA 119067 by Governor May 12, 1967 Filed with
Secretary of State May 12, 1967 1

The people of the State of California do enact as follows:

SECTION 1. It is hereby found and determined:

(a) That by Chapter 1190, Statutes of 1947, the Legislature did grant to the Moss Landing Harbor District in trust for the uses and purposes and upon the express conditions therein set forth, certain tide and submerged land, lands beneath navigable waters, and swamp and overflow lands described in said grant;

(b) That said grant was therein described in part as "the Pacific Ocean opposite said portion of the Old Salinas River with its northerly and southerly boundaries drawn due west;"

(c) That the precise meaning of said part of the description of said grant has proven ambiguous and has given rise to controversy;

(d) That the Legislature intended to and did upon enacting said statute grant to the Moss Landing Harbor District, upon the terms, conditions and trusts set forth in said statute, an area of tide and submerged lands located in Monterey Bay seaward of the ordinary high-water mark for the use of said district in conjunction with the area landward of said ordinary high-water mark on Monterey Bay so granted to the said district;

(e) That the said district, prior to said grant and pursuant to a lease from the State Lands Commission, did use and has used subsequent to said grant and pursuant to said grant, such an area of tide and submerged lands for the uses and purposes authorized by said statute and in conjunction with the said district's public activities;

(f) That it was the intention of the Legislature to include within said grant all those portions of the Pacific Ocean in Monterey Bay in the area described which had actually been used by the said harbor district for any or all of the purposes specified in said grant plus those portions which were reasonably necessary for such purposes in the future;

(g) That said area of tide and submerged lands in Monterey Bay so intended to be granted and so granted consisted of all tide and submerged lands lying between the northerly and southerly boundaries of that portion of the Old Salinas River Channel granted to the said district by Section 1 of Chapter 1190 of the Statutes of 1947, drawn due west, and between the ordinary high-water mark on Monterey Bay and a line 2,000 feet seaward of said ordinary high-water mark;

(h) That paragraph (g) of Section 1 of said statute required substantial improvement of the granted lands by the said district within 10 years of said grant and that if the State Lands Commission determined that the said district had failed to so improve said lands, all lands so granted should revert to the state; that on February 11, 1958, the State Lands Commission by resolution duly adopted found that the conditions of said Section 1(g) had been complied with.

SEC. 2. Section 1 of Chapter 1190 of the Statutes of 1947 is amended to read:

Section 1. There is hereby granted to the Moss Landing Harbor District, hereinafter called "district," a political subdivision of the State of California, and to its successors, all the right, title, and interest now held by the State of California by virtue of its sovereignty, in and to all lands, salt marsh, tidelands, submerged lands, and swamps and overflowed lands described as follows:

The Old Salinas River Channel from the northerly extremity to its mouth southerly to the existing county road across said channel south of the existing bridge at Moss Landing; the Pacific Ocean or Monterey Bay between the ordinary high-water mark and a line 2,000 feet seaward and due west thereof opposite said portion of the Old Salinas River with its northerly and southerly boundaries drawn due west; Bennett Slough, Elkhorn Slough and Moro Cojo Slough between the Old Salinas River and the easterly extremities of tidal action therein.

To be forever held by said district, and its successors, in trust for the uses and purposes and upon the express conditions following, to wit:

(a) That said lands shall be used by said district, and its successors, only for the establishment, improvement, and conduct of a harbor, and for the construction, maintenance, and operation thereon of wharves, docks, piers, slips, quays, and other utilities, structures, facilities, and appliances necessary or convenient for the promotion and accommodation of commerce and navigation; and said district, or its successors, shall not, at any time, grant, convey, give or alien said lands, or any part thereof, to any individual, firm or corporation for any purposes whatever; provided, that said district, or its successors, may grant franchises thereon for limited periods (but in no event exceeding 50 years), for wharves and other public uses and purposes and may lease said lands, or any part thereof, for limited periods (but in no event exceeding 50 years), for purposes consistent with the trust upon which said lands are held by the State of California, and with the requirements of commerce and navigation at said harbor.

(b) That said lands shall be improved by said district without expense to the state, and shall always remain available for public use for all purposes of commerce and navigation, and the State of California shall have at all times, the right to use, without charge, all wharves, docks, piers, slips, quays, and other improvements and facilities constructed on said lands, or any part thereof, for any vessel or railroad, owned or operated by the State of California.

(c) That in the management, conduct or operation of said harbor, or of any of the utilities, structures, appliances or facilities mentioned in paragraph (a), no discrimination in rates, tolls, or charges or in facilities for any use or service in connection therewith shall ever be made, authorized or permitted by said district or its successors.

(d) There is hereby reserved, however, in the people of the State of California the absolute right to fish in the waters of said harbor with the right of convenient access to said waters over said lands for said purposes together with the right of navigation.

(e) There is hereby excepted and reserved to the State of California all deposits of minerals, including oil and gas, in said land, and to the State of California, or persons authorized by the State of California, the right to prospect for, mine, and

remove such deposits from said land; provided, that said excepted and reserved power shall be exercised in a manner not inconsistent or incompatible with the use of said lands by grantee for purposes of commerce and navigation.

(f) The lands herein described are granted subject to the express reservation and condition that the state may at any time in the future use said lands or any portion thereof for highway purposes without compensation to the district, its successors or assigns, or any person, firm or public or private corporation claiming under it, except that in the event improvements have been placed upon the property taken by the state for said purposes, compensation shall be made to the person entitled thereto for the value of his interest in the improvements taken or the damages to such interest.

SEC. 3. Section 3 is added to Chapter 1190 of the Statutes of 1947, to read:

Sec. 3. That said amended description set forth in Section 1 of this act shall be deemed declaratory of the original meaning of said grant and all acts and agreements within, upon, or in relation to the area herein described done or executed by said district are hereby ratified and approved to the same extent as if said description had originally been set forth as herein amended.

Sec. 4. The State Lands Commission, at the cost of the Moss Landing Harbor District, shall survey and monument the granted lands referred to in this act and record a description and plat thereof in the office of the County Recorder of Monterey County. The survey required by this section shall be completed within two years after the effective date of this act.

Sec. 5. The district shall cause to be made and filed with the Department of Finance, annually, a detailed statement of receipts and expenditures by it of all rents, revenues, issues, and profits in any manner hereafter arising from the granted lands or any improvements, betterments, or structures thereon.

Exhibit B, Attachment 4
Climate Change Hazard Regulations Comments



BOARD OF COMMISSIONERS
Russell Jeffries
Vincent Ferrante
James Goulart
Liz Soto
Albert Lomeli

7881 SANDHOLDT ROAD
MOSS LANDING, CA 95039

TELEPHONE – 831.633.2461
FACSIMILE – 831.633.1201

GENERAL MANAGER/HARBOR MASTER
Tommy Razzeca

April 29, 2025

TO: Monterey County Planning Department

ATTN: Phillip Angelo and Michael Novo

FROM: Moss Landing Harbor District, Tommy Razzeca, Harbor Master and General Manager

RE: Comments on Proposed Amendments to the Moss Landing Community Plan

By this letter, please accept these comments on behalf of the Moss Landing Harbor District Board of Commissioners (BoC) regarding proposed modifications to the draft Moss Landing Community Plan.

1. The MLHD BoC hereby references, and incorporates by reference into this letter, our MLHD comment memo dated April 15, 2025 that was delivered to you at your public meeting regarding the proposed changes. That memo is attached for the record of our comments. The resulting violations of the State Constitution related to the MLHD tidelands authority, the Public Trust Doctrine as articulated in the “National Audubon” decision by the California Supreme Court in 1983, and existing statutory enactments by the state legislature all would be violated if some of the proposed changes to the Plan were adopted. (SEE Item #8 below).
2. MLHD believes that the proposed changes addressing the new requirement for a mandatory Coastal Hazard Report (CHR) on virtually all projects within the ML Community Plan area are overly broad, legally over-reaching, and will eliminate the decision-making discretion currently held by Monterey County decision makers (Monterey County Board of Supervisor, Monterey County Planning Commission, and Monterey County Zoning Administrator).

Moreover, this new economic burden posed by the expense of a CHR for even small projects within the community plan will impede or effectively preclude any new projects from being pursued in the community.

3. The MLHD BoC strongly recommends that no CHR be required for Coastal Administrative Permits. Compliance with existing CEQA mandates adequately addresses the potential impacts of such small projects.
4. The MLHD BoC also recommends that the following language be added to clarify potential ambiguity: "Changes of uses within existing structures permitted pursuant to the North County LCP, and existing as of 2025 within the plan area, shall not be considered as "re-development projects".
5. The MLHD BoC recommends that coastal projects proposed by The California Department of Parks and Recreation, the California Department of Fish and Wildlife, and other organizations proposing projects within areas influenced by daily tidal flow shall be required to prepare and implement CHR's recommendations to insure that those projects do not increase tidal scour/tidal erosion of or within wetlands and marsh areas within the MLCP.
6. The MLHD BoC requests that the MLCP should be amended to add language and to indicate that "a potential relocation site of harbor facilities at Moss Landing, as a consequence of sea level rise, should be considered at Monterey County APN #133-181-001-000".
7. The MLHD BoC recommends that "life expectancy of a new structure/project" be defined as: "New projects" within the plan area are determined to have a "life expectancy" of fifty (50) years from the date of the issuance of an applicable coastal permit.
8. Neither the County of Monterey nor the California Coastal Commission have the legal authority to mandate "deed restrictions" on state tidelands or Public Trust resources. These lands are governed by provisions of the state constitution and case law. Any reference to such new requirements (including new deed restrictions that allow the Coastal Commission and its staff to "re-visit permitted uses" already authorized by state legislature through other (non-Coastal Act) statutory authority needs to be deleted from the draft MLCP (see attached prior memo). It appears that certain proposed "revisions" in the draft plan seek to illegally extend the Coastal Commission's regulatory authority over state tidelands that are under the ownership and control of other state or statutorily empowered governmental agencies with responsibilities over Public Trust resources.
9. The MLHD BoC requests that the following language be added: "If a consultant/author of a CHR determines that a project is likely to result in property damage or injury, or determines that a project will cause future foreseeable threats, the consultant shall certify that (in the event the consultant's determination is incorrect) consultant's professional liability insurance policy shall be available to cover any resulting or subsequent suits, costs, or takings claims by the landowners of the proposed project.

10. The MLHD BoC strongly recommends the elimination of the requirement for the recordation of a notice of a CHR on the deeds of lands within the plan area. State law (CA. Real Property Code) already mandates disclosure of such a report to prospective buyers. However, the proposed mandatory recordation of such a report on to the chain of title for a property in Moss Landing will effectively preclude both the ability to secure title insurance on the property and the ability to secure bank financing on the property.

11. The proposed mandatory requirement (See proposed sub-section g.) that a landowner waive its rights to relief pursuant to Public Resources Code Sec. 30235 interferes with and violates the statutory powers, rights, and authorities granted to the MLHD Board of Directors by the state legislature as part of the delegation of authority embodied in the statute which created the MLHD which predates the Coastal Act. This section and references must be deleted.

The Moss Landing Harbor District believes that many of the proposed changes to the Moss Landing Community Plan are clearly intended to require the “re-review under CEQA” and “re-permitting” of projects that have been previously approved, developed, and have been fully operational and in compliance with the certified North County Local Coastal Plan for over 40 years. It appears that they are merely “make work” provisions meant to apply to projects where no potential threat to coastal resources exist. Many of the same changes proposed by the Coastal Commission were rejected by the County of Monterey in 1984 prior to the ultimate certification of the NCLCP. Such an apparent over-reach to perpetuate bureaucratic control over existing developments is unacceptable to the MLHD.

The MLHD believes that the draft plan from 2023 was generally well drafted. However, the previously unseen “new”, apparently Coastal Commission staff- driven amendments are unworkable, legally suspect and over-reaching, compromise the discretion of the Board of Supervisors and the Planning Commission, and if approved will impose significant financially punitive impacts upon small projects and small landowners.

The MLHD Board of Commissioners respectfully requests the modifications to the MLCP as referenced herein.

Respectfully,

Tommy Razzeca

General Manager/Harbor Master

Moss Landing Harbor District



April 18, 2025

Mike Novo
County of Monterey
1441 Schilling Place, 2nd Floor
Salinas, CA 93901

**RE: Moss Landing Draft Climate Change
Hazard Regulations**

Dear Mr. Novo:

Monterey-Salinas Transit District (MST) provides public transportation throughout the County of Monterey and provides regional fixed-route services to the unincorporated communities of Monterey County, including Moss Landing. MST has reviewed the Moss Landing Draft Climate Change Hazard Regulations and would like to make the following comments for your consideration:

MST Existing Service

MST provides a service through Moss Landing with Line 28 (Watsonville via Castroville), which serves ten (10) bus stops along Highway 1 right-of-way. Line 28 operates daily between Salinas and Watsonville and has a frequency of every two (2) hours from 6:45 AM-7:45 PM.

MST is the sole public transit operator in Monterey County and works with County Office of Emergency Services during natural disasters. MST is often tasked to help evacuate members of the public during emergencies such as flooding.

Moss Landing Draft Climate Change Hazard Regulations Comments

At the time of this letter, MST does not have plans for developing or expanding its transit service to Moss Landing. However, if the state improves the corridor, it may upgrade existing bus stop infrastructure within Moss Landing along Highway 1 to be in accordance with the Americans with Disabilities Act (ADA). Bus stop infrastructure upgrades can include the following:

- Concrete foundation improvements for a smooth and unobstructed pedestrian through zone area and passenger landing pad that meets the dimensions and slope requirements of the ADA
- Curb long enough for buses to pull alongside and open both front and rear doors to allow passengers to board or exit the sidewalk
- Amenities such as benches, shelters, and trash can also be installed if certain ridership thresholds are met for an individual stop.

Advocating and delivering quality public transportation as a leader within our community and industry.

Transit District Members Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey
Pacific Grove • Salinas • Sand City • Seaside • Soledad **Administrative Offices** 19 Upper Ragsdale Drive, Suite 200 Monterey, CA 93940

PH 1-888-MST-BUS1 (1-888-678-2871) • FAX (831) 899-3954 • WEB mst.org

All bus stop layouts and designs are outlines in MST's Designing for Transit Guidelines (2020) and must adhere as closely as possible to ensure all passengers have safe and adequate access to bus stop facilities. MST will work closely with County staff to ensure that all permitting and adequate documentation is completed during the bus stop upgrade process.

MST would like to thank the County of Monterey for the opportunity to comment on the Moss Landing Draft Climate Change Hazard Regulations. As this plan moves forward, we ask that you continue to collaborate with MST. If you have any questions about the above comments, please do not hesitate to contact me at epatel@mst.org or 831-264-9288.

Sincerely,

A handwritten signature in black ink that reads "Emma Patel". The signature is written in a cursive, flowing style.

Emma Patel
Planning Manager

From: [Nina Beety](#)
To: [Novo, Mike](#)
Cc: [Church, Glenn](#); assemblymember.addis@assembly.ca.gov; ki6tkb@yahoo.com
Subject: Amend Moss Landing Community Plan
Date: Monday, April 21, 2025 11:42:58 AM

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Mike Novo
Monterey County Planning Department

Recently, the county released a draft update memo "Climate Change Hazards Section Moss Landing Community Plan Update." On page 11, Section D.4.b.1, under Non-conforming Structure Development Standards, it states that structures damaged or destroyed by fire in the coastal area around Moss Landing may be rebuilt.

Please amend the draft plan to explicitly exclude battery storage facilities from this policy.

Thank you.

Nina Beety
Monterey

From: [Fabienne Collier](#)
To: [Novo, Mike](#)
Subject: Section "D-1 Area of Applicability"
Date: Monday, April 21, 2025 11:30:13 AM

[You don't often get email from fabiennebc@me.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Sir:

I request that the following simple fix be inserted into Section "D-1 Area of Applicability" of the draft updated Moss Landing Community Plan:

"None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing. »

Respectfully,

Fabienne Boulongne-Collier

From: [Emma Brayfield](#)
To: [Novo, Mike](#)
Subject: Battery Storage
Date: Sunday, April 20, 2025 5:22:38 PM

You don't often get email from brayfieldemma@gmail.com. [Learn why this is important](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Please do not let Vistra rebuild. There needs to be more regulations and safety measures.

I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

--Emma
Citizen of Prunedale

From: [Stella Bryan](#)
To: [Novo, Mike](#)
Subject: Vista Energy Battery Plant
Date: Sunday, April 20, 2025 10:39:14 AM

You don't often get email from bryan.stella@yahoo.com. [Learn why this is important](#)

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Hi, I am very concerned about the Vista Energy plant and the potential for it to be rebuilt. I think it is important to insert the below into the Moss Landing Community Plan.

I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

Regards,
Stella Bryan

From: oceandancewi1@aol.com
To: [Novo, Mike](#)
Subject: Community Plan
Date: Tuesday, April 22, 2025 10:06:20 AM

You don't often get email from oceandancewi1@aol.com. [Learn why this is important](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Good morning,

To whom it may concern:

I request that the following simple fix be inserted into Section "D-1 Area of Applicability" of the draft updated Moss Landing Community Plan:

"None of the policies in this updated community plan apply to the industrial area where the battery storage is going on.

Thank you,

A concern citizen

From: [Sorcha Strnad Conneely](#)
To: [Novo, Mike](#)
Subject: Fix to Moss Landing Community Plan
Date: Sunday, April 20, 2025 10:54:04 AM

You don't often get email from strnad.conneely@gmail.com. [Learn why this is important](#)

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Dear Mike Novo,

I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

Thank you,
Sorcha Strnad Conneely

From: [Peg Crowley](#)
To: [Novo, Mike](#)
Subject: Vistra Energy Plant Moss Landing Monterey CA
Date: Thursday, May 1, 2025 7:19:14 PM

You don't often get email from idelmargo@gmail.com. [Learn why this is important](#)

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It is unconscionable in my opinion that this type of storage / battery power plant should have ever been approved literally in the middle of a sensitive marine and agricultural ecosystem. It is shameful that anyone from Monterey would have approved this or would be considering approving it's reconstruction. I believe that anyone approving this should be held accountable to the highest court in the land if there is consideration for establishing and/or supporting another impending disaster!

Lithium Ion Batteries have a well-known history of volatility. Go put it in the desert but if one is established near a sensitive ecosystem then I hope that there is a very special place in Hell for any supporters.

Margaret Crowley
800 Dolan Rd, Moss Landing

From: [sheryl davidson](#)
To: [Novo, Mike](#)
Subject: D1 Area of Applicability
Date: Monday, April 21, 2025 8:10:36 AM

You don't often get email from sdavidson9150@gmail.com. [Learn why this is important](#)

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To the County of Monterey,

After the lithium battery storage facility fires located in Moss Landing closing loopholes in our ordinances would be a prudent decision. Clean up has not begun and it would not be in the community's interest to have a build going on during the delicate period of clean up. It would be another disaster waiting to happen.

I request that the following simple fix be inserted into Section "D-1 Area of Applicability" of the draft updated Moss Landing Community Plan:

"None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing."

**Thank you,
Sheryl Davidson
District 2 resident**

From: [Christina Davis](#)
To: [Novo, Mike](#)
Subject: Request for inserted language
Date: Monday, April 21, 2025 12:59:20 PM

You don't often get email from christinadaviswrites@gmail.com. [Learn why this is important](#)

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Dear Mr. Novo,

In consideration of public health and sanctuary habitat, I request that the following simple fix be inserted into Section "D-1 Area of Applicability" of the draft updated Moss Landing Community Plan:

"None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing."

Thank you.

-Christina Davis, Prunedale Resident

From: [Mary Davis-Lauth](#)
To: [Novo, Mike](#)
Subject: Regarding Vistras application to rebuild at Moss Landing
Date: Monday, April 21, 2025 9:56:16 AM

You don't often get email from mdl10@yahoo.com. [Learn why this is important](#)

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Attention county planning committee:

I request that the following simple fix be inserted into Section "D-1 Area of Applicability" of the draft updated Moss Landing Community Plan:

"None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing."

Please do not approve a rebuild at the storage facility instead a cleanup needs to be done.

Thank you for your attention to this matter.

Mary Davis-Lauth
Scotts Valley, California

From: [Mary Davis-Lauth](#)
To: [Novo, Mike](#)
Subject: Moss Landing Community Plan
Date: Monday, April 21, 2025 9:51:13 AM

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I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

Thank you,

Mary Davis-Lauth
Scotts Valley, California

From: [Ed Mitchell](#)
To: [Novo, Mike](#)
Subject: My Public Comment - Moss Landing Community Plan Update
Date: Thursday, April 17, 2025 6:38:43 AM

[You don't often get email from edmitchell70@hughes.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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The recently released draft Moss Landing Community Plan mentions that structures damaged or destroyed by “fire” in the Coastal area around Moss Landing could be rebuilt. To ensure that the updated plan does not include the burnt-down Vistra indoor battery storage building, the community plan should clearly exclude that industrial site in any “coastal fire” policy.

I request that the following simple fix be inserted into Section "D-1 Area of Applicability" of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

Ed Mitchell
North County Resident

From: [GayleneFlower](#)
To: [Angelo, Philip](#); [Novo, Mike](#)
Cc: SLRGuidanceDocument@coastal.ca.gov
Subject: RE: Public Comment – Moss Landing Community Plan Update: Climate Change Impacts and Hazard Policies
Date: Monday, April 28, 2025 9:19:38 AM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

County of Monterey
Housing & Community Development Department
Attn: Phil Angelo, Supervisor
Mike Novo, Management Specialist
1441 Schilling Place, 2nd Floor South
<https://www.nps.gov/articles/000/biologists-restored-an-estuary-to-revive-eelgrass-then-an-otter-swam-118-miles-to-reach-it.htm> Salinas, CA 93901

RE: Public Comment – Moss Landing Community Plan Update: Climate Change Impacts and Hazard Policies

Dear Mr. Angelo, Mr. Novo, and Planning Department Staff,

First of all, thank you again for emailing me the Plan Update Meeting video and slide show, and all your work on behalf of both the environment and the local community. I am writing to express my concern regarding the escalating impacts of climate change on the coastal ecosystems of Moss Landing, particularly its beaches and dunes. I appreciate the County's ongoing work to proactively address the threats posed by climate change, sea level rise, erosion, and habitat loss in this vital coastal area.

As a resident of Moss Landing Heights, I have observed firsthand on my daily beach walks, the challenges posed by rising sea levels, increased erosion, and habitat degradation. Climate Change is here.....The believe the most effective overall strategy to prevent climate change effects on beaches and dunes is to prioritize nature-based solutions, which integrate ecological restoration with coastal protection, such as dune stabilization using native plants, managed retreat where appropriate, wetland expansion in North Harbor , along Harbor boundaries, and eelgrass restoration.

General Support and Recommendations

I strongly support the inclusion of climate adaptation policies that prioritize nature-based solutions, the preservation of sensitive habitats, and the integration of best available science in planning and permitting processes. Moss Landing, with its proximity to Elkhorn Slough, endangered and threatened species, coastal dunes, tidal beaches, eelgrass beds, and rare marine mammal habitats, is a region of extraordinary ecological importance that demands strategic, sustainable stewardship as long as possible from the threat of climate change.

In light of these issues, I urge the Planning Department to consider the following adaptation strategies:

- 1. Habitat Restoration and Enhancement:**

Continued Restoration of native vegetation along dunes and beaches can improve resilience against storm surges and sea-level rise. Dune vegetation helps anchor sand

and soil, reducing erosion and maintaining the structural integrity of coastal landscapes. Incorporating habitat restoration into coastal management plans ensures the preservation of biodiversity and the provision of critical ecosystem services. I have provided links for some suggested implementations and possible solutions:

https://mlml.sjsu.edu/ccwg/wp-content/uploads/sites/23/2022/01/SRSB-Dune-Restoration-and-Management-Plan_Final2021.pdf

2. Eelgrass Restoration and Protection:

Eelgrass beds play a critical role in stabilizing sediments, reducing coastal erosion, and enhancing water quality. Recent studies have shown that healthy eelgrass meadows can reduce wave energy by up to 90%, acting as a natural buffer against storm surges and shoreline loss. In addition, eelgrass sequesters significant amounts of carbon—up to 35 times faster than tropical rainforests—making it a powerful tool in mitigating climate change. The Morro Bay National Estuary Program’s recent success in restoring eelgrass—expanding from 13 acres in 2017 to over 500 acres by 2021—demonstrates the real-world potential of this strategy. Implementing similar projects in Moss Landing could significantly protect both natural habitats and nearby human infrastructure. This erosion is expected to intensify with rising sea levels and stronger storm surges.

<https://www.nps.gov/articles/000/biologists-restored-an-estuary-to-revive-eelgrass-then-an-otter-swam-118-miles-to-reach-it.htm>

3. **Cattails:** In the back north Harbor. Excellent for erosion control. Cattails absorb phosphorus, preventing algal blooms, and are successful at removing very toxic substances such as mercury and arsenic and even pharmaceuticals. They are beneficial to wildlife and in particular bird species. California native cattail attracts both songbirds such as red-winged blackbirds and waterfowl such as mallards, ducks, and cormorants. Recommended for large ponds, streams or marsh edges.

4. Community Engagement and Education:

Engaging local communities and particularly the Harbor District in climate adaptation efforts fosters stewardship and enhances the effectiveness of implemented strategies. The Harbor District traditionally has opposed many of the environmental regulations and has moved many times in detouring climate change adaptations. For example, many Cypress Trees and Monterey Pines were cut down to expand with Harbor without input from the community in previous times. In 2023, the Harbor District cut down 8 over 100 year old trees at Salinas River Beach without permits. The North Harbor has an abundance of natural resources, in particular birding opportunities for the public and community. Educational programs can raise awareness about the importance of coastal ecosystems and encourage sustainable climate change practices. Development of a Shoreline and Harbor Adaptation Plan, in collaboration with Moss Landing Harbor District and other stakeholders. In particular the MBARI Labs should focus on protecting sensitive biological areas, including eelgrass beds, tidal beaches, and marine mammal haul-out zones and not pursue research at all costs.

5. Also, as a side note, I wanted to make you aware of the damage that has occurred to the primary nesting area at the mouth of Elkhorn Slough (near Hwy 1 bridge) by the Vistra fires. These native Egrets, large and small, have lost their primary nesting sites. The ecological restoration of the Harbor area may be a solution if the Harbor District is open to the solution. I encourage the Planning Department to regulate these activities and

encourage the Harbor District to donate some of these valuable lands to the State of California Parks District.

<https://www.smharbor.com/west-trail-living-shoreline-project>

I have also attached the Morro Bay Climate Change Impact Report and Suggestions (2025), which includes practical, science-based strategies that can inform this plan.

<https://library.mbneq.org/wp-content/uploads/2025/02/Collective-Impact-Report-2024.pdf>

Specific Policy Comments and Support

Section 5.2.6.G – Coastal Hazard Avoidance

- **5.2.6.G.1–G.2:** I support requiring that all new development be sited, designed, and constructed to avoid climate-related coastal hazards which include: flooding, winds, erosion, and habitat destruction. Development that could negatively impact beaches, dunes, wetlands, estuaries, and other sensitive ecosystems should not be permitted.
- Avoidance of shoreline protective devices, if at all possible, and the preservation of natural landforms should be clearly enforced.
- Minor uses near shorelines should be allowed only if they minimize exposure to hazards and do not include major structural components or cause ecological disruption.

Section 5.2.6.G.3–G.4 – Hazard Disclosure and Easements

- I support deed restrictions that notify property owners of site-specific hazards, and the requirement that high-risk areas be placed under conservation easements or appropriately rezoned to protect natural resources and prevent unsustainable development.

Section 5.2.6.H – Shoreline and Harbor Adaptation

- The County prioritize natural protection strategies such as dune restoration, beach nourishment, native vegetation planting, and managed retreat where feasible.
- Development of a Shoreline and Harbor Adaptation Plan, in collaboration with Moss Landing Harbor District and other stakeholders, should focus on protecting sensitive biological areas, including eelgrass beds, tidal beaches, and marine mammal haul-out zones.
- Preservation of Elkhorn Slough National Estuarine Research Reserve as well as critical bird and wildlife habitats near the Harbor and shorelines should be explicitly prioritized as part of long-term planning.

Section 5.2.6.H.3–H.4 and 5.2.6.I – Shoreline Protection Devices

- While structural armoring may be necessary in some locations (e.g., portions of Highway 1 or harbor infrastructure), the first response should be natural protection methods.
- If shoreline protective devices are allowed, they must be designed to avoid disrupting

sand supply, protect coastal species, and incorporate public access where feasible.

- Projects should only be permitted if no feasible alternative exists, and resource impacts are fully mitigated.

Development Regulations & Code Compliance

I support the inclusion of policies requiring:

1. Certified hazard studies for development in risk-prone areas (flood zones, tsunami zones,).
2. Exclusion of certain industrial sites, such as the Vistra/Tesla lithium-ion battery facility, from any "coastal fire" rebuilding allowances.
3. Recordation of deed restrictions for Hazardous Zones.
4. Clear removal/relocation standards for non-conforming or at-risk structures, especially hazardous materials..
5. Continued public hearings and transparency for all community plan amendments.
6. Moss Landing Community protection from climate change due to increasing wind speeds,(example 2023 101 mph winds in Carmel) completion of the project of removing of power lines in Moss Landing Heights on Pieri Road and relocating underground for the safety of Moss Landing residents.
7. Clarify the Hwy 1 projections for flooding 2030 and mitigate protections for the Moss Landing Heights Residents from extreme flooding hazards ,highway noise and emergency exit procedures if all roads are flooded.

Conclusion

The Moss Landing Community Plan Update offers a critical opportunity to create a science-based, community-driven approach to coastal resilience. I commend the County's direction and urge continued prioritization of natural habitat protection, sustainable development, and climate adaptation regulations to preserve the ecological and economic future of Moss Landing Heights residents and its surrounding coastal ecosystems and communities..

Thank you again for emailing me the Plan Update Meeting video and slide show, and all your work on behalf of both the environment and the local community. You are appreciated!

Sincerely,
Gayle Eisner
Resident,
Moss Landing Heights
gaylene5555@gmail.com

From: [Vicky Flower](#)
To: [Novo, Mike](#)
Subject: Updated Moss Landing Community Plan
Date: Monday, April 21, 2025 12:12:23 PM

You don't often get email from vflower@att.net. [Learn why this is important](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

**Sincerely,
Vicky Flower**

From: [David Glovin](#)
To: [Novo, Mike](#)
Subject: Please do not rebuild the most landing Vista battery facility. I live in the harbor here and you are directly affecting my health
Date: Sunday, April 20, 2025 3:48:08 PM

You don't often get email from david.glovin@gmail.com. [Learn why this is important](#)

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None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing."

David Glovin

From: [sharon.tosto](#)
To: [Novo, Mike](#)
Subject: Moss Landing Community Climate Change Plan April 15th Meeting Comments
Date: Saturday, April 19, 2025 5:14:35 PM

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Hello Mr. Novo,

I am following up via email on the comments made at the April 15, 2025 meeting discussing the DRAFT Climate Change Hazards Section [Moss Landing Community Plan Update](#)

My concern with the recently released draft Moss Landing Community Plan is the mention of structures damaged or destroyed by “fire” in the Coastal area around Moss Landing could be rebuilt. To ensure that the updated plan does not include the burnt-down Vistra indoor battery storage building, the community plan should clearly exclude that heavy industrial site in any “coastal fire rebuild” policy. By stating that **heavy industrial zones** cannot rebuild non-conforming buildings that are lost, this policy would have minimal negative impact on small businesses and residents.

I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

"None of the policies in the updated community plan apply to the industrial area where battery storage is ongoing."

To enhance community safety, the plan should require that all energy storage systems that are lost due to fire or other causes must reapply for permits and be constructed according to the most recently adopted codes. This requirement could apply to energy storage systems used in heavy industrial, industrial, and residential settings, as the technology and regulations are rapidly evolving.

Please let me know if you need me to clarify any of my comments. Thank you for your time and consideration.

Best,

Sharon Greenstein

From: [annie.griffin](#)
To: [Novo, Mike](#)
Cc: [annie.griffin](#); [Nina Beety](#)
Subject: No Storage facility around our most precious" Sanctuary!
Date: Friday, April 25, 2025 4:12:11 PM

You don't often get email from stallionsavers@gmail.com. [Learn why this is important](#)

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Dear Mr. Nova,

I request that the following simple fix be inserted into Section "D-1 Area of Applicability" of the draft updated Moss Landing Community Plan:

"None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing."

In the Draft update memo that the county update team circulated 2 weeks ago, on page 11, paragraph b, there was a statement about "fire" that did not preclude Vistra from automatically being approved to rebuild. Specifying that the updated policy DOES NOT apply to battery storage facilities will preclude the county from inadvertently opening the backdoor for Vistra to rebuild because of a fire.

The recently released draft Moss Landing Community Plan mentions that structures damaged or destroyed by "fire" in the Coastal area around Moss Landing could be rebuilt. To ensure that the updated plan does not include the burnt-down Vistra indoor battery storage building, the community plan should clearly exclude that industrial site in any "coastal fire" policy.

Sincerely,

Annie Griffin

831 582 1705 Annie Griffin

From: [Beth Hecht](#)
To: [Novo, Mike](#)
Subject: Re: Moss Landing Community Plan draft
Date: Sunday, April 20, 2025 1:33:23 PM

You don't often get email from bethjhecht@gmail.com. [Learn why this is important](#)

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Dear Mike Novo,

I respectfully request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

Sincerely,
Beth Hecht
Santa Cruz County Resident

From: [Emma Patel](#)
To: [Novo, Mike](#)
Subject: Moss Landing Draft Climate Change Hazards Regulations MST Comments
Date: Friday, April 18, 2025 4:04:47 PM
Attachments: [image001.png](#)
[MST Comments - Climate Change Hazards Moss Landing Community Plan 04 2025.pdf](#)

You don't often get email from epatel@mst.org. [Learn why this is important](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Mr. Novo,

Please find attached MST's comments for the Moss Landing Draft Climate Change Hazards Regulations.

Thank you,
Emma

Emma Patel
Planning Manager
(831) 264-9288
epatel@mst.org



Monterey-Salinas Transit
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940
www.mst.org

Our mission is advocating and delivering quality public transportation as a leader within our community and industry.

From: [Jane Parks-McKay](#)
To: [Novo, Mike](#)
Subject: Community plan
Date: Sunday, April 20, 2025 9:46:18 AM

[You don't often get email from janerparksrmckay@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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I understand that a recent community plan could allow the vistra battery storage plant to be rebuilt. Please do not allow this plant to be operated if safety is not followed. Thankyou.

Jane Parks-McKay

Sent from my iPhone

From: [C. Robinson](#)
To: [Novo, Mike](#)
Subject: Moss Landing
Date: Sunday, April 20, 2025 9:59:59 AM

You don't often get email from rebellerobinsonc93@gmail.com. [Learn why this is important](#)

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**Hello, my name is Cheryl Robinson. I live in Elkhorn.
I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:**

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

**Please listen to the community!
we are screaming to be heard!
we are the winners or casualties of your decision making.**

thank you

From: [Kathy S](#)
To: [Novo, Mike](#)
Subject: Regarding Vistras application to rebuild at Moss Landing
Date: Sunday, April 20, 2025 10:55:30 PM

You don't often get email from katsparrow52@gmail.com. [Learn why this is important](#)

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Attention county planning committee:

I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

Please do not approve a rebuild at the storage facility instead a cleanup needs to be done.

Thank you for your attention to this matter.

[Kathy Sparrow](#)

From: [Becky Steinbruner](#)
To: [Novo, Mike](#)
Cc: [Church, Glenn](#); [Assemblymember Dawn Addis](#); [Becky Steinbruner](#)
Subject: Please Amend Moss Landing Community Plan to Exclude Possible Rebuild of Vistra BESS Facilities
Date: Sunday, April 20, 2025 10:08:56 PM

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Dear Mr. Novo,

I am aware that the draft updated Moss Landing Community Plan, as it is currently proposed, would allow the Vistra Battery Energy Storage System (BESS) facility to be rebuilt. This should not be allowed, due to the multitude of sensitive receptors near the site.

Therefore, I request the following amendment to the Section "D-1 Area of Applicability" of the draft updated Moss Landing Community Plan include *"none of the policies in this updated Community Plan apply to the industrial area where battery energy storage systems (BESS) is ongoing."*

Please acknowledge your receipt of this message. Thank you.

Sincerely,
Becky Steinbruner

From: [Dick Strubbe](#)
To: [Novo, Mike](#)
Subject: Moss Landing Community Plan amendment
Date: Sunday, April 20, 2025 9:37:51 AM

You don't often get email from dickstrubbe@sbcglobal.net. [Learn why this is important](#)

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Mr. Novo,

I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

Richard Strubbe

From: [Sheila Taylor](#)
To: [Novo, Mike](#)
Subject: Request for revision in community plan Section D-1
Date: Sunday, April 20, 2025 4:23:57 PM

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I request that the following simple fix be inserted into Section “D-1 Area of Applicability” of the draft updated Moss Landing Community Plan:

“None of the policies in this updated community plan apply to the industrial area where battery storage is ongoing.”

**Sheila Taylor, resident
Moss Landing, CA**

Sent from my iPhone

Exhibit B, Attachment 5
Miscellaneous Comments

From: Andrew DeVogelaere <andrew.devogelaere@gmail.com>
Sent: Monday, April 28, 2025 9:54 AM
To: Novo, Mike <NovoM@countyofmonterey.gov>
Subject: DeVogelaere comments on Moss Landing Community Plan

Scanned copy of
Moss Landing
Community Plan
not attached to
exhibit for brevity
-HCD-Planning

You don't often get email from andrew.devogelaere@gmail.com. [Learn why this is important](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Mike Novo:

Please find attached my comments on the Moss Landing Community Plan draft. I have attached a file where I scanned the report with my hand written comments on it.

I've been engaged in the process over the many years of developing the plan. I think the latest draft is a nice piece of work, that includes responding to many comments from the Moss Landing community, where I live.

One issue that is important to me and only touched on in the plan is the need to underground the electrical wires on Pieri Court. The plans for the work were completed but the project was stopped the week before it was to be initiated because of lack of funds (I think they were used to cover cost overruns in the similar "downtown" effort). At any rate, it leaves this street one of the few areas in Moss Landing without buried power lines. It would be great if the County could look for funds to finish off this community effort, and make sure that it is clearly mentioned in the plan. When I retire, I'd be happy to work on grant funding opportunities myself. Any way to highlight this more in the plan would be appreciated.

Again, nice work on this draft and please feel free to contact me if I can be of help.

~ Andrew DeVogelaere
P.O. Box 172
Moss Landing, CA

andrew.devogelaere@gmail.com
(831) 234-5940

From: Roger <roger@industrialartist.com>
Sent: Friday, March 21, 2025 4:53 AM
To: Estrada, Armida <EstradaAR@countyofmonterey.gov>
Cc: Nancy Russell <rusnancy@gmail.com>
Subject: Re: Moss Landing Community Plan Workshop Announcement

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[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Armida,

The potable water main currently serving residents in the Moss Landing Heights area is small, old, corroding, and subject to frequent failure. Leaks occur regularly with no provocation due to corroded sections blowing out holes. Often big leaks run for many days while the utility alerts are completed and the crews get out here to make the repair. There was a project started to replace the water main years ago that was mostly completed, but the main was not finished. I don't know if any residences are hooked up to the partially complete new main, and it was

never finished to even reach all of the houses. Our rates were raised many years ago with a note that the raise would complete the main and connect it to all of the houses. After some time with no action, I inquired of the water service provider at the time when the project was to begin. The response I got that the money from the increased rates had to be used for cost overruns relating to the new water main that was included with the bridge replacement project over to the island (where MBARI is). The residents of Moss Landing Heights need a sustainable and safe potable water infrastructure and some aspect of this new plan should address this existing failure in progress.

Thank you,

Roger Edberg

10946 Pieri Court

From: [Vierra, Marilyn](#)
To: [Angelo, Philip](#)
Subject: Quick Question
Date: Monday, December 16, 2024 3:31:59 PM
Attachments: [image001.png](#)

Good afternoon, Phil:

I have been skimming the clean version of the Moss Landing Community Plan, and found on p. 44 that the Moss Landing Post Office is named as an existing structure that should be “preserved, maintained, and if necessary, appropriately rehabilitated.” I think you must be aware that the Post Office has been ruined with a sudden and totally inept remodeling for an unknown purpose. We locals have wondered what could possibly have gone awry there. At any rate, the Plan should be edited!



Marilyn Vierra
Chief of Staff
District 2
Supervisor Glenn Church
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(831) 755-5022, ext. 8735
VierraM@countyofmonterey.gov

June 30, 2025

Monterey County Housing & Community Development
Planning Division
1441 Schilling Place – South, 2nd Floor
Salinas, CA 93901
Email: novom@countyofmonterey.gov

Re: Moss Landing Community Plan (MLCP)

Dear Monterey County Planning Staff,

On behalf of San José State University, we appreciate the opportunity to comment on the Draft Moss Landing Community Plan. Our Moss Landing Marine Laboratories (MLML) - the main lab and associated properties across Moss Landing - have been a meaningful presence in the region since 1965 with a focus on marine science research and education. We are fortunate to have a strong presence in the biologically rich Elkhorn Slough and coast environment and are deeply invested in regional planning decisions that impact human health, ecosystem vitality, and coastal resilience. Given MLML's scientific mission and location within one of the most sensitive estuarine environments on the West Coast, we commend Monterey County for the continued progress on the Draft of the Community Plan and offer the following comments and recommendations:

1. **Continue to Develop and Enhance the Shoreline and Harbor Adaptation Plan (SHAP)**
We support integrating specific climate change resilient development approaches that account for sea level rise, flooding, and coastal hazards. As a scientific institution with broad expertise in coastal ecosystems and a significant presence along the shoreline and harbor, MLML would welcome continued engagement in SHAP development, offering input on habitat preservation, infrastructure siting, and adaptation strategies for the Moss Landing region and other at-risk areas.
2. **Strengthen Multimodal Access and Coastal Trail Connectivity**
We encourage continued investment in the California Coastal Trail (CCT) through the extension of pedestrian connections and trail hardening. The CCT serves not only as a recreation and transportation corridor but also as a means of public engagement with the coast and its changing conditions. As progress continues, the trail system should be designed to minimize environmental impact while improving access for communities and resources such as MLML.
3. **Protect and Retrofit Highway 1**
Highway 1 is a lifeline for coastal communities, institutions, and emergency response. Given its vulnerability to sea level rise, the County should plan for long-term protection, strategic retreat, or realignment of this critical corridor to maintain access and continuity while reducing pressure on shoreline ecosystems.

4. Invest in Safe and Climate-Resilient Infrastructure

Future development located in coastal or low-lying areas must incorporate resilient design standards to protect both human life and natural systems. Infrastructure investments should emphasize natural buffers, elevated development, and green infrastructure solutions over hard armoring along areas of sensitive habitat, which can disrupt sediment flow and habitat function. Work should also be done to maintain the health and safety of all residents as additional uses, such as energy storage, are considered.

5. Expand Workforce Housing

We are encouraged by the County's commitment to allowing housing in support of employees. However, we urge the County to further revise the Community Plan to explicitly recognize the unique and pressing housing needs of students, faculty, and technical staff affiliated with institutions like MLML and other coastal research and education facilities.

While the plan does support limited employee housing and/or mixed use in the small commercial zone, we ask that the County consider a broader definition of housing types to allow for all housing types for all markets.

We look forward to continuing collaboration on the Moss Landing Community Plan and Shoreline and Harbor Adaptation Plan and welcome opportunities to support approaches that celebrate and protect coastal environments while providing the necessary infrastructural investment that supports Monterey County's scientific, educational, and economic vitality.

Thank you for your consideration.

Sincerely,



Stacey White, AIA, LEED AP
Senior Director of Planning & Real Estate
San Jose State University

cc:

Maria O'Callaghan-Cassidy, Senior Associate Vice President, Facilities Development & Operations

Ryan Ward, Community and Government Relations

Anne Collins-Doehne, Director of Land Use Planning & Environmental Review

Andrea Abrego, Land Use Planning

Eric Anderson, Executive Director Real Estate Services

Julia Rogers, Real Estate Development Manager

Dustin May, Office of General Counsel



County of Monterey

Item No.4

Board Report

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Legistar File Number: PC 25-062

July 09, 2025

Introduced: 7/1/2025

Version: 1

Current Status: Agenda Ready

Matter Type: Planning Item

PLANNING COMMISSION REFERRALS



County of Monterey Planning Commission

Agenda Item No.4

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PLANNING COMMISSION REFERRALS

County of Monterey Planning Commission Referrals

MEETING:	7/9/2025
SUBJECT:	Planning Commission Referrals
DEPARTMENT:	Housing & Community Development Department

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
1	18.08	7/25/18	Diehl/Daniels	TBD	Request for an update on Tiny Homes. Referral revised 09/08/2021 by Commissioner Diehl requested the matter be revisited in light of recent State and local policy direction on ADUs	A report was be provided to the Planning Commission January 11, 2022 on the Inland ADU Ordinance and EHB Policies. A report on tiny homes was presented at a meeting in April 2022. The Planning Commission requested a follow up based upon further analysis by staff. During the October 26, 2022 meeting the Planning Commission requested informtation on approved and pending ADU applications. Staff presented additional ADU information in conjunction with the periodic housing pipeline report on December 7, 2022. Staff will return to the Planning Commission in 2024 to discuss the County's policy on tiny homes/tiny homes on wheels for use as temporary and/or permanent housing in 2024.	Pending
2	18.11	10/31/18	Duflock/Diehl	Gonzales/Fowler (EHB)	Request for a report on the rebuild of properties affected by wildfires from 2015 to currently, including information specific to the number of rebuilds, determining where rebuilding hurdles may exist, and brainstorming on ways to improve.	Reports were provided to the Planning Commission on April 24, 2024 and September 25, 2024. Staff recommend this become a recurring annual summer update report and discussion at the Planning Commission. Staff anticipates returning to the Commission in September 2025.	Ongoing (Annual)
3	19.01	11/13/19	Diehl	Marshall	Request Staff to return with a semi-annual status report regarding any workforce housing or affordable housing applications within the County.	This semi-annual report "housing pipeline" report was presented to the Planning Commission at its April 9, 2025 meeting, combined with the annual housing element report. A subsequent mid-year status update in late summer 2025.	Ongoing (Semi-Annual)

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
4	21.1	9/8/21	Getzelman	Beretti	Request for update to the Wireless Telecommunication Ordinance and establish objective design standards	Planning staff worked with the Planning Commission Ad Hoc committee on an update to the ordinance and the objective design criteria. An Ad Hoc meeting to discuss the draft ordinance was conducted on December 20, 2021. Per Ad Hoc direction, certain sections of the draft ordinance are to be revised and brought back for further Ad Hoc review. The Wireless Telecommunications Ordinance remains on the Long-Range Planning Work Program for FY 2025-26, however, it is not yet assigned and active. A status update was presented to the Planning Commission on April 9, 2025 as part of the General Plan/Housing Element Annual Report and Long-Range Planning Work Program.	Ongoing
5	22.2(b)	3/9/22	Diehl	Sanchez	Request for a semi-annual status update on the required Community Plans for all Community Areas designated in the 2010 General Plan plus Coastal Land Use Plans updates.	Semi-Annual status updates to be provided January and July each year. First quarterly of 2025 presented January 8, 2025. Next July 2025.	Ongoing (Semi-Annual)

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
6	22.3	3/30/22	Diehl	Sanchez	Request for quarterly progress on drafting a Development Evaluation System as directed by General Plan policy.	<p>The Development Evaluation System (DES) remains a high priority item on the Long-Range Planning Work Program for the current Year 2024-2025. A status update was presented to the Planning Commission on April 24, 2024 as part of the General Plan/Housing Element Annual Report and Long-Range Planning Work Program, then again on June 26, 2024 and September 25, 2024. At the 9/25/24 meeting, PC requested staff include with each quarterly update a list of projects that processed/are in process that would have used DES if it were in place.</p> <p>As of March 26, 2025, there has been no activity related to DES and staff anticipates presenting the General Plan/Housing Element Annual Report and Long-Range Planning Work Program to the Planning Commission at its April 9, 2025 meeting. Future quarterly status updates anticipated to be provided in July and October 2025.</p>	Ongoing (Quarterly)
7	22.5	9/14/22	Diehl	Guthrie	Request status and process for updating the Housing Element including opportunities for public involvement.	<p>The Draft Housing Element Sixth Cycle Update (Draft HEU6) was submitted to the California Department of Housing and Community Development (CA HCD) on August 29, 2024 for CA HCD's 90-day review period ending November 19, 2024. A status update was presented to Planning Commission on January 8, 2025 and staff received Board of Supervisors direction at its March 11, 2025 meeting and are preparing an updated Draft HEU6 for resubmitted for 2nd 60-day State HCD review on June 26, 2025.</p>	Ongoing

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
8	22.6	9/14/22	Diehl	Beretti	Request to consider a draft zoning code amendment providing flexibility for open framework structures to exceed lot coverage and revisit the regulations related to structural connections between primary and accessory structures.	Planning staff will present at future meeting. Any interested party may request an interpretation related to these matters in the interim.	Pending
9	22.7	3/29/23	Diehl & Mendoza	Sanchez	Request a presentation then quarterly updates on Pajaro River Levee improvement plans and Pajaro Community flood recovery efforts.	<p>>Monthly updates are presented to the Pajaro Regional Flood Management Agency regarding Pajaro River at Watsonville Project, including a project map, and can be accessed at https://www.prfma.org/meeting-agendas.</p> <p>>The County of Monterey Department of Emergency Services maintains the Pajaro Recover webpage, and updated information on recovery efforts can be accessed at https://www.readymontereycounty.org/recover/pajaro-recovery.</p>	Ongoing (See webpages)
10	23.1	11/8/23	Shaw	Beretti	Request to consider revising County Code to increase public notice requirements for actions requiring public hearings to all owners of real property within three hundred (300) feet of the real property that is the subject of the public hearing for properties, to five hundred (500) feet.	Planning staff will present at a future meeting, in combination with PC Referral 24.3.	Pending
11	24.1	5/29/24	Mendoza/Work	Sanchez	Request presentation regarding rebuild status of property in Pajaro just one bridge along Porter Drive; Updated 1/29/2025 for staff to inform the Commission when there are major activities/status changes regarding demolition and redevelopment of the property.	As of May 6, 2025, demolition permit has been pulled and contractor is engaged to begin demolition. Proposed rebuild project redesign underway (PLN200234).	On-Going (As Appropriate)

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
12	24.2	6/1/24	Work	Beretti	Request to have semi-annual reports regarding the San Lucas drinking water supply issue and history.	Planning staff provided a status update report at the December 11, 2024 Planning Commission meeting. At that meeting the Commission requested to receive on-going updates regarding this matter. Staff plans to provide the Commission with semi-annual updates.	Ongoing (Semi-Annual)
13	24.3	6/5/24	Shaw	Beretti	Request to receive information regarding HCD's public outreach and notification procedures for various planning matters, and consider opportunities to improve public engagement and outreach.	Planning staff will present at a future meeting, in combination with PC Referral 23.1.	Pending
14	24.5	8/28/24	Daniels	Beretti	Keep the Planning Commission apprised regarding the Vacation Rental regulations status and discussions for the Coastal Zone.	Staff will provide updates to Planning Commission as Vacation Rental Ordinance (Title 20) is submitted to and considered by the California Coastal Commission. Coastal Commission staff has preliminarily reviewed the County regulations, have scheduled an extension of the County application for it's 2/5/25 meeting, and tentatively plan to present to the Coastal Commission for consideration at its August 2025 meeting in southern California .	On-Going
15	24.7	Summer 2024	Daniels/Diehl	Scariot/Wikle	Provide report regarding process for consideration of enacting a moratorium on new visitor serving units in the Big Sur Coast Land Use Plan area, pending the comprehensive update of the BSLUP.	Staff provided a report to the Planning Commission on January 29, 2025. The Commission did not support a moratorium, however, did request staff explore an interpretation of what is considered a "Rustic Campground".	On-going

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
16	24.8	10/25/2024	Mendoza	Scariot/Gonzalez (EHB)	Provide information and status regarding regulations and enforcement efforts to curb unpermitted food vendors.	At its June 25, 2025 meeting, the Planning Commission emphasized the high priority of this matter; the Planning Commission will prepare a letter to the Board (to be on future PC agenda, when drafted) with recommendation to support increasing resources toward enforcement efforts to curb unpermitted food vendors. Staff still anticipates presenting at the Board in the coming months, as follow up to the February 12, 2025 presentation to the Planning Commission.	On-going
17	24.9	9/25/2024	Diehl	Cappi (EHB)/J. Bowling	Review and provide a report regarding use/permissibility of composing toilets and other self-containment units given new technologies.	Staff anticipates providing a report to the Planning Commission in Summer 2025.	Pending