# Exhibit F

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Keith Higgins
Traffic Engineer

June 17, 2024

Ben and Tarin Christensen
1410 Dry Creek Road
San Jose, CA 95125

Re: Abalone Creek Ranch Expanded Traffic Study, 18000 Corral De Cielo Road, Salinas, California 93908

Dear Mr. and Ms. Christensen,

As requested by the Monterey County Department of Public Works, this is a supplement to **Appendix A**, which is a supplental traffic study for the Abalone Creek Ranch at 18000 Corral De Cielo Road in Monterey County, California
(Project). The Project is an agricultural operation involving the raising of poultry, sheep, cattle and pigs with associated grazing land and production of feed for on-site livestock consumption.

**Appendix A** provides Project trip generation as a part of a Vehicle Miles Traveled (VMT) discussion. It concludes that the extremely low amount of Project traffic would be imperceptible and not result in an appreciable effect on traffic operations in the Project vicinity.

This supplement includes the following.

1. Operational and safety analysis of the Project Access Driveway(s) including sight distance analysis
2. Based on knowledge of the area, existing traffic volumes and understanding this project may be a low volume trip generator, a qualitative operational analysis of the nearby roadways and intersections including discussion of HWY 68 operations should be provided.
3. Conclusions and recommendations from the traffic assessment.

## A. CORRAL DE CIELO ROAD AND PROJECT DRIVEWAY OPERATIONAL AND SAFETY ANALYSIS

The entire Project site plan is included in **Exhibit 1**. The Fuel Management Plan, which indicates the area along Corral De Cielo Road, is included as **Exhibit 2**. The Property Gates Plans and Partial Site Section is included as **Exhibit 3**. The following are evaluations of the driveway designs and sight distance adequacy. This included a site visit on Wednesday, July 26, 2023 to observe traffic and measure sight distance at the Project driveway intersection on Corral De Cielo.

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## 1. Corral De Cielo Road

Corral De Cielo Road is a two-lane public road that serves approximately 30 homes and ranch lands. Based on a daily trip rate of approximately 10 trips per home, it carries about 300 trips per day (30 PM peak hour trips) at the Project's main driveway on the west edge of the Project. This is about one vehicle every two minutes in the PM peak hour. Corral De Cielo Road operates at Level of Service A.

It is a paved road that includes about 20 feet to 22 feet of pavement plus a concrete V-gutter with no parking or sidewalks/pedestrian facilities along the Project frontage. It is in general conformance with the Monterey County Loop Sidehill typical street section. Loop streets have an allowance to serve up to 30 homes, but typically have secondary access. In this case, Rana Creek Road serves as a circuitous evacuation route. There is no parking demand due to the large residential lots with long driveways and adequate on-site parking.

The width of Corral De Cielo Road along the Project frontage also exceeds the minimum width of 18 feet of pavement plus 2 feet of graded shoulders for Average Daily Traffic of 400 or less per A Policy on Geometric Design of Highway and Streets, American Association of State Highway and Transportation Officials, 7th Edition, 2018, Table 5-6, Page 5-7. On page 5-8 it also states that "sidewalks are not normally found along local roads in rural areas. This publication is used by all state transportation agencies to provide design standards throughout the United States.

## 2. Project Access Driveway Design Evaluation

### a. Main Driveway (Gate "A")

The existing gated driveway in the northwest corner of the Project will serve as the main access and egress for the Project. It provides a direct connection between Corral De Cielo Road and all Project production buildings. Virtually all Project commercial and production traffic will therefore use this location. It is currently located as indicated on the plans.

The existing steel gate on the main driveway is located as indicated on the plans. It provides 80 feet of clearance between the Corral de Cielo edge of pavement and the gate as directed by the County of Monterey. This will accommodate vehicles that will exceed the length of any legal transport vehicle, including semi-trailer trucks, the longest of which are about 74 feet. The vehicle planned to exclusively be used for hauling materials to the site or livestock from the site is a livestock trailer pulled by a pickup truck which has a total length of about 50 feet. The gate clearance also exceeds the Caltrans Highway Design Manual Figure 205.1 standard for access driveways on high-speed, high-volume expressways of 75 feet as indicated on **Exhibit 4**. The corner radius of 30 feet on the west side of the driveway exceeds the Caltrans 25-foot radius standard. A graded shoulder is provided on the west side of the driveway which serves as a tapered entrance.

The gate is 18 feet wide, which is the narrowest width of the driveway. Two lanes of traffic can be accommodated. The driveway is flared at its intersection with Corral De Cielo which it intersects at about a 45-degree angle. The skewed alignment and flare provide a gradual turning movement for eastbound Corral De Cielo right turns into the site as well as exiting left turns onto westbound Corral De Cielo. The highest volumes

will be about one vehicle in and one vehicle out in an hour. The extremely low volumes on both Corral De Cielo Road and the Project Main Driveway will be easily accommodated by the proposed driveway location and design.

Sight distance to the right (looking to the east toward westbound approaching traffic) was evaluated and determined to exceed 250 feet when stopped with the front wheel of a design vehicle just outside the edge of pavement. This will accommodate an approach speed of about 35 miles per hour, which is adequate for prevailing speeds that must decelerate as they approach the 20-mile-per-hour horizontal curve immediately west of the driveway. Vegetation needs to be regularly mowed to maintain sight distance between the south shoulder of the road and the existing steel fence along the Project frontage. Sight distance to the right of the driveway is adequate. The sight distance calculation looking right is included as **Exhibit 5**.

Sight distance to the left (looking to the west toward eastbound approaching traffic) was also evaluated. A Google Earth aerial image with approximate sight lines looking left from the driveway is included on **Exhibit 6**. and determined to be approximately 240 feet looking to the right of (behind) an existing oak tree. The sight distance looking to the left of (in front of) the existing oak tree is approximately 170 feet. Both distances exceed the required distance of about 128 feet to accommodate the approach speed of about 30 miles per hour. Sight distance to the left of the driveway is adequate. The sight distance calculation looking left is included as **Exhibit 5**.

#### b. Secondary Driveway (Gate "B")

The secondary driveway (Gate "B") will be located about 900 feet east of the existing main driveway (Gate "A"). It will be used on a minimal basis. Its gate is proposed to be located 30 feet from the edge of pavement. This will be adequate to accommodate cars, pickup trucks, and single unit trucks without encroaching onto the Corral De Cielo Road pavement surface. Larger vehicles will utilize the main driveway (Gate "A"). This driveway will be located on a straight section of Corral De Cielo Road and will have adequate sight distance. Similar to Gate "A", this assumes that vegetation needs to be regularly mowed to maintain sight distance between the south shoulder of the road and the existing steel fence along the Project frontage.

## B. TRAFFIC OPERATIONS IN PROJECT VICINITY

### 1. Corral De Cielo Road

An S-curve exists along Corral De Cielo Road between the Project and Corral de Tierra Road, approximately 1,000 feet to the west. The curves have a centerline radius of about 110 Feet based on Google Earth aerial dated 2/23/2021. According to the Caltrans Highway Design Manual, these curves have a comfortable speed of 20 miles per hour, which is the advisory speed on the existing curve warning sign just north of Corral de Tierra Road. Corral De Cielo Road has a pavement width of about 26 feet in the S-curve to better accommodate vehicles negotiating the S-curve and as well as occasional large trucks.

Corral De Cielo Road is controlled by a Yield sign at its T-intersection with Corral de Tierra Road and San Benancio Road. Corral de Tierra Road represents the west (eastbound) leg and San Benancio Road represents the north (southbound) leg of this intersection. Both legs serve as the major street of the intersection and have no sign control. All three legs have double yellow centerline striping.

Observations of traffic at the Corral De Cielo Road / San Benancio Road / Corral de Tierra Road intersection during the PM peak hour indicate there is minimal traffic with no delay at this location.

As discussed in the April Letter, Abalone Creek Ranch will, on average, generate about 9 weekday daily trips on an annual average basis with about 1 (one) in both the AM and PM peak hours. This is an extremely low amount of traffic similar to the traffic generated by a suburban single-family home. It will be almost imperceptible at this intersection and will not result in any traffic operational issues.

### 2. Corral de Tierra Road

Corral de Tierra Road is a two-lane County road that currently carries about 5,600 average daily traffic (ADT) with an acceptable Level of Service of D near Highway 68. Volumes are forecasted in the Monterey County General Plan to increase about 20% to an ADT of about 7,700 near Highway 68 at General Plan Buildout. This is largely due to potential retail commercial development near Highway 68. Except for delay at its approach to Highway 68, it currently has minimal traffic delay. The operation of the Highway 68 / Corral de Tierra Road intersection is discussed in the Highway 68 section of this report.

Corral de Tierra Road traffic volumes continue to decline south of Robley Road to an estimated 300 vehicles per day at Corral De Cielo Road. Corral de Tierra Road will be used infrequently by the Project because it is a less direct route between the Project and Highway 68 than San Benancio Road.

The Project, which will only generate a total of about one peak hour trip, will only add occasional traffic to Corral de Tierra Road. The Project will have no effect on Corral de Tierra Road traffic operations.

### 3. San Benancio Road

San Benancio Road is a two-lane County road that currently carries about 4,500 vehicles per day (ADT) with an acceptable Level of Service of D near Highway 68. Volumes are forecasted in the Monterey County General Plan to increase about 20% to an ADT of about 6,700 near Highway 68 at General Plan buildout. Except for delay at its approach to Highway 68, it currently has minimal traffic delay. The operation of the Highway 68 / San Benancio Road intersection is discussed in the Highway 68 section of this report.

San Benancio Road traffic volumes decline to about 2,300 immediately south of Harper Canyon Road and continue to decline to an estimated 300 vehicles per day at Corral De Cielo Road. San Benancio Road will be the primary route between the Project and Highway 68 because it is the most direct route to Highway 68.

The Project, which will only generate a total of about 13 daily trips and one peak hour trip, will add about 0.6% to San Benancio Road traffic volumes. One peak hour trip would be considered insignificant based on historical Monterey County significance thresholds prior to the current Vehicle Miles Traveled criteria.

### 4. Highway 68

Highway 68 (SR 68) connects State Route 1 in Monterey and US 101 in Salinas. It is a 2-lane rural highway with a speed limit of 55 mph between SR 1 and just south of the Portola Drive interchange and carries about 25,000 vehicles per day. Between the Portola Drive and Spreckels Boulevard interchanges, Highway 68 is a 4-lane

freeway with 65 mph speed limit where it carries about 35,000 vehicles per day. Highway 68 is a 4-lane divided highway with 55 mph speed limit from the Spreckels Boulevard interchange to Blanco Road in the City of Salinas where it carries about 28,500 vehicles per day. Inside the City of Salinas SR 68 becomes an arterial along South Main Street and John Street. It serves as a commuter and scenic tourist route between Salinas and the Monterey Peninsula. The nearby roadways include Corral de Cielo, Corral de Tierra Road, San Benancio Road, and Highway 68.

Highway 68 operates at LOS F according to the Monterey County 2010 General Plan. The Transportation Agency for Monterey County (TAMC), Caltrans and the County of Monterey has programmed major capacity and safety improvements to Highway 68, including roundabouts at currently signalized intersections. The candidate improvements were identified in the "SR 68 Scenic Highway Plan," August 2017. Measure X, the Transportation Safety & Investment Plan is a sales tax measure that was approved by Monterey County voters in November 2016 provides about $50 million towards Highway 68 improvements for congestion relief and safety improvements. The TAMC Regional Development Impact Fee allocates an additional $4 million toward these improvements. Funding will also be provided by various State and Federal sources. TAMC and Caltrans are continuing with planning and public outreach activities including an open house on July 19, 2023.

The Project will, at most, add about 1 morning peak hour trip and 1 evening peak hour trip to the two-lane section of Highway 68 between San Benancio Road and the Toro Park interchange. Project traffic will occasionally occur along the Highway 68 corridor at the many crossroads west of San Benancio Road including Corral de Tierra Road and Laureles Grade. This will result in less than one morning peak hour trip and less than one evening peak hour trip west of San Benancio Road. Project traffic will probably be at or below one peak hour trip west of Highway 218. The Project will clearly not result in any measurable effect on levels of service or traffic safety on Highway 68.

Highway 68 has been determined to currently operate at Level of Service F in the Monterey County General Plan. Using the historic Level of Service metric for analyzing land development transportation environmental impacts, the addition of a single peak hour trip would be considered a significant impact. The Project will reach the one-trip threshold on the two-lane section of Highway 68 between San Benancio Road and the four-lane segment of Highway 68 near the Toro Park interchange. The Project therefore will result in a significant environmental impact. As discussed in Section C below, the Project will pay both the TAMC Regional Development Impact Fee and Monterey County Traffic Impact Fee which will mitigate the impact to less-than-significant per the Monterey County General Plan.

## C. PROJECT FINANCIAL CONTRIBUTIONS TO REGIONAL TRAFFIC IMPROVEMENTS

The Project will pay the TAMC Regional Development Impact Fee and Monterey County Traffic Impact Fee based on its anticipated annual average trip generation. This will represent the Project's fair share contribution toward Highway 68 improvements and improvements to other regional facilities.

## D. CONCLUSIONS

No safety, traffic operations or vehicle miles traveled (VMT) issues are expected with the Project. The Project will be required to pay appropriate TAMC and Monterey County traffic impact fees, which will mitigate adverse effects on Highway 68 and the regional road and highway network.

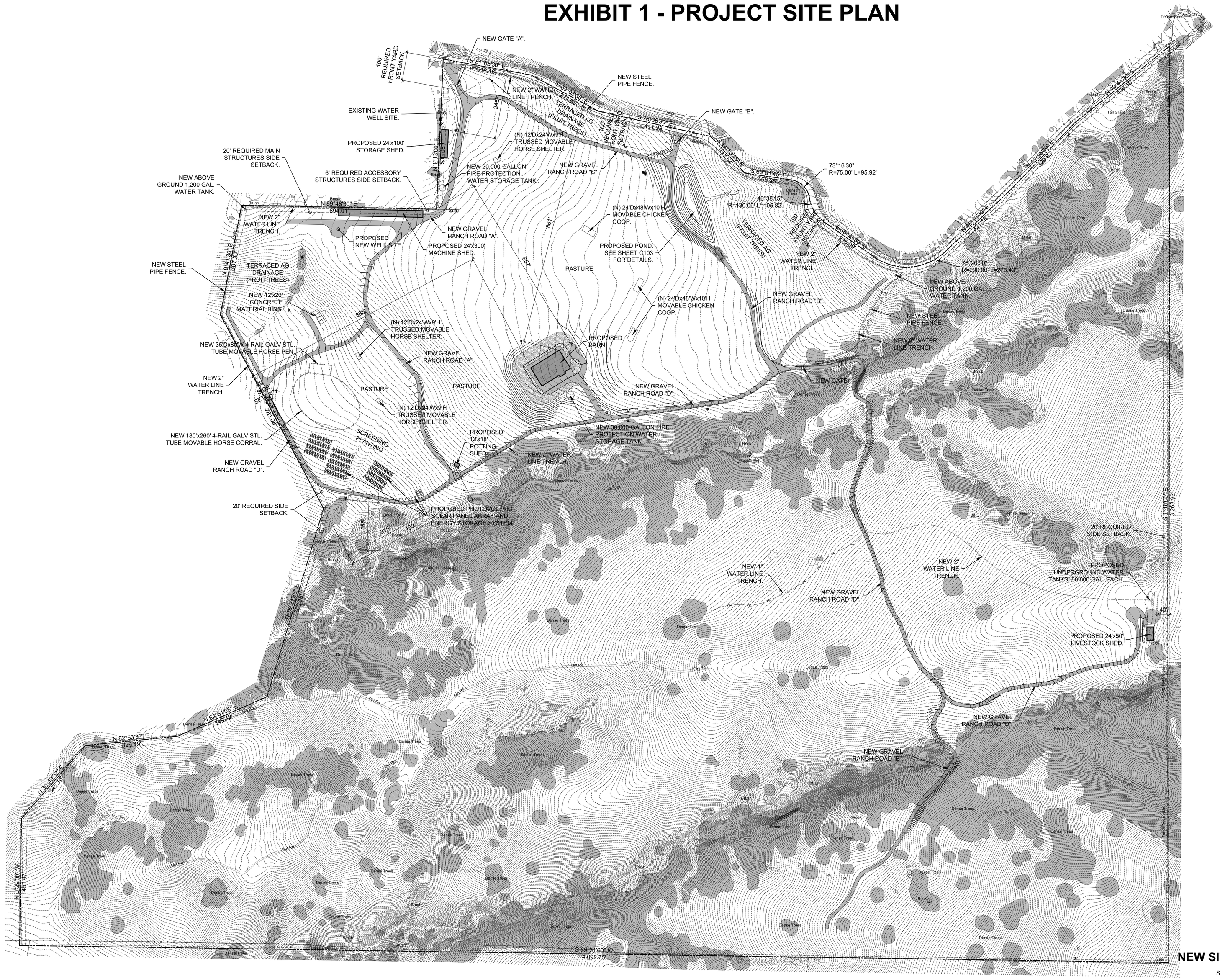
If you have any questions or need additional information, please do not hesitate to contact me. Thank you for the opportunity to assist you.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE
Attachments

# EXHIBIT 1 - PROJECT SITE PLAN




NEW SITE PLAN

SCALE: 1" = 160'-0"


HOLDREN + LIETZKE ARCHITECTURE

225 CANNERY ROW - SUITE A
MONTEREY, CA 93940

Ph: 831.649.6001
Fax: 831.649.6003

www.hl-arc.com


| | |
|---|---|
| DATE: | 11/30/2022 |
| SCALE: | 1"=160'-0" |
| DRAWN: | A.P. |
| JOB NUMBER: | 20.09 |
| REVISION | |

NEW SITE PLAN

ABALONE CREEK RANCH

18000 CORRAL DE CIELO
SALINAS CA. 93908
A.P.N. 416-441-047

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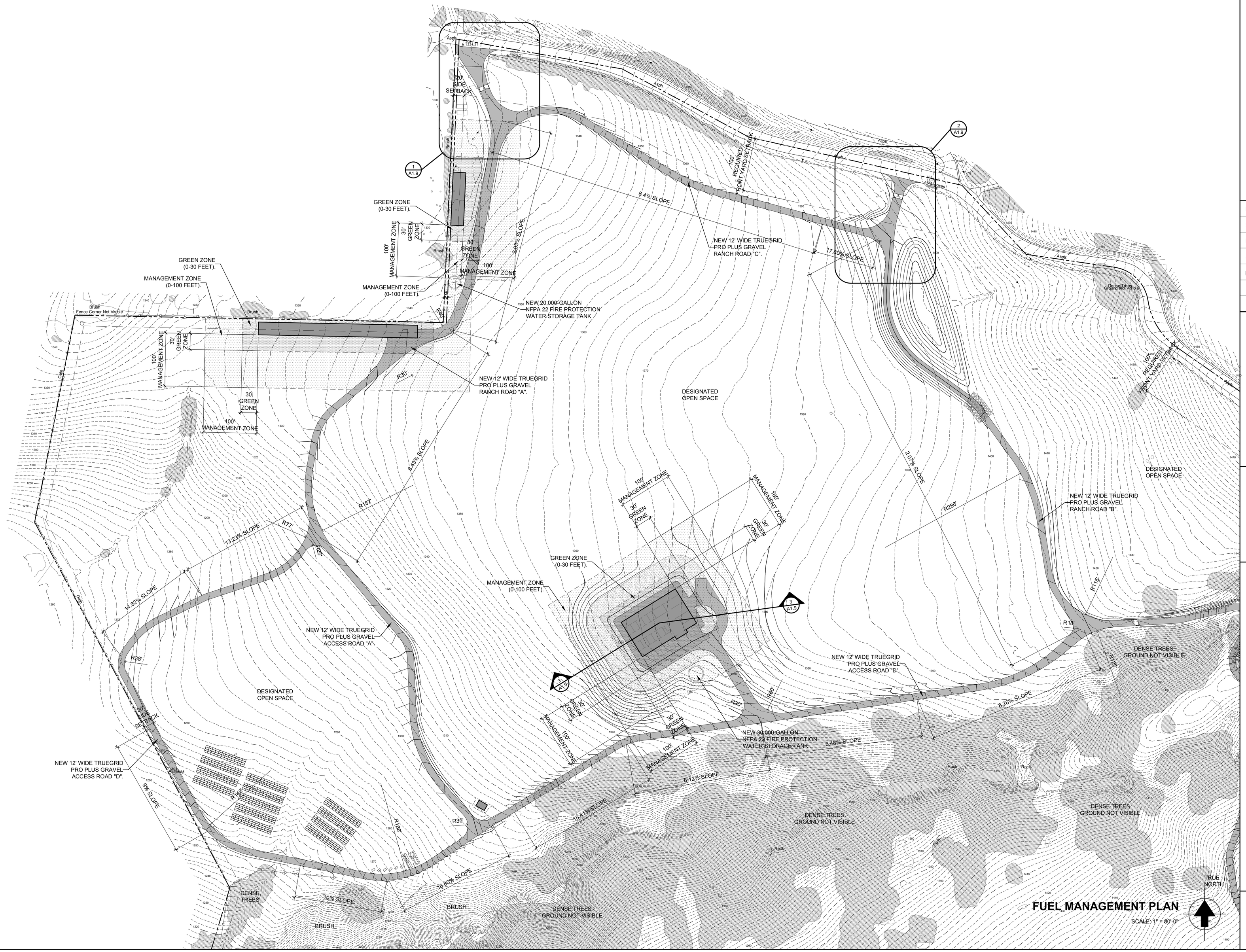
# EXHIBIT 2 - PROJECT SITE PLAN - DRIVEWAY AREA




## FUEL MANAGEMENT PLAN

SCALE: 1" = 80'-0"


HOLDREN + LIETZKE ARCHITECTURE

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MONTEREY, CA 93940

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Fax: 831.649.6003

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| DATE: | 11/30/2022 |
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| JOB NUMBER: | 20.09 |
| REVISION | |

FUEL MANAGEMENT PLAN

# ABALONE CREEK RANCH

18000 CORRAL DE CIELO
SALINAS CA. 93908
A.P.N. 416-441-047

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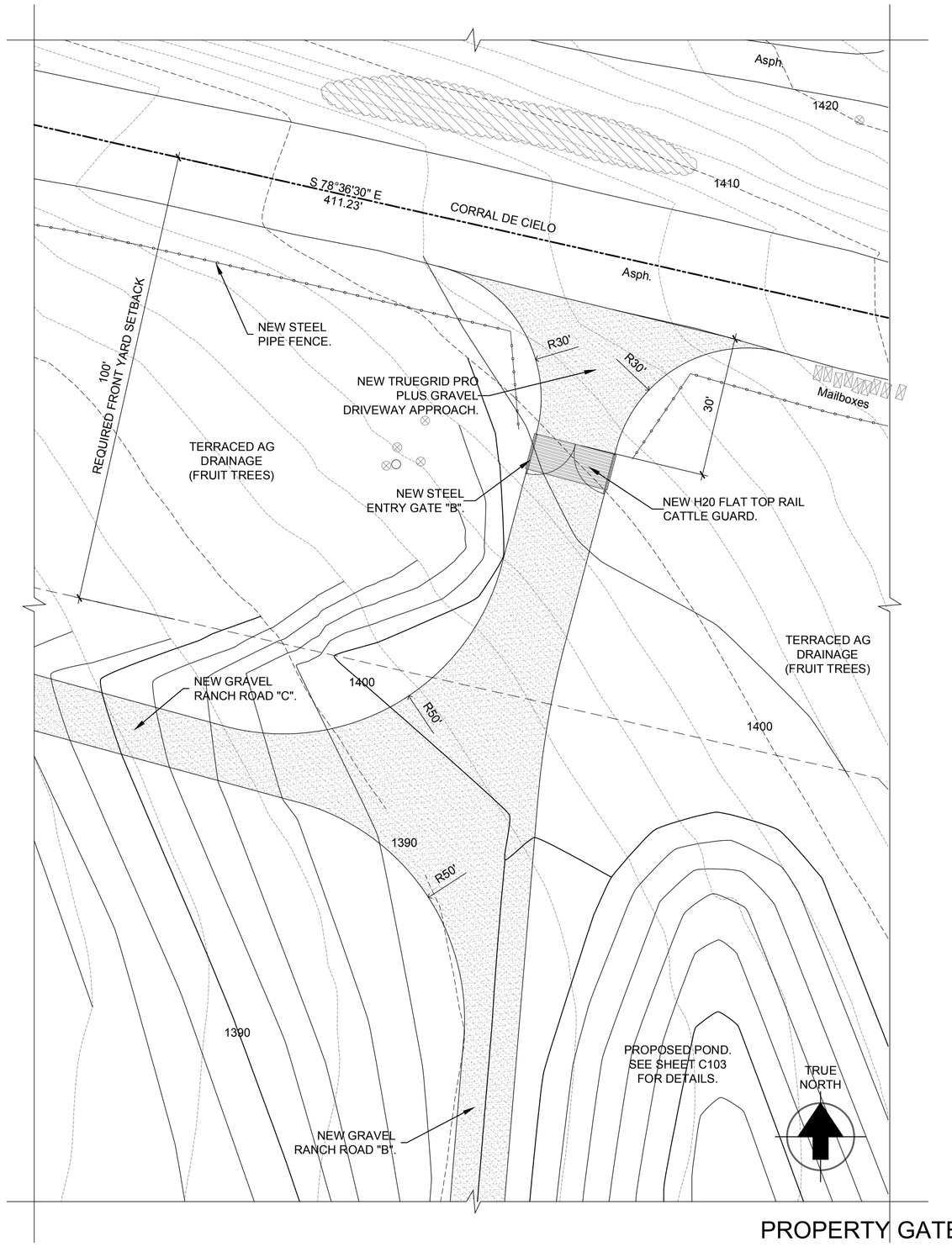
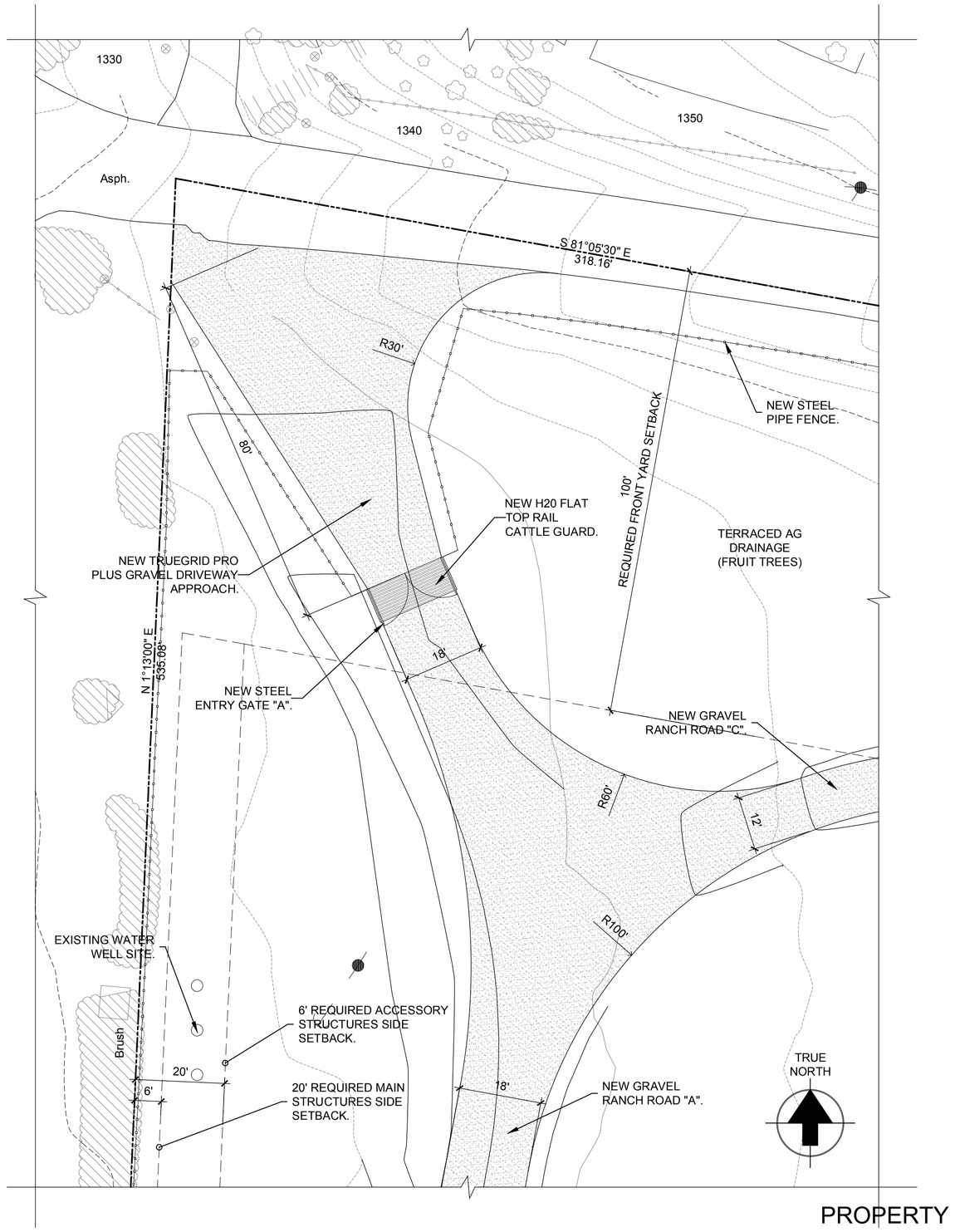
# EXHIBIT 3 - PROJECT DRIVEWAY ENLARGEMENTS



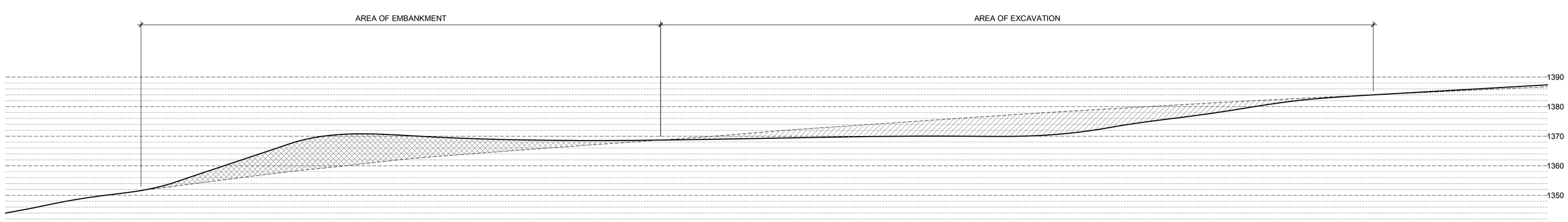

PROPERTY GATE "B" PLAN (2)

SCALE: 1" = 20'-0"




PROPERTY GATE "A" PLAN (1)

SCALE: 1" = 20'-0"




PARTIAL SITE SECTION (3)

SCALE: 1" = 60'-0"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| DATE: | 11/30/2022 |
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| DRAWN: | A.P. |
| JOB NUMBER: | 20.09 |
| REVISION | |

PROPERTY GATES PLANS
AND PARTIAL SITE SECTION

ABALONE CREEK RANCH

18000 CORRAL DE CIELO
SALINAS CA. 93908

A.P.N. 416-441-047

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# EXHIBIT 4 - CALTRANS TYPICAL ENTRANCE LAYOUT



by the District designer to ensure that existing facilities (drainage, other bridges, or roadways) will not conflict with the falsework.

The placement and removal of falsework requires special consideration. During these operations, traffic should either be stopped for short intervals or diverted away from the span where the placement or removal operations are being performed. The method of traffic handling during these operations is to be included in the Special Provisions.

## Topic 205 - Road Connections and Driveways

### 205.1 Access Openings on Expressways

Access openings are used only on expressways. The term access opening applies to openings through the right of way line which serve abutting land ownerships whose remaining access rights have been acquired by the State.

(1) *Criteria for Location.* Access openings should not be spaced closer than one-half mile to an adjacent public road intersection or to another private access opening that is wider than 30 feet. When several access openings are closely spaced, a frontage road should be considered (see Index 104.3). To discourage wrong-way movements, access openings should be located directly opposite, or at least 300 feet from a median opening.

**Sight distance equivalent to that required for public road intersections shall be provided (see Index 405.1).**

(2) *Width.* The normal access opening width should be 30 feet. A greater width may result in large savings in right of way costs in some instances, but should be considered with caution because of the possibility that public use might develop. Conversion of a private opening into a public road connection requires the consent of the CTC, which cannot be committed in advance (see the Project Development Procedures Manual).

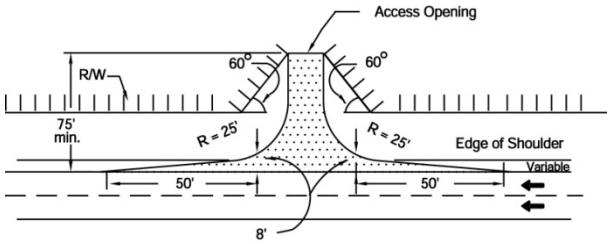
(3) *Recessed Access Openings.* Recessed access openings, as shown on Figure 205.1, are desirable at all points where private access is permitted and should be provided whenever they can be obtained without requiring alterations to existing adjacent improvements. When recessed openings are required, the opening should be located a minimum distance of 75 feet from the nearest edge of the traveled way.

(4) *Joint Openings.* A joint access opening serving two or more parcels of land is desirable whenever feasible. If the property line is not normal to the right of way line, care should be taken in designing the joint opening so that both owners are adequately served.

(5) *Surfacing.* All points of private access should be surfaced with adequate width and depth of pavement to serve the anticipated traffic. The surfacing should extend from the edge of the traveled way to the right of way line.

## Figure 205.1

## Access Openings on Expressways




## RECESSED OPENING

NOTES:

- By widening the expressway shoulder, deceleration lanes may be provided where justified.
- This detail, without the recess, may be used on conventional highways.

### 205.2 Private Road Connections

The minimum private road connection design is shown on Figure 205.1. Sight distance requirements for the minimum private road connection are shown on Figure 405.7 (see Index 405.1(2)(c)).

# Sight Distance Analysis
## 18000 Corral De Cielo Road
### Monterey County, California

**Eastbound Sight Distance Looking Right from Project Main Driveway (Gate "A")**

| | | | |
|---|---|---|---|
| Curve Radius | N.A. | feet | |
| Curve Design Speed | 35.0 | mph | $e+f = .067V^2/R$ |
| Measured Travel Speed | 35 | mph | |

Caltrans Highway Design Manual, Figure 202.2 - Maximum Comfortable Speed on Horizontal Curve,December 16, 2016, page 200-15.

where:
e = Superelevation (feet per foot)
f = Side friction factor
V = Speed (miles per hour)
R = Radius (feet)

| | | | |
|---|---|---|---|
| Required Sight Distance | | | |
| Northbound Grade | -10% | | |
| **Sight Distance Provided** | **250** | **feet** | |
| **Sight Distance Required** | **242** | **feet** | $d = 1.47Vt+V^2/30*(a/32.2+ \text{ or } -G)$ |
| **Sight Distance is Adequate** | | | |

A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO), 6th Edition, 2011, Equation 3-3, page 3-5.

where:
d = Braking distance on grade, feet
V = Design speed (miles per hour)
t = Brake reaction time (2.5 seconds)
a = Deceleration (14.8 feet per second$^2$)
G = Grade, rise over run (feet per foot)

**Westbound Sight Distance Looking Left from Project Main Driveway (Gate "A")**

| | | | |
|---|---|---|---|
| Curve Radius | 110 | feet | |
| Curve Design Speed | 20.3 | mph | $e+f = .067V^2/R$ |
| Measured Travel Speed | 30 | mph | |

per Caltrans Highway Design Manual, Figure 202.2 - Maximum Comfortable Speed on Horizontal Curve,December 16, 2016, page

where:
e = Superelevation (feet per foot)
f = Side friction factor
V = Speed (miles per hour)
R = Radius (feet)

| | | | |
|---|---|---|---|
| Required Sight Distance | | | |
| - Southbound Grade | 10% | | |
| Sight Distance Provided Behind Oak | 240 | feet | |
| Sight Distance Provided Left of Oak | 170 | feet | |
| **Sight Distance Required** | **170** | **feet** | $d = 1.47Vt+V^2/30((a/32.2)+ \text{ or } -G)$ |
| **Sight Distance is Adequate** | | | |

A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO), 6th Edition, 2011, Equation 3-3, page 3-5.

where:
d = Braking distance on grade, feet
V = Design speed (miles per hour)
t = Brake reaction time (2.5 seconds)
a = Deceleration (14.8 feet per second$^2$)
G = Grade, rise over run (feet per foot)

Keith Higgins
Traffic Engineer

Exhibit 5
Abalone Creek Ranch Gate "A"
Sight Distance Calculations

EXHIBIT 6 - PROJECT
GATE"A" SIGHT LINES
240 FOOT SIGHT LINE
TO RIGHT OF OAK TREE
170 FOOT SIGHT LINE
TO LEFT OF OAK TREE
OAK
TREE
GATE "A"
PROJECT
N
200 ft
Google Earth

# ABALONE CREEK RANCH
# TRAFFIC STUDY APPENDIX A

# Keith Higgins

## Traffic Engineer


June 17, 2024

Ben and Tarin Christensen
1410 Dry Creek Road
San Jose, CA 95125

Re: Abalone Creek Ranch Traffic Study, 18000 Corral De Cielo Road, Salinas, California 93908

Dear Mr. and Ms. Christensen,

As you requested, this is a traffic study for the Abalone Creek Ranch at 18000 Corral De Cielo Road in Monterey County, California (Project). The Project is an agricultural operation involving the raising of poultry, sheep, cattle and pigs with associated grazing land and production of feed for on-site livestock consumption.

The Monterey County Public Works Department has requested an assessment of Project traffic impacts including vehicle trip generation and a Vehicle Miles Traveled (VMT) analysis. This letter presents the results of an analysis that includes the following scope of work to address these issues.

A. Estimate existing and proposed Project daily and peak hour traffic generation
B. Discuss Project vehicle miles traveled (VMT) impacts based upon the draft Monterey County VMT policy.

### A. PROJECT TRIP GENERATION

Project trip generation is estimated on **Attachment A**. This is based on activity levels described in detail in the "Abalone Creek Ranch Agricultural Operations Plan," April, 2023, that is included as **Attachment B**. To summarize, Project trips include the following.

- Separate deliveries of poultry, sheep, cattle, and pigs, about every three months.
- Feed is grown on-site or provided by open grazing.
- Manure management is handled on-site.
- Customers will rarely visit the site.
- There will be 2 to 3 employees in addition to family members.
- Additional staffing will be provided by family members who live very close to the Project and can walk between their residences and the Project or drive a short distance without accessing Corral de Tierra Road or San Benancio Road.
- Occasional trips will be made by consultants, maintenance and repair contractors and veterinarians.
- Mail deliveries will be made by existing postal service to the area.
- Parcel deliveries will probably occur daily.
- Educational tour groups may take place periodically and are assumed to occur about every three months.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T 408.201.2752 KEITH@KEITHHIGGINSTE.COM WWW.KEITHHIGGINSTE.COM

As indicated in **Attachment A**, the Project will generate about 24 weekday daily trips with about 2 in both the AM and PM peak hours. Project annual average daily trip generation is estimated to total about 9 weekday daily trips with about 1 (one) in both the AM and PM peak hours. This is similar to the trip generation of a single-family residence. It is an extremely low amount of traffic, which will be almost imperceptible on the nearby road network. It will clearly not result in any measurable effect on levels of service or affect traffic safety. No additional traffic operations analysis is required.

## B. PROJECT VEHICLE MILES TRAVELED

As required by California SB 743, vehicle-miles-travelled (VMT) has recently replaced level of service in the evaluation of 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 VMT policy and evaluation methodology is expected to closely follow 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. This is consistent with the policies adopted by other nearby agencies including the City of Monterey, Santa Cruz County and Caltrans.

1. Project VMT Significance Threshold - The OPR Guidelines include criteria for determining if development proposals will require further VMT analysis or if the proposal is below significance thresholds 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."

2. Project VMT Analysis - The Project is estimated to generate about 24 vehicle trips per day on a peak day and about 9 vehicle trips per day on an annual average basis. These are only 22% and 8% of the 110 trips per day significance threshold. The Project will therefore have a less-than-significant VMT impact. No additional VMT analysis is required.

## C. CONCLUSIONS

No safety, traffic operational or vehicle miles traveled (VMT) issues are expected with the proposed project. No additional traffic operations and VMT analyses are required. No traffic-related mitigations are required.

If you have any questions or need additional information, please do not hesitate to contact me. Thank you for the opportunity to assist you.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE
Attachments

# Attachment A
# Abalone Creek Trip Generation Summary
**June 17, 2024**

| Project Component | Frequency | Daily Trips Peak Day | Daily Trips Average Day |
|---|---|---|---|
| 1. Animals | Trips associated with On-Site Animals are included below. | 0 | |
| 2. Crops | Trips associated with On-Site Crops are included below. | 0 | |
| 3. Raising and Processing | | | |
| a. Poutry | Two livestock trailer loads per month. | | |
| b. Sheep | Maximum One livestock trailer load every 3 months. | | |
| c. Cattle | Maximum One livestock trailer load every 3 months. | | |
| d. Pigs | Maximum One livestock trailer load every 3 months. | | |
| e. Fruits and Vegetables | No off-site trips. | | |
| Total - Raising and Processing | Maximum One Round Trip per Peak Day | 2 | 0.20 |
| 4. Manure Management | Manure is used on-site. No trips are associated with this activity. | 0 | 0 |
| 5. Sale of Commercial Projects | | | |
| a. Deliveries to Off-Site Locations | Accounted for in Item 3 above. | 0 | 0 |
| b. Customer Visits | A maximum of one customer per week. | 2 | 0.4 |
| 6. Employees | | | |
| a. Off-Site Employees | Maximum 3 new Employees per day. One Round Trip per Day per Employee. | 6 | 6 |
| b. Off-Site Owners | Off-site owners already visit the site. | 0 | 0 |
| b. Consultants/Contractors/Veterinarians | Conservative allowance of One per day. | 2 | 2 |
| 7. Deliveries | | | |
| a. Livestock and Poulty Deliveries | Accounted for in Item 3 above. | 0 | 0 |
| b. Miscellaneous Deliveries | | | |
| i. Mail | Daily mail delivery to Project vicinity already occurs once per day. | 0 | 0 |
| ii. Parcels | Daily mail delivery to Project vicinity already occurs once per day. | 0 | 0 |
| 8. Educational Tour Groups | On average, One 25-Person Group per Quarter, each with 6 Cars. | 12 | 0.13 |
| TOTAL DAILY TRIPS | | 24 | 9 |
| TOTAL PEAK HOUR TRIPS (Assuming 8% in the Peak Hour) | | 2 | 1 |
| VEHICLE MILES TRAVELED (VMT) DAILY TRIP GENERATION SCREENING THRESHOLD (Daily Trips) | | 110 | 110 |
| PERCENT OF VMT SCREENING THRESHOLD | | 22% | 8% |

CONCLUSIONS:

1. Project Daily Traffic Generation is only 22% of VMT Screening Threshold on peak days and 8% on an annual average basis. Therefore there is an insignificant VMT impact. No additional VMT study is required.
2. Project Peak Day Peak Hour Trip Generation is only 2 trips on peak days and about 1 trip on an annual average. This is an imperceptible amount of traffic. The Project will have no traffic operational impacts. No additional traffic operational analysis is required.

# Abalone Creek Ranch
## Agriculture Operations Plan June 2024

Abalone Creek Ranch (the "Ranch") is located at 18000 Corral Del Cielo, Salinas, CA, 93908 and is owned by Abalone Creek Ranch Inc, a California corporation owned by the Christensen family. In 1976, the predecessor owner and the County of Monterey entered into the Land Conservation Act (Agricultural Preserve No. 73-30) contract ("LCA Contract") that limits the use of the Ranch to agricultural and compatible uses. This LCA Contract, which continues to restrict the use of the Ranch, states that the Ranch "shall not be used by Owner, or Owner's successor in interest, for any purpose other than the production of food and fiber for commercial purposes and uses compatible thereto." Consistent with the Contract and underlying "Permanent Grazing" land use designation for the Ranch set forth in the General Plan and zoning regulations, the Christensen family is proposing to use the Ranch as a family ranch/farm for both personal and commercial uses.

**PROPOSED AGRICULTURAL USE OF THE RANCH**

As described below, the anticipated agricultural uses at the Ranch include, but may not be limited to, the raising of poultry and small livestock such as, pigs, cattle, and sheep, and consumer related products for both domestic personal use and minimal commercial purposes.

1. **Animals:** The following represents the anticipated maximum quantities and types of animals at full operational conditions:
    a. Poultry: 499 or less
    b. Sheep: 200
    c. Pigs: 10
    d. Cattle: 30
    e. Horses: 4
    f. Donkeys: 1
    g. Dogs: 2-4
    h. Llamas: 2-6
2. **Crops**: The following are what we anticipate for crops:
    a. Pasture grasses for grazing
    b. A variety of fruit trees (apples, oranges, etc.) around the property, particularly around the edges of the pasture as per the site plan.
        i. The dominant purpose of the fruit is as "food forests", letting the fruits naturally drop to the ground for grazing animals to eat.
    c. ½ Acre of raised bed garden
    d. All crops will be on a minimal drip system to conserve water usage
    e. Personal use and limited small-scale commercial use (off-site sales of jams and oils) of the fruit will occur.
3. **Raising and Processing**
    a. Poultry – This is not a "poultry farm" as defined by Monterey County Code (Title 21), which is defined as "the raising, keeping or raising and keeping of, in the aggregate, more than five hundred (500) chickens, turkeys, ducks, geese, pigeons, pheasants, peafowl, guinea fowl or other fowl." We will maintain fewer than 499 broiler chickens on the property at any given time. Chicks will be purchased off-site and transported to the property to be raised in PastureTek portable chicken coops that are moved daily in order

to avoid overgrazing/foraging.

- Birds will be processed approximately every 4-10 weeks. Birds will be processed off-site at a USDA facility. Birds would be transported in approximately 12 crates on a flatbed or livestock trailer pulled behind our ranch truck every 4-10 weeks.

b. Sheep – We presently have twenty six sheep on property. Ewes will be impregnated twice per year and lambing occurs 5 months after impregnation. Sheep are raised free range grazing on cover crops. Other than for personal use, the majority of sheep will be sold live to customers at 9-14 months of age and to be processed off site at a facility of their choice and expense. That would result in transporting the lambs to be processed off site a maximum of one trip every 3 months. The lambs would be transported in a livestock trailer pulled behind our ranch truck.

c. Cattle – We presently have five cattle on property. Other than for personal use, limited commercial sales of cattle will occur. The cattle will be sold live to customers and processed off site at a facility of their choice and expense. Should that occur, the livestock would be transported a maximum of one trip every 3 months in a livestock trailer pulled behind our Ram ranch truck.

d. Pigs – Other than for personal use, limited commercial sales of pigs will occur. Pigs will be sold live to customers and processed off site at a facility of their choice and expense. Should that occur, the livestock would be transported a maximum of one trip every 3 months in a livestock trailer pulled behind our Ram ranch truck.

e. Fruits & Vegetables – Almost all fruits and vegetables will be for personal or animal consumption.

f. Transportation of all animals for processing off site will occur before 7AM, between 9AM-4PM, and after 6PM

**4. MANURE MANAGEMENT-** Our proposed farm is a pasture/rotational grazing-based operation and open rangeland that will house the different animals.

a. Manure generated in the upper pasture will be used to fertilize the seeded grass for the poultry

b. Manure generated from the lower pasture will be used to fertilize the seeded horse pasture and 5 acres of fruit trees

c. For full details, please view the Manure Management Plan

**5. SALE OF COMMERCIAL PRODUCTS**

a. Commercial sales will be a mixture of direct to consumer, farmers market, and retail locations. All deliveries of commercial resale items will be delivered offsite once per month. The property will not be used as a retail location.

**6. EMPLOYEE COUNT**

a. As a family operation, most employees are family members already residing near the site or are owners who visit the site frequently. We expect an average of 2-3 daily employees on site. Occasional days will see one or more consultants or contractors onsite to help with operations, maintenance, repairs, etc.

**7. EDUCATIONAL OPPORTUNITIES**

a. Beyond the agricultural activities described above, limited numbers of workshops or tours for 4-H groups or class school field trips may occur (2 per year). We do not have established plans at this time but will be in a better position to evaluate such activities and gauge the interest of any groups once the ranch is operational. We expect that most groups would be small (less than 15) with an occasional school class, which are generally between 25-30 kids plus chaperones. Only soft drinks and snacks would be served during any of these educational visits.